Final Environmental Impact Report for the

Village 1 Specific Plan

State Clearinghouse No. 2010102018

October 2012

Prepared for:

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Development Services Department
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TABLE OF CONTENTS

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1. INTRODUCTION

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INTRODUCTION

This Final Environmental Impact Report (FEIR) contains the public and agency comments received during the public review period on the Draft Environmental Impact Report (DEIR) for the Village 1 Specific Plan (proposed project). This document has been prepared by the City of Lincoln, in accordance with the California Environmental Quality Act (CEQA).

BACKGROUND

The Environmental Impact Report (EIR) is an informational document intended to disclose to the decision-makers and the public the environmental consequences of approving the proposed project. The DEIR was circulated for agency and public comment from May 8 through July 9, 2012. All written comments received during the DSEIR public review period are included in Chapter 4 along with responses to the comments.

ERRATA AND MODIFICATIONS

Chapter 2, Draft EIR Errata and Modifications, identifies all changes to the DEIR by subject matter section. These changes are staff-initiated changes in response to comments made on the DEIR. None of the modifications resulted in new significant impacts or substantial increases in the severity of impacts analyzed in the Draft EIR.

COMMENTS AND RESPONSES

A list of agencies, organizations, and individuals commenting on the Draft EIR is included in Chapter 3 in this Final EIR. All written comments received during the DEIR comment period are provided in Chapter 4, along with responses to all substantive comments. Each comment letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the letter number appearing first, followed by the comment number. For example, comments in Letter 1 are numbered 1-1, 1-2, 1-3, and so on. Immediately following the letter are responses, each with binomials that correspond to the bracketed comments.

Some comments on the Draft EIR do not pertain to physical environmental issues. Responses to such comments, though not required under CEQA, are included to provide additional information. The phrase "comment noted" is used when the EIR authors wish to acknowledge a comment that does not directly pertain to the proposed project or environmental issues analyzed in the EIR, does not ask a question about the EIR, or does not challenge an element of, or conclusion of, the EIR. The intent is to simply recognize the comment.

MITIGATION MONITORING PROGRAM

The Mitigation Monitoring Program (MMP) for the Proposed Project, presented in Chapter 5, includes all mitigation measures identified in the Draft EIR, and identifies the parties responsible for implementing and monitoring the measures, and the timing of such implementation.

2. DRAFT EIR ERRATA AND MODIFICATIONS

2. DRAFT EIR ERRATA AND MODIFICATIONS

INTRODUCTION

This chapter presents minor corrections and modifications made to the Draft EIR initiated by staff, based on their on-going review, and changes initiated in response to comments received on the Draft EIR. These revisions are minor modifications and clarifications and do not change the significance of any environmental issues or conclusions within the DEIR. There are several modifications to impact discussions and mitigation measures, but none of these are substantial enough to alter the findings of significance and/or to result in a substantial increase in the severity of an impact.

In addition, this chapter presents minor revisions to the project proposed by the applicant. As discussed below, these changes do not alter the conclusions of the EIR.

Added text is underlined and deleted text is struck through. Text changes are presented in the page order in which they appear in the Draft EIR. Where modifications were made to mitigation measures in the Draft EIR, the Mitigation Monitoring Program (MMP) in Chapter 5 contains the mitigation measures as revised.

If significant new information is added to an EIR after public review, the lead agency is required to recirculate the revised document (CEQA Guidelines Section 15088.5). Significant new information includes, for example, a new significant environmental impact or a substantial increase in the severity of an impact. New information is not considered significant unless the document is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental impact of the project or comment on a feasible mitigation measure that the proponent has declined to implement. No new impacts or substantial increases in the severity of impacts have been identified as a result of information brought forward in the comments. Recirculation of the DEIR is thus not deemed to be necessary.

The Village 1 Specific Plan EIR evaluates the full Specific Plan at a programmatic level, and Phase 1 at a project-specific level. Therefore, the following terms are used throughout this chapter:

- Full Specific Plan, plan area, or project site: The entire 1,832-acre project area, including both Phase 1 and the remaining area that is being evaluated programmatically;
- Phase 1: The 290-acre portion of the Specific Plan that is being evaluated at a project-specific level; and
- Programmatic portion/site/area: The 1,542-acre portion of the full Specific Plan that is being evaluated at a programmatic level (which does not include Phase 1).

APPLICANT-PROPOSED REVISIONS TO THE PROJECT

The Applicant has proposed minor adjustments to the Specific Plan land use table and figure (see Revised Figure 2-2 and Revised Tables 2-1 and 2-2, modified as shown at the end of this chapter) in response to a request by property owners in Phase 1 to realign the segment of Ferrari Ranch Road north of SR 193. With this new alignment, Ferrari Ranch Road would be moved closer to the eastern edge of the open space area, and would avoid an existing home and increase the amount of open space. In addition, the roadway alignment in the southwest corner of the plan area was adjusted to match an existing easement, as requested by a property

owner. In addition, the 5.9-acre parcel originally designated Village Public Facility (VPF) has been redesignated Village Open Space/Corridors (VOS). Finally, small refinements were made to acreages based on review of the parcels within the plan area.

As shown in Revised Tables 2-1 and 2-2 at the end of this chapter, these minor refinements to the plan would not alter the proposed number or type of residential units, or the amount of non-residential square footage, so impacts based on population and commercial activity (e.g., traffic, demand for utilities) would not change. The amount of open space would increase slightly (by 13.4 acres or less than one percent), so the amount of ground disturbance would be reduced by a small amount. For these reasons, the proposed refinements to the land use plan would not alter the analysis or conclusions of the EIR.

MODIFICATIONS TO THE DRAFT EIR

NOTE: ***New text is underlined. Deleted text is struck through. Revised tables and figures are presented at the end of the chapter.***

2.0 Project Description

Page 2-6 Table 2-1 is modified as shown at the end of this chapter.

Figure 2-2 Figure 2-2, Proposed Land Use Plan, is modified as shown at the end of this chapter.

Page 2-8 Table 2-2 is modified as shown at the end of this chapter.

Figure 2-6 Figure 2-6, Water Systems, is modified to show the boundaries between the Nevada Irrigation District and Placer County Water Agency, as shown at the end of this chapter.

Page 2-23 The paragraph under the **City of Lincoln** header is modified as shown:

~~As part of the approval process the City of Lincoln would need to certify the~~ This EIR provides the CEQA analysis for the following approvals: ~~and approve the following entitlements in order to implement the proposed project~~:

- General Plan Amendment,
- Village 1 Specific Plan,
- General Development Plan,
- Tentative Maps,
- Specific Development Plans/Development Permits,
- Development Agreement,
- Annexation/Pre-zoning,
- Improvement Plans,

- Design Review, and
- Grading permits.

The following approvals are analyzed at a project-specific level for Phase 1 and at a programmatic level for the remaining phases. Also, the following entitlements are being obtained at this time:

  - General Plan Amendment,
  - Village 1 Specific Plan, and
  - General Development Plan.

Page 2-24 The fifth bullet is modified to read:

- Nevada Irrigation District (NID) for providing raw water and/or wholesale treated water, any modifications to their existing or future irrigation facilities such as canals, and provision of irrigation water within the NID boundary.

The eighth bullet on page 2-24 of the Draft EIR is revised to read:

- Placer County Water Agency (PCWA) for providing wholesale water to the project; and

Chapter 3.0, Summary of Environmental Effects

Table 3-1 The modifications to impacts and mitigation measures identified throughout this chapter are incorporated into Table 3-1, Summary of Impacts and Mitigation Measures.

4.3 Air Quality

Page 4.3-5 The last sentence in the second paragraph under **Regional Air Quality** is revised to read:

Placer County is also in non-attainment for state PM_{10} and federal $PM_{2.5}$ standards.

Page 4.3-12 The following text is added after Rule 218:

- *Rule 225 – Wood Burning Appliances*

Specifies the standards for wood-burning appliances in new development.

Page 4.3-16 The second full paragraph is revised to read:

Default percentages in URBEMIS corresponding to the housing type mix (number of units) were also used for conservatively estimating unmitigated hearth emissions. The unmitigated default condition assumes 35 percent of residential units (single family and multi-family) would have ~~non-~~EPA-certified wood-burning stoves, 10 percent would have ~~non-~~EPA-certified wood-burning

fireplaces, and 55 percent would have natural gas fireplaces. Default mitigations in URBEMIS were then applied to reflect a condition in which all multi-family units would have natural gas fireplaces. ~~Because substantial reductions in emissions can be achieved through the use of EPA Phase II certified wood-burning devices, but the URBEMIS inputs cannot currently be adjusted to account for that, separate calculations were done using EPA's Woodstove and Fireplace Emissions Calculator (Excel) to quantify the emissions reductions that could be achieved by implementing mitigation measures recommended in this EIR (Mitigation Measure 4.3-2).~~ Under the fully mitigated scenario, all ~~single family homes would only be equipped with the EPA certified devices and multi-family~~ residential units would only have natural gas or propane devices.

Page 4.3-21 Mitigation Measure 4.3-1(a) is revised to read:

a) *Prior to issuance of a grading permit, the applicant(s) shall submit to the City of Lincoln, as the lead agency, and receive approval of a Construction Emission/Dust Control Plan. The plan shall be submitted to the PCAPCD for review and comment prior to approval by the City. This plan must address the minimum Administrative Requirements found in section 300 and 400 of PCAPCD Rule 228, Fugitive Dust.*

Page 4.3-23 Table 4.3-9 is modified as shown at the end of this chapter.

Page 4.3-24 Table 4.3-10 is modified as shown at the end of this chapter.

Page 4.3-25 Table 4.3-11 is modified as shown at the end of this chapter.

Page 4.3-26 Table 4.3-12 is modified as shown at the end of this chapter.

Page 4.3-26 Mitigation Measure 4.3-2 is revised to read:

4.3-2 *The project applicant shall implement the following mitigation measures:*

~~*a) Only U.S. EPA Phase II certified wood-burning devices shall be installed in single family residences. The emission potential from each residence shall not exceed a cumulative total of 7.5 grams per hour for all devices in that home. Masonry fireplaces shall have either an EPA certified Phase II wood burning device or shall be a U.L. Listed Decorative Gas Appliance. The conditions of approval and the covenants, conditions, and restrictions (CC&Rs) for the project shall explicitly prohibit the installation of devices other than those specified in this measure.*~~

~~*b*~~ *a) Wood burning or pellet appliances shall not be allowed in ~~multi-family~~ any residential units. Only natural gas or propane fired fireplace appliances shall be installed.*

~~*c*~~ *b) Where natural gas is available, gas outlets shall be provided in residential backyards for use with outdoor cooking appliances, such as gas barbecues.*

~~*d*~~ *c) For those projects that include stationary sources (e.g., gasoline dispensing facility, dry cleaning, large HVAC units), the applicant shall obtain an Authority to Construct (ATC) permit prior to issuance of a Certificate of Occupancy.*

d) Prior to approval of Improvement Plans, the applicant shall show that a Class 1, 2, or 3 bicycle lane(s) is provided in areas as approved by the Engineering Division and/or the Department of Public Works (or similar divisions within each jurisdiction), as defined elsewhere in these conditions of approval.

e) Prior to Design Review Approval, the Site Plan shall show that the applicant has provided the appropriate number of preferential parking spaces for employees that carpool/vanpool/rideshare as well as the appropriate preferential parking for NEVs as required by the District and City Policy. Such stalls shall be clearly demarcated with signage as approved by the approving committee.

f) Prior to Design Review approval, the applicant shall show that on-stie bicycle racks are provided.

4.4 Biological Resources

Page 4.4-15 The following text is added following the first paragraph:

Central Valley fall and late fall run Chinook salmon (*Oncorhynchus tshawyscha*) is a Federal Species of Concern and a State Species of Special Concern. The Central Valley fall/late fall run evolutionarily significant unit (ESU) includes fall run and late fall run Chinook salmon in the Sacramento and San Joaquin rivers and their tributaries. Historically, Chinook salmon were widely distributed throughout all major streams of the Central Valley drainage. Central Valley fall run and late fall Chinook salmon adults migrate from the Pacific Ocean from mid-July through November to freshwater spawning habitat. Spawning occurs in the Sacramento River and numerous tributaries from late September through December. Central Valley fall run and late fall Chinook require clean, cold water over gravel beds with water temperatures between 6 and 14 C for spawning. Eggs incubate approximately eight weeks before hatching. Juveniles rear for three to six months before emigrating downstream from their natal waters through the Sacramento River, Delta, and San Francisco Bay to the Pacific Ocean.

Page 4.4-40 Impact 4.4-11 and the associated discussion are modified as shown:

4.4-11 The proposed project would result in the modification of stream corridors, disrupting the associated habitat, and potential changes in surface water quality that could affect Central Valley steelhead and/or Central Valley fall and late fall run Chinook salmon.

Full Specific Plan/Phase 1

The reach of Auburn Ravine that passes through both the Phase 1 and programmatic portions of the project site is designated as Critical Habitat for Central Valley steelhead and represents migration and possibly spawning habitat for this species. Central Valley fall and late fall run Chinook salmon (*Oncorhynchus tshawyscha*), which may be present in Auburn Ravine, is a Federal Species of Concern and a State Species of Special Concern. However, there is no designated Critical Habitat. The proposed project includes a series of modifications to Auburn Ravine within this reach. These modifications include…

Construction of these drainage improvements and proposed bypass channel improvements could affect Central Valley steelhead and/or Central Valley fall and late fall run Chinook salmon in Auburn Ravine and its tributaries by potentially affecting water quality. Once constructed, the channel improvements would carry post-construction stormwater flows that could contain urban pollutants. Central Valley steelhead is listed as threatened under FESA and take of this species or its habitat is prohibited. Central Valley fall and late run Chinook salmon is a special-status species, but it is not subject to federal or state take species or habitat prohibitions that apply to steelhead. Damage to, or loss of Central Valley steelhead or Central Valley fall and late fall run Chinook salmon or their habitat through excavation, siltation or other pollution of the habitat, the potential loss of individual Central Valley steelhead or Central Valley fall and late fall run Chinook salmon or their habitat would be considered a significant impact.

Mitigation Measure

Implementation of the following mitigation measures would reduce this impact to a *less-than-significant level* by protecting Central Valley steelhead and Central Valley fall and late fall run Chinook salmon and their habitat in Auburn Ravine through avoidance of the low-flow period and protection of water quality.

Page 4.4-41 Mitigation Measure 4.4-11(a) is modified as shown:

(a) *Restrict work in Auburn Ravine to low-flow periods between June 15 and October 15 to avoid effects on adult or juvenile steelhead or salmon life stages during their migratory seasons.*

Mitigation Measure 4.4-11(e) is modified as shown:

(e) *If dewatering is necessary along portions of Auburn Ravine, use appropriate temporary coffer dams to dewater the construction sites and divert water through the area during the construction period to prevent impeding creek flow or water flow through the work areas. If dewatering at a site is required, a qualified biologist shall be present during the dewatering period to inspect and ensure that steelhead and salmon will not be trapped within the temporary coffer dams. If steelhead or salmon are found, a qualified biologist will capture and relocate these fish to an appropriate area away from the construction site. The project applicant or their representative shall submit for approval the dewatering and fish capture and relocation plans to the NOAA and CDFG once the design plans are finalized.*

Page 4.4-51 Table 4.4-2 is modified as shown at the end of this chapter.

4.6 Greenhouse Gas Emissions and Climate Change

Page 4.6-5 The first header is modified as shown:

Effects of Climate Change on Water ~~Placer County Water Agency (PCWA)~~ Supplies within the City of Lincoln

The last sentence in the second full paragraph is modified as shown:

The water supply reliability text from the Recirculated General Plan Draft EIR as it pertains to PCWA and the City of Lincoln is repeated entirely below.

The following paragraph is added after the second paragraph:

The General Plan Draft EIR discussion of NID water was based on the 2005 NID UWMP, which has since been superseded by the 2012 NID UWMP. Therefore, the discussion of the reliability of NID water is based on the 2012 NID UWMP and additional information provided by NID.

The following header is added after Surface Water Reliability:

Placer County Water Agency

Page 4.6-6 The following text is added after the first full paragraph:

Nevada Irrigation District

The NID 2010 UWMP predicts potential future shortages in dry years. The Framework for Collaboration between the City and NID provides that any curtailments in water deliveries from NID would be shared equally between the City and NID's own domestic water customers using the same source water. The 2004 Temporary Agreement between Lincoln, PCWA, and NID contains a provision that Lincoln would be limited to the same proportion of the contract as other NID customers.

Of its total annual supply of 410,828 acre-feet projected at 2035, NID projects that it will have between 192,442 and 333,944 acre-feet during multiple dry water years and 183,113 acre-feet per year available during a single dry water year.

Despite potential decreases in supply, the 2010 NID UWMP concludes that its water demands will be 203,536 acre-feet in 2035. This is more than 30,000 acre-feet per year than projected water supplies during a single dry water year. During multiple dry year periods, only the second of three years would suffer a shortage of about 6 percent. Multiple dry year shortages are calculated to occur in the second of three dry years with a demand level being reached between 2020 and 2025.

According to NID, the 2012 NID UWMP did not account for reductions in agricultural use of water that would occur as urban land uses supplant agricultural uses within the NID service area. According to memoranda prepared for the NID Regional Water Supply Project (RWSP), however, water shortages during drought conditions would not occur due to the reduction in agricultural irrigation.[1]

The City of Lincoln is responsible for funding their share of these NID water facility capital improvements.

Other City Water

Footnote:
1 Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod

Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

Page 4.6-17 Mitigation Measure 4.6-1 is revised as follows:

4.6-1*a) An Energy Conservation Plan for all commercial and residential development shall be required prior to recordation of the first small lot Final Map. The plan shall describe the techniques and programs to be employed in the development of the project to achieve ~~(1)~~ a minimum 15 percent energy efficiency above that required by the 2008~~11~~ Title 24 energy efficiency regulations, or compliance with the ~~then~~ most current Title 24 energy efficiency regulations. These programs shall include one or more of the following, or equally effective measures:*

Participation in the PG&E Energy Star Performance Method. This method is available to builders of single-family and multi-family homes that are at least 15 percent more energy efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Participating builders become part of the California Energy Star New Homes Program, and their homes earn the Energy Star label. Incremental incentives can also be earned by adding energy efficient appliances and/or lighting to homes. Plans submitted for Design Review shall include all energy efficiency features to be incorporated into the project.

OR

Participation in the New Solar Homes Partnership (NSHP) Performance Method. This method is available to builders of single-family homes that are at least 15 percent more efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Prior to the issuance of a Building Permit, the floor plans and exterior elevations submitted in conjunction with the Building Permit application, shall show that the applicant has installed the appropriate number of solar panels or Photovoltaic roofing tiles throughout the project (described as lot numbers, locations, and/or building numbers and locations) to offset that development's share of the total Plan's onsite renewable energy offsets.

OR

Participation in the Build It Green Program, which was created by Build It Green, a non-profit organization whose mission is to promote health, durable, energy and resource efficient buildings throughout California. Using the Green Point Checklist, a home can be considered green if it fulfills the prerequisites and earns at least 50 points and meets the minimum points per category: Energy (30 points); Indoor Air Quality (5 points); Resources (6 points); and Water (9 points). Build It Green uses certified Green Point Raters to measure success with the program and verification of the measures employed to meet the requirements of the checklist. Plans submitted for Design Review shall include a completed copy of the Green Point Checklist.

b) The project applicant shall be responsible for having prepared, by an experienced and qualified firm, an Energy Resource Conservation Guide that will provide educational information on how homeowners can

increase energy efficiency and conservation in their new homes. The information will be delivered to each original homeowner as part of the move-in package. The information packet shall be reviewed by, and be subject to approval of, City of Lincoln staff. A copy of the Energy Resource Conservation Guide shall be submitted to the City for review prior to the completion of construction activities, and finalized before occupancy.

c) *Light Emitting Diode (LED) traffic signals and LED street lights, or more energy-efficient signals and streetlights, shall be installed in accordance with City improvement standards or as otherwise approved by the Development Services Director.*

d) *The project applicant shall prepare a tree planting program to guide the planting of shade trees within residential lots and along streets in a manner that reduces radiant heat. Commercial and retail parking lots shall be planted with shade trees that will produce 50% coverage within 15 years. Landscape Plans submitted for Design Review shall include a copy of the tree planting program.*

e) *A tree information planting and care guide shall be delivered to each original homeowner as a part of the move in package. If the guide is prepared by someone other than the City, it shall be reviewed by, and be subject to the approval of, City of Lincoln staff. A copy of the tree information planting and care guide shall be submitted to the City for review prior to the completion of construction activities, and finalized before occupancy.*

f) *Energy efficient lighting fixtures shall be installed as part of the original construction of residential and commercial structures. Plans submitted for Design Review shall include documentation of the energy efficient lighting fixtures to be used.*

g) *New commercial buildings shall be 15 percent more energy efficient than the 2008~~11~~ Title 24 building standards based on annual energy usage requirements, or comply with the then-current Title 24 energy efficiency regulations. Plans submitted for Design Review shall include all energy efficiency features to be incorporated into the project.*

h) *Prior to approval of Improvement Plans, the applicant shall show that the ~~The~~ roadway system shall be designed to accommodate the usage of neighborhood electric vehicles (NEVs).*

i) *Prior to approval of Improvement Plans, the applicant shall show that bus ~~Bus~~ turnouts and transit shelters shall be placed on roadways that are to be served by future bus transit in accordance with City improvement standards and as otherwise directed by City's Development Services Director.*

j) *Implement Mitigation Measure 4.3-2.*

4.7 Hazardous Materials

Page 4.7-3 The first sentence in the third paragraph under Phase 1 Component of the Specific Plan is modified as follows:

~~in the northern part of the Phase 1 component, north of Auburn Ravine,~~ The City operated an approximately 6-acre municipal landfill from the early 1950s to the mid-1970s located south of Virginiatown Road in the northern portion of the plan area.

The following language is added to the end of the third paragraph under Phase 1 Component of the Specific Plan:

Any proposed post-closure land use of the Lincoln Landfill will require approval of the Local Enforcement Agency (LEA), the Department of Resources Recycling and Recovery (CalRecycle), and the Central Valley Regional Water Quality Control Board (CVRWQCB). The LEA will forward the proposal to CalRecycle and the CVRQWCB for concurrent approval of post-closure land use of the Lincoln Landfill prior to development of the site.

4.13 Public Utilities

Page 4.13-2 The first sentence is clarified as shown:

In the past, the City's water supplies have ~~historically~~ been provided from treated surface water from PCWA, originating from raw water sources of PCWA and NID.

The following text is added after the header **Existing Water Supplies and Entitlements**:

PCWA is a countywide water agency in Placer County. NID is a multicounty water district with approximately one third of its area in Placer County. Both agencies have perfected water rights. In 2005, NID and PCWA entered into a Service Area Agreement to avoid duplication of services and infrastructure, place their respective water resources to efficient use, and to protect each party's water rights. Approximately 70 percent of the Village 1 Specific Plan, including the Turkey Creek Golf Course, is within the NID boundary. The balance of the Village 1 Specific Plan is within the area served by PCWA. The service area boundary between PCWA and NID with respect to the Village 1 Specific Plan is shown on Figure 2-6.

Page 4.13-4 The following text is added after the second paragraph on page 4.13-4:

Nevada Irrigation District

NID does not currently have a water treatment plant. NID has completed several technical memoranda for the planning phase for the NID Regional Water Supply Project (RWSP). Funding for the studies was provided by the City of Lincoln. The studies include predesign for water treatment plant facilities required to provide NID treated water to the area of the City of Lincoln within the NID boundary. The pre-design studies are governed by the 2007 Water Facilities Planning Phase Agreement between NID and the City of Lincoln (See Appendix

E to the WSA attached as Appendix H of this Draft EIR). The first phase of the water treatment plant provides, as one component of the RWSP, 10 mgd; which is capable of servicing up to 8,700 EDUs.[1]

The RWSP Planning Phase technical memoranda also contain predesign for raw water conveyance facilities to provide NID source water to the treatment plant. These facilities have the capability of drafting water from Combie Reservoir on the Bear River downstream of Rollins Reservoir, or from the Bear River Canal; thereby ensuring multiple water sources for the RWSP. [2]

The City of Lincoln is responsible for funding their share of these NID water facility capital improvements.

Footnotes:
1 Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

2 Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

Page 4.13-5 The following text is added after the first sentence:

NID

NID has 7 treated water service areas; each with a treatment plant, treated water storage, and treated water transmission and distribution pipelines. One of these NID treated water systems provides service to Placer County in the North Auburn Area.

The RWSP Planning Phase technical memoranda contain predesign for treated water storage, transmission pipelines, and a metering station to provide service to the City of Lincoln. Total treated water storage located at the treatment plant is 39 million gallons in three tanks, at 13 million gallons each. The water treatment plant is located northeast of Lincoln in Placer County. The transmission pipeline includes approximately 4,000 linear feet (LF) of 66-inch, 2,800 LF of 54-inch, and 16,200 LF of 48-inch diameter pipeline. The flow control and metering station is located in Placer County at the northerly boundary of the City of Lincoln's Sphere of Influence.[1]

According to NID, the 2012 NID UWMP did not account for reductions in agricultural use of water that would occur as urban land uses supplant agricultural uses within the NID service area. According to memoranda prepared for the NID Regional Water Supply Project (RWSP), water shortages during drought conditions would not occur, due to the reduction in agricultural irrigation.[1]

The City of Lincoln is responsible for funding their share of these NID water facility capital improvements. The physical improvements will be constructed by NID and will be subject to full CEQA review.

Footnote:
1. Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

Page 4.13-6 The header on the top of the page is corrected as shown:

Project Water Demands within the City's Sphere of Influence ~~Existing Limits~~

The title of Table 4.13-5 is corrected as shown:

PROJECTED WATER DEMANDS WITHIN THE CITY OF LINCOLN'S SPHERE OF INFLUENCE ~~EXISTING CITY LIMITS~~

Page 4.13-10 The first paragraph under **Nevada Irrigation District** is modified to read:

NID supplies ~~irrigation, wholesale, and retail~~ surface water to Nevada County, Yuba County and Placer County customers. Agricultural water use accounts for nearly 90 percent of the total demand on NID water supply. The remaining water supplied by NID is treated water primarily delivered for municipal and industrial uses within the NID service area. ~~directly or through PCWA to single-family residential accounts. NID's service area covers Nevada County and a portion of Placer County.~~ Currently, PCWA treats raw surface water from NID and conveys the treated water to areas of Placer County that are within the NID service boundaries. NID's mountain watersheds cover 70,000 acres and include the upper portions of the Middle Yuba River above Milton Diversion, Canyon Creek above Bowman Reservoir, and Deer Creek.

The following text is added after the second paragraph under **Nevada Irrigation District**:

As discussed in more detail, below, NID is planned to provide treated water to the City of Lincoln within the NID boundary. The NID RWSP service area includes approximately 70% of Village 1. Phase I of Village 1 is entirely within the NID RWSP service area.

Page 4.13-13 The following sentence is added for clarification to the end of the first sentence on of the Draft EIR:

According to NID, the 2010 NID UWMP did not account for reductions in agricultural use of water that would occur as urban land uses supplant agricultural uses within the NID service area. According to memoranda prepared for the NID Regional Water Supply Project (RWSP), water shortages during drought conditions would not occur, due to the reduction in agricultural irrigation.[1]

Footnote:

1. Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

Page 4.13-21 The second paragraph under Water Supply is clarified as shown:

Village 1 water demand will be met with a combination of surface water and groundwater. Initially, treated surface water from PCWA, including NID water that is treated and conveyed by PCWA ~~and~~ through the City/NID/PCWA Temporary Agreement ~~contract~~ will be the primary source of water for Village 1. At the point that NID has constructed its treatment and conveyance facilities and is able to provide treated surface water to the City directly, NID would provide water to

approximately 70% of the plan area, and PCWA would provide water to the remaining 30% of the plan area. Consistent with the City's goal, groundwater will be used to meet 10 percent of Village 1's annual water demands during normal years.

Footnote 18 on the bottom of the page is revised to read:

The Specific Plan would receive water only from the City of Lincoln, with the exception of the existing golf course. It is possible that raw water or the existing on-site wells for the Turkey Creek Golf Course could be used to serve non-potable demands on the project site through a separate conveyance system. However, the effect of this would be a reduction in the treated water demand assumption in the WSA, which does not affect the supply analysis.

Page 4.13-22 The second and third sentences in the last paragraph on are modified as follows:

The City's agreements with PCWA and NID establish that ~~PCWA~~ those water purveyors will provide water to the City, ~~needed for development~~ upon payment of fees by the City for the purchase of capacity. As the water retailer, the City, in turn, makes treated water available to new projects on first-come, first-served basis.

Page 4.13-23 The first paragraph is revised as shown:

Development of the full Specific Plan would result in increased demand for treated water. Initially, all treated water would be obtained from PCWA's Foothill WTP and would be conveyed to the City's distribution system to a point of connection at the project site. Ultimately, water supplied by PCWA would be treated at the Foothill-Ophir WTPs and water from NID would be treated at the future NID treatment facility.

The last sentence in the third paragraph is revised as shown:

The proposed treatment facility would allow NID to serve treated water within the NID service area to customers in the Lincoln SOI, including portions of Village 1.

The following sentence is added to the end of the fourth paragraph:

As part of the agreement with NID, the City will fund its fair share of the design and construction of the NID first phase 10-mgd treatment facility. NID will be responsible for the design, approval and construction of these improvements, which will be subject to CEQA review.

The following text is added to the end of the first paragraph under Distribution.

Ultimately, it is anticipated that transmission lines from the future NID treatment facility to the City water distribution system would be used to convey NID treated water to the City for use in NID's service area.

Page 4.13-24 The following text is added after the second paragraph under *PCWA Phase 3 Pipeline*:

NID Distribution Facilities

As stated above, NID plans to construct a treatment facility that will enable it to provide treated water to the City of Lincoln.. In order to transmit that water to the City, a number of improvements would be needed, which are planned to include:

- Placer County owned sewer effluent bypass pipeline; Joegar Road WWTP to Camp Far West Canal Diversion Dam on Coon Creek (14,000 LF of 24-inch),
- Camp Far West Canal turnout structure and overflow pipeline,
- Raw water conveyance pipeline to WTP (21,500 LF of 48-inch),
- Treated water conveyance pipeline including:
    - WTP to Big Ben Road (5,000 LF of 66-inch),
    - Big Ben Rd to Crosby Herold Road (2,800 LF of 54-inch),
    - Crosby Herold Road to Wise Road (6,800 LF of 48-inch), and
    - Wise Road to flow control and metering station (9,600 LF of 48-inch), and
- NID flow control and metering station.

The second header and first paragraph under that header are modified as shown:

~~PCWA Connection and~~ City Distribution System Requirements

The major water conveyance of PCWA-treated water for buildout of the Village 1 Specific Plan is proposed to be through the PCWA City Pond Metering Station via the Reservoir 1 storage tank site. This will require connections to the City system hydraulically up-gradient from the Reservoir 1 site. The connection for NID treated water, following construction of the future NID treatment facility, would occur along the south side of Wise Road, west of McCourtney Road.

Page 4.13-25 The second and third paragraphs under Mitigation Measure are modified as shown:

~~PCWA commitments for service are made only upon the execution of a pipeline extension or service order agreement to construct any necessary on- or off-site pipelines or other facilities and the payment of all required fees. In Lincoln, payment of such fees occurs in conjunction with building permits.~~ Implementation of Mitigation Measures 4.13-1(b) and (c) incorporate~~s~~ the recommendations of the Village 1 Potable Water Distribution Modeling Report (2011) and the planning documents for NID Regional Water Supply Project. This would reduce this impact to a *less-than-significant level* for the programmatic portion of the Specific Plan, by ensuring infrastructure is in place to deliver treated ~~PCWA~~ water that would serve buildout of the full Specific Plan while meeting the City's water distribution system standards. This is necessary to ensure that the conclusions of the water supply sufficiency analysis presented in the WSA that concluded supplies are available to meet the demand of the project in addition to City buildout demands remain valid.

The 30-inch PCWA Phase 3 pipeline and pressure metering system will be funded through PCWA water ~~supply~~ connection charges paid by the City ~~in its Water Supply Program~~. ~~The pressure metering station at the City pond site is included in the City's PFE program. The remaining two improvements are not currently in the City's PFE program, but are anticipated to be added to the PFE.~~

~~Construction of the station would be funded through PFE fees.~~ The City's portion of the costs of the NID RWSP facilities would be funded by NID water connection charges. Fair-share fees for the two City pipelines would be collected from the project applicant until such time the facilities are included in the PFE.

Item (c) is added to Mitigation Measure 4.13-1 as shown below:

(c) *Prior to the cessation of the 2004 Temporary Agreement, the City shall provide for its fair share funding of the design and construction of Phase 1 of the NID RWSP 10-mgd treatment facility and associated storage and transmission facilities. Funding shall be timed to ensure that water from the RWSP will be available at the point at which PCWA no longer treats and conveys NID water under the 2004 Temporary Agreement.*

Page 4.13-26 The paragraph under Mitigation Measure 4.13-1 is revised as shown to address both PCWA and NID:

Implementation of Mitigation Measures 4.13-1(b) and (c) would result in ground disturbance, which could create short-term construction-related impacts such as air emissions and noise from heavy equipment use. Pipelines placed in existing roadways or roadway rights-of-way would be installed underground, which not result in adverse long-term environmental impacts. ~~The 36-inch~~ Pipelines ~~connecting the metering stations would be a buried pipeline~~ installed across undeveloped land~~.~~ ~~This~~ would require trenching, which would have limited ground disturbance affecting biological or cultural resources. Following installation, the pipelines would be covered with soil. There would be no adverse, permanent impacts related to land use or aesthetics. The metering stations would be a small structures and would not adversely affect the visual character of the sites or affect views.

The NID RWSP is estimated to require 30 to 40 acres for the WTP, which ultimately is planned to treat 40 mgd. The first phase, which would serve Village 1, would treat 10 mgd. Several potential sites have been identified for the WTP. These sites are located in rural areas, so impacts associated with their use would be primarily related to the conversion of agricultrual or timberland and/or biological habitat. The primary habitats that make up these sites are annual grasslands, foothill hardwood wooldands and oak-foothill pine woodland. Each of the sites also contain some wetlands. Up to 40 acres of habitat could be lost. Depending on the layout of the WTP, wetlands could also be affected. Timberland could be harvested during construction of the WTP, but afterward would no longer be available. The sites are in areas that are considered to be of moderate to high sensitivity for archaeological resources, so there would be the potential for cultural resources to be damaged or destroyed.[1]

As with any project, there would be noise and air pollutants generated during construction.

For the most part, the impacts associated with construction and operation of the WTP and associated facilities would be addressed through regulation, permitting processes and standard mitigation.

Footnote:

1. Eco:Logic, NID Regional Water Supply Project, Technical Memorandum, Environmental Constraints Analysis, October 2009.

The first sentence under **Cumulative Impacts and Mitigation Measures** is modified as shown:

The cumulative context for surface water supply is buildout of PCWA's and NID's service areas.

Page 4.13-28 The following sentence is added to the last paragraph:

According to a more recent analysis by NID, the reduction in agricultural use of irrigation water will offset the increased use of water for urban purposes, so there may not be a need to curtail water deliveries in dry years.[1]

Footnote:

1. Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

Page 4.13-31 The first full paragraph is clarified as shown:

If currently planned PCWA and NID infrastructure improvements are completed, then water supply issues for the City of Lincoln are limited to the completion of the Phase 3 pipeline and the NID RWSP, as described in Impact 4.13-1. The City is responsible for completing the PCWA Phase 3 pipeline, and for contributing its fair share toward funding of the NID RWSP~~this project~~. This increase in planned capacity would allow for additional deliveries sufficient to supply the city through the buildout of Village 1 in addition to other demands. If the Phase 3 pipeline project and/or the NID RWSP are ~~is~~ not completed, infrastructure constraints could limit deliveries in future years. This is a ***potentially significant impact***.

The last sentence in the first paragraph under Water Treatment and Distribution is modified as shown:

Several additional NID facilities, including the RWSP treatment facility, transmission pipelines and a metering station, will also be required to connect with the City's existing treated water supply system to help meet water demands anticipated under the adopted General Plan. PCWA and NID will be responsible for the design, approval and construction of these improvements, which will be subject to CEQA review.

Page 4.13-32 Mitigation Measure 4.13-2 is modified as shown:

Implement Mitigation Measures 4.13-1(b) and (c).

The third sentence in the paragraph under Uncertainty Regarding Future Supply is modified to read:

As described previously in this section, an immediate and long-term supply is available for the foreseeable future. In order to fully access the water supply to which they have ~~it has~~ entitlements, PCWA and NID have ~~has~~ identified the need

for a number of major infrastructure projects. NID will be responsible for the design, approval and construction of these improvements, which will be subject to CEQA review.

Page 4.13-33 The first full paragraph is revised to read:

Because the water provided to City of Lincoln is part of PCWA's and NID's total supply, if a portion of the supply is unavailable due to infrastructure constraints, it could be necessary to divert water that would otherwise be available to Lincoln development. The likelihood of permanent curtailment occurring is remote, but if it were to occur, development could be delayed. Once developed, barring a major shift in climate or policy or the future application of the California water law principles described earlier in a manner significantly more restrictive than presently applied, ~~it is assumed~~ the City concludes that the water supply would continue to flow to NID through its water rights and to PCWA without interruption, consistent with its contracts with Reclamation, PG&E, and Middle Fork Project water rights.

The last sentence in the paragraph under **Wastewater Treatment** is revised as shown:

WWTRF design also includes site planning for an expansion of up to approximately 34.4 mgd ADWF to accommodate flows generated by the adopted 2050 General Plan area (26.3 mgd ADWF, as shown in Technical Appendix G, Table 3) and the ~~possible~~ regional buildout flows from ~~Placer Nevada Wastewater Authority (approximately 8 mgd)~~ the City of Auburn if they choose to participate (2.5 mgd ADWF) and Placer County SMD 1 service area (4.2 mgd ADWF committed to the Regional Sewer Project), the Bickford Ranch service area (~1.0 mgd) and potential service areas within unincorporated Placer County (minor).

Page 4.13-34 **T**he second to last sentence in the first paragraph is corrected as follows:

~~Placer County~~ The City of Lincoln is evaluating the use of the 42-inch line and Lincoln WWTRF as a regional treatment plant.

Page 4.13-36 The first full paragraph on is modified as follows:

The City fully expects to be able to expand the WWTRF as needed to serve ~~new~~ buildout development as foreseen by the General Plan and the regional service area including the City of Auburn and Placer County SMD 1 service areas, the Bickford Ranch service area and a portion of unincorporated Placer County in the area adjacent to SR 193 between the Lincoln SOI and Sierra College Boulevard. ~~and~~ The City will require~~s~~ that applicants contribute fair-share costs to plant expansions. However, the timing of the expansions will depend on a number of factors, such as funding and permitting. The potential environmental effects of future expansions to provide capacity for the Specific Plan, in combination with cumulative development in the City and other areas served by the WWTRF, are evaluated in Impact 4.13-5.

The second sentence of the last paragraph is modified as follows:

The trunk line is planned to ultimately extend to Sierra College Boulevard, in order to serve the regional service area including the City of Auburn and Placer County SMD 1 service areas, the Bickford Ranch service area and/or a portion of Placer County located in the area adjacent to SR 193 between the Lincoln SOI and Sierra College Boulevard.

Page 4.13-37 The first sentence under **Cumulative Impacts and Mitigation Measures** is clarified as follows:

The cumulative context for wastewater treatment includes buildout development within the service area of the WWTRF, including the City of Auburn, Placer County SMD 1 service areas, the Bickford Ranch service area, and/or a portion~~s~~ of Placer County located in the area adjacent to SR 193 between the Lincoln SOI and Sierra College Boulevard. ~~and possible flows from Placer Nevada Wastewater Authority communities.~~

Page 4.13-38 The first sentence in the first paragraph under Cumulative Effect of Programmatic Portion is clarified as follows:

The WWTRF design includes site planning for an expansion of up to approximately 34.4 mgd dry weather flow to accommodate flows generated by the General Plan area (approximately 25 mgd) which includes the Village 1 Specific Plan planning area, and the possible regional flows from outside the City (see Impact 4.13-3). ~~Placer Nevada Wastewater Authority (approximately 8 mgd).~~

Page 4.13-51 The third sentence of the fourth paragraph is updated as shown:

The results of a ~~2007~~ 2011 capacity study completed by the WPWMA show a remaining capacity of ~~23,800,000~~ 26,278,330 cubic yards (approximately 65 percent).

The last two sentences of the last paragraph are revised to read:

WPWMA ~~is in the process of constructing~~ recently completed construction of additional pad space~~, which is anticipated to on line in 2012~~. With the expansion, the compost facility ~~would be~~ is estimated to have sufficient ~~for development to~~ capacity through 2035.

Page 4.13-56 Mitigation Measure 4.13-12 is modified as shown:

Prior to issuance of ~~grading~~ building permits for each individual project, project applicants shall prepare a waste management plan to divert at least 50 percent of the construction materials generated during construction of the particular project to ensure compliance with CALGreen requirements.

4.14, Transportation and Circulation

Page 4.14-14 Table 4.14-2 is modified as shown at the end of this chapter.

Page 4.14-19 The following paragraph is inserted after the second paragraph:

The City of Rocklin has requested that intersections under its jurisdiction be analyzed utilizing the City's 2030 travel demand model, developed for the Rocklin 2030 General Plan Update. This model includes buildout of all updated General Plan land uses within the City of Rocklin and 2030 assumptions outside the City of Rocklin. Therefore intersections within Rocklin have been analyzed using Rocklin's model and LOS methodology. Because Rocklin's General Plan Update is based on 2030 conditions, Rocklin Intersections are not analyzed under 2050 conditions.

Figure 4.14-6 The figure is modified as shown at the end of this chapter.

Page 4.14-28 Table 4.14-8 is modified as shown at the end of this chapter.

Page 4.14-29 The third paragraph under **Phase 1** is revised as follows:

Table 4.14-8 shows that the following three intersections would be impacted:

- ~~*SR 65 (G street) and McBean Park Drive* – The addition of Phase 1 traffic would increase the average delay at the intersection to 67.3 seconds per vehicle. The intersection would remain at LOS E; however, the 10.3 second increase in average delay represents an impact at an already deficient intersection.~~
- *SR 65 (G street) and McBean Park Drive* – This intersection is currently controlled by a traffic signal and operates at LOS E with an average delay of 65.8 seconds per vehicle. The addition of project traffic with no intersection improvements prior to the opening of the SR 65 Lincoln Bypass would degrade this intersection to LOS F with an average delay of 81.7 seconds.

Figure 4.14-9 The figure is modified as shown at the end of this chapter.

Page 4.14-36 Table 4.14-9 is modified as shown at the end of this chapter.

Page 4.14-41 The following text paragraph is added after the second paragraph under **Future Development Assumptions**:

As discussed under Methods, the City of Rocklin has requested that intersections under its jurisdiction be analyzed utilizing the City's 2030 travel demand model, developed for the Rocklin 2030 General Plan Update. Because Rocklin's General Plan Update is based on 2030 conditions, Rocklin Intersections are not analyzed under 2050 conditions.

Figure 4.14-12c The figure is modified as shown at the end of this chapter.

Page 4.14-52 Table 4.14-14 modified as shown at the end of this chapter.

Figure 4.14-14c The figure is modified as shown at the end of this chapter.

Page 4.14-58 Table 4.14-15 is modified as shown at the end of this chapter.

Page 4.14-59 The first paragraph under Impact 4.14-7 is revised as follows:

Buildout of the Village 1 Specific Plan land uses and roadways would increase traffic on some local roadways while decreasing traffic on others. Under existing conditions, all of the study intersections outside of the City of Lincoln operate at LOS C or better (see Table 4.3-9). Level of service analysis was calculated at study area intersections outside of Lincoln under 2030 conditions without and with buildout of the proposed project, as shown in Table 4.14-16. Under 2030 conditions without the project, cumulative traffic increases would result in ~~three~~ two intersections operating at ~~LOS D, which would~~ service levels that would exceed the applicable thresholds for those intersections (see Table 4.14-16). With the addition of project traffic ~~would exacerbate congestion at these~~ ~~three~~ five intersections would exceed the thresholds. At one intersection, Sierra College Boulevard and Taylor Road, the increase would not be considered substantial, because it would not exceed 5 seconds. The project-related increase at the following ~~two~~ four intersections would be substantial:

- *Sierra College Boulevard and English Colony Way* – This Placer County intersection is currently controlled by a stop sign on English Colony Way~~, and since no funding has been identified to construct a traffic signal, it is assumed to remain stop sign controlled in 2030. Without the project, average delay is projected to be 26.2 seconds per vehicle (LOS D) by 2030. The addition of the proposed project would increase the delay at this intersection significantly, to 152.8 seconds (LOS F)~~. Signalization of this intersection is included as a project under the regional SPRTA fee program. With a future signal in place at this intersection, it would operate at LOS C under 2030 No Project Conditions. The addition of the proposed project would degrade this intersection to LOS E.

- *Sierra College Boulevard and King Road* – This Loomis intersection is currently controlled by a traffic signal, and as such, is assumed to be signalized in 2030. Without the project, average delay is projected to be 37.1 seconds per vehicle (LOS D) by 2030. The addition of the proposed project would increase the delay at this intersection by 17.6 seconds to 54.7 seconds (also LOS D).

- *West Stanford Ranch and Wildcat Boulevard* – This Rocklin intersection is currently controlled by a traffic signal, and as such, is assumed to be signalized in 2030. Without the project, this intersection would operate at LOS C, with a V/C ratio of 0.78. The addition of the project would increase the V/C to 0.81 and result in LOS D.

- *Wildcat Boulevard and Ranch View Drive* – This Rocklin intersection is currently controlled by a traffic signal, and as such, is assumed to be signalized in 2030. Without the project, this intersection would operate at LOS C, with a V/C ratio of 0.76. The addition of the project would increase the V/C to 0.85 and result in LOS D.

Page 4.14-59 The first bullet under 2050 Conditions is revised as follows:

- *Sierra College Boulevard and English Colony Way* – This Placer County intersection is currently controlled by a stop sign on English Colony Way, and since no funding has been identified to construct a traffic signal, it is assumed to remain stop sign controlled in 2050. Without the project, average delay is

projected to be ~~116.1~~ 0.81 seconds per vehicle (LOS ~~F~~ D) by 2050. The addition of the proposed project would increase the delay at this intersection significantly, to ~~191.3~~ 0.96 seconds (~~still~~ LOS E ~~F~~).

Page 4.14-60 Tables 4.14-16 and 4.14-17 are modified as shown at the end of this chapter.

Page 4.14-61 The paragraph under Mitigation Measure is revised to read:

The following mitigation measure would reduce the project impact on Sierra College Boulevard to a less-than-significant level by providing enough capacity for project traffic. For intersection of Sierra College Boulevard and English Colony Way, which is in the unincorporated county, a fee program is in place (SPRTA). Providing separate westbound right and left turn lanes, as well as an acceleration lane on northbound Sierra College Boulevard would mitigate the impact to a less than significant impact. However, this specific improvement is not included in SPARTA, and the City of Lincoln cannot compel the County to ~~restripe~~ add lanes at the intersection. The intersection of Sierra College Boulevard and King Road is located within the Town of Loomis. There is no fee program at present for City projects that affect Loomis roadways. Even if a fee program were in place, the City could not compel the Town of Loomis to restripe the intersection. The intersection of West Stanford Ranch and Wildcat Boulevard could be mitigated by eliminating southbound U-turns on Wildcat and providing a right turn "overlap" signal phase on westbound West Stanford Ranch. This would result in LOS B. The intersection of Wildcat Boulevard and Ranch View Drive could be mitigated by providing a second eastbound left turn lane on Ranch View Drive. This would result in LOS B. However the City of Lincoln cannot compel the City of Rocklin to implement these improvements. Therefore, the impact would remain *significant and unavoidable*. If and when the other jurisdictions decide to implement these improvements, the City of Lincoln would work toward entering into a fair share agreement to assist in funding the improvements at these locations.

Mitigation Measure 4.14-7(a) is revised to read:

a) *The proposed project shall contribute its fair share toward restriping to create a separate westbound right turn lane and northbound acceleration lane at the intersection of Sierra College Boulevard & English Colony Way (2030 and 2050).*

Page 4.14-62 Items (c) and (d) and associated text are added after the second line:

c) *The proposed project shall contribute its fair share toward eliminating southbound U- turns on Wildcat Boulevard and providing a right turn "overlap" signal phase on westbound West Stanford Ranch Road (2030).*

The intersection of West Stanford Ranch Road and Wildcat Boulevard is projected to have a large number of vehicles making a westbound right turn. Providing a westbound right overlap phase (where westbound right turns get a green arrow while southbound left turns have a green arrow) would improve the PM peak hour level of service to LOS B. However, this would require the prohibition of southbound U-turns at this intersection. The City of Rocklin may or may not choose to implement this improvement. If the City of Rocklin decides to

implement this improvement, the Cities of Lincoln and Rocklin would need to negotiate a fair share contribution by Village 1 toward the improvement.

d) The proposed project shall contribute its fair share toward providing a second eastbound left turn lane on Ranch View Drive at its intersection with Wildcat Boulevard (2030).

The intersection of Wildcat Boulevard and Ranch View Drive is projected to have a large number of vehicles making an eastbound left turn. Providing a second eastbound left turn lane on Ranch View Drive would improve the PM peak hour level of service to LOS B. The City of Rocklin may or may not choose to implement this improvement. If the City of Rocklin decides to implement this improvement, Lincoln and Rocklin would need to negotiate a fair share contribution by Village 1 toward the improvement.

Appendix I, Transportation and Circulation

The traffic appendix has been updated to reflect the changes identified above under **4.14, Transportation and Circulation.**

Intersection 33 is removed from the 2030 and 2050 No Project scenarios.

REVISED TABLE 2-1

VILLAGE 1 SPECIFIC PLAN – PROPOSED LAND USES

Land Use Designation	Density	Dwelling Units (du)	Square Footage	Acres
Residential				
Village Country Estates (VCE)	1.0-2.9	752	--	341.9 ~~342.2~~
Village Low Density Residential (VLDR)	3.0-5.9	2,884 ~~2,885~~	--	524.4~~524.5~~
Village Medium Density Residential (VMDR)	6.0-12.9	910 ~~909~~	--	91.0 ~~90.9~~
Village High Density Residential (VHDR)	13.0-25.0	576	--	28.8
Residential Subtotal		**5,122**	**--**	**986.1~~986.4~~**
				Mixed Use
Village Mixed Use (VMU)	13.0 – 25.0	517	167,000	39.8
Mixed Use Subtotal		**517**	**167,000**	**39.8**
				Village Parks and Recreation (VPR)
Community Park				55.6 ~~55.5~~
Neighborhood/Community Park				8.4
Neighborhood Parks (4)				17.8 ~~19.8~~
Mini Parks				16.1 ~~14.1~~
Existing Turkey Creek Golf Club				222.6
Parks and Recreation Subtotal				**320.5~~320.4~~**
				Open Space/Trails
Village Paseos				69.9 ~~70.8~~
Neighborhood Paseos				6.2 ~~6.4~~
Landscaped Corridors				53.7 ~~47.2~~
Edge Buffers				3.5
Auburn Ravine				118.2~~116.4~~
Oak Woodlands/Natural Areas				155.6~~149.4~~
Open Space/Trails Subtotal				**407.1 ~~393.7~~**
				Public Facilities
Elementary School				12.1
~~City-Owned Property~~				~~6.0~~
Public Facilities Subtotal				**12.1 ~~18.1~~**
Major Roadways				**66.5 ~~73.7~~**
Total	--	**5,639**	**167,000**	**1,832.1**

Source: KTGY, 2012; Frayji Design Group, 2012.

REVISED TABLE 2-2

VILLAGE 1 SPECIFIC PLAN – PHASE 1 COMPONENT

Land Use Designation	Density	Dwelling Units (du)	Acres
Residential			
Village Low Density Residential (VLDR)	3.0-5.9	747 ~~753~~	135.9 ~~136.9~~
Village Medium Density Residential (VMDR)	6.0-12.9	382	38.2
Residential Subtotal		**1,129 ~~1,135~~**	**174.1~~175.1~~**
Village Parks and Recreation (VPR)			
Mini Parks			8.7
Parks and Recreation Subtotal			**8.7**
Open Space/Trails (VOS)			
Open Space/Trails			67.2 ~~65.2~~
Open Space/Trails Subtotal			**67.2 ~~65.2~~**
Landscape Corridor			**17.1 ~~15.1~~**

REVISED TABLE 4.3-9

FULL SPECIFIC PLAN ESTIMATED PEAK DAILY OPERATIONAL EMISSIONS (UNMITIGATED - POUNDS PER DAY)

Summer					
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Water and Space Heating	5.17	67.04	29.28	0.13	0.13
Fireplaces[a]	–	–	–	–	–
Landscape Maintenance	37.28	2.39	210.57	0.56	0.56
Consumer Products	250.80	–	–	–	–
Architectural Coatings Off-gas	73.22	–	–	–	–
Total Area Source	366.47	69.43	239.85	0.69	0.69
Motor Vehicles	343.00	397.54	3,709.57	778.90	149.59
Total Unmitigated Emissions	**709.47**	**466.97**	**3,949.42**	**779.59**	**150.28**
PCAPCD threshold	82	82	550	82	*(d)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(d)*
Winter					
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Water and Space Heating	5.17	67.04	29.28	0.13	0.13
Fireplaces[b]	~~1,134.75~~ 285.76	~~135.33~~ 108.09	~~5,977.48~~ 2,763.80	~~959.75~~ 510.89	~~923.81~~ 474.95
Landscape Maintenance[c]	–	–	–	–	–
Consumer Products	250.80	–	–	–	–
Architectural Coatings Off-gas	73.22	–	–	–	–
Total Area Source	~~1,463.94~~ 614.95	~~202.37~~ 175.13	~~6,006.76~~ 2,793.08	~~959.88~~ 511.02	~~923.94~~ 475.08
Motor Vehicles	368.22	573.14	4,075.69	778.90	149.59
Total Emissions	~~**1,832,16**~~ **983.17**	~~**775.51**~~ **748.27**	~~**10,082.45**~~ **6,868.77**	~~**1,738.78**~~ **1,289.92**	~~**1,073.53**~~ **624.67**
PCAPCD threshold	82	82	550	82	*(d)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(d)*

Notes:
a no summer emissions.
b assumes URBEMIS 2007 default unmitigated conditions have been revised to incorporate PCAPCD Rule 225, as described in Methods of Analysis.
c no winter emissions.
d PCAPCD has not established a threshold.
Source: Atkins, 2011, compiled from URBEMIS 2007 output included in Appendix D.

REVISED TABLE 4.3-10

FULL SPECIFIC PLAN ESTIMATED PEAK DAILY OPERATIONAL EMISSIONS (POUNDS PER DAY)

Summer					
	ROG	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Total Unmitigated Emissions	709.47	466.97	3,949.42	779.59	150.28
Emissions with Design Features[a]	**689.17**	**430.67**	**3,700.09**	**728.16**	**140.36**
Reduction (%)	3%	8%	6%	7%	7%
PCAPCD threshold	82	82	550	82	*(b)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(b)*
Winter					
	ROG	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Total Unmitigated Emissions	~~1,832.16~~ 983.17	~~775.51~~ 748.27	~~10,082.45~~ 6,868.77	~~1,738.78~~ 1,289.92	~~1,073.53~~ 624.67
Emissions with Design Features[a]	~~1,589.41~~ 930.68	~~709.84~~ 735.78	~~8,653.84~~ 6,338.89	~~1,501.92~~ 1,191.82	~~885.16~~ 533.53
Reduction (%)	~~13~~5%	~~8~~2%	~~14~~8%	~~14~~8%	~~18~~15%
PCAPCD threshold	82	82	550	82	*(b)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(b)*

Notes:
a assumes URBEMIS 2007 default conditions have been revised to incorporate PCAPCD Rule 225, as described in Methods of Analysis.
b PCAPCD has not established a threshold.
Source: Atkins, 2011, compiled from URBEMIS 2007 output included in Appendix D.

REVISED TABLE 4.3-11

PHASE 1 ESTIMATED PEAK DAILY OPERATIONAL EMISSIONS (UNMITIGATED - POUNDS PER DAY)

Summer					
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Water and Space Heating	1.10	14.22	6.05	0.03	0.03
Fireplaces[a]	–	–	–	–	–
Landscape Maintenance	9.28	0.59	52.21	0.14	0.14
Consumer Products	50.46	–	–	–	–
Architectural Coatings Off-gas	16.14	–	–	–	–
Total Area Source	76.98	14.81	58.26	0.17	0.17
Motor Vehicles	65.67	76.84	719.67	150.62	28.93
Total Unmitigated Emissions	**142.55**	**91.65**	**777.93**	**150.79**	**29.10**
PCAPCD threshold	82	82	550	82	*(d)*
Significant Impact	***Yes***	*No*	*No*	***Yes***	*(d)*
Winter					
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Water and Space Heating	1.10	14.22	6.05	0.03	0.03
Fireplaces[b]	~~228.34~~ 57.61	~~27.56~~ 5.48	~~1,202.84~~ 646.11	~~193.13~~ 90.25	~~185.90~~ 90.25
Landscape Maintenance[c]	–	–	–	–	–
Consumer Products	50.46	–	–	–	–
Architectural Coatings Off-gas	16.14	–	–	–	–
Total Area Source	~~296.04~~ 125.31	~~41.78~~ 19.70	~~1,208.89~~ 625.16	~~193.16~~ 90.28	~~185.93~~ 90.28
Motor Vehicles	71.21	110.80	789.19	150.62	28.93
Total Unmitigated Emissions	~~**367.25**~~ **196.52**	~~**152.58**~~ **130.50**	~~**1,998.08**~~ **1,441.35**	~~**343.78**~~ **240.90**	~~**214.86**~~ **119.21**
PCAPCD threshold	82	82	550	82	*(d)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(d)*

Notes:

a no summer emissions

b assumes URBEMIS 2007 default unmitigated conditions have been revised to incorporate PCAPCD Rule 225, as described in Methods of Analysis

c no winter emissions

d PCAPCD has not established a standard

Source: Atkins, 2011, compiled from URBEMIS 2007 output included in Appendix D.

REVISED TABLE 4.3-12

ESTIMATED EMISSIONS REDUCTIONS FOR HEARTH AND TRANSPORTATION

	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Hearth Emissions					
Total Unmitigated Emissions	~~1,134.75~~ 983.17	~~135.33~~ 748.27	~~5,977.48~~ 6,868.77	~~959.75~~ 1,289.92	~~923.81~~ 624.67
Emissions with Design Features[a]	930.68	735.78	6,338.89	1,191.82	533.53
Decrease from Unmitigated	52.49	12.49	529.88	98.10	91.14
Reduction (%)	5.34%	1.67%	7.71%	7.61%	14.59%
Fully Mitigated[b]	~~48.93~~ 2.56	~~91.94~~ 43.75	~~1,741.09~~ 18.62	~~329.11~~ 3.54	~~300.13~~ 3.5
Decrease from Unmitigated	~~1,085.82~~ 980.61	~~43.39~~ 704.52	~~4,236.45~~ 6,850.15	~~630.64~~ 1,286.38	~~632.68~~ 621.17
Reduction (%)	~~96%~~ 99.74%	~~32%~~ 94.15%	~~71%~~ 99.73%	~~66%~~ 99.73%	~~68%~~ 99.44%
Transportation Emissions					
Total Unmitigated Emissions	368.22	573.14	4,075.69	778.9	149.59
Fully Mitigated[c]	355.41	553.19	3,933.86	751.79	144.38
Decrease from Unmitigated	12.81	19.95	141.83	27.11	5.21
Reduction (%)	3.48%	3.48%	3.48%	3.48%	3.48%

Notes:
a Assumes all single-family units have EPA Phase II-certified wood-burning devices and only natural gas or propane fireplaces are in multi-family units.

b Assumes Mitigation Measure 4.3-2(a) ~~and (b): all single-family units have EPA Phase II-certified wood-burning devices and only natural gas or propane fireplaces are in multi-family units.~~

c Assumes Mitigation Measure 4.3-2(d), (e) and (g).

Source: Atkins, 2011, 2012 compiled from URBEMIS 2007 and EPA Woodstove and Fireplace Emissions Calculator, output and calculations included in Appendix D.

REVISED TABLE 4.4-2

SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE VILLAGE 1 SPECIFIC PLAN PROJECT SITE

Scientific Name **Common Name**	**Status Fed/State/Other**	**Habitat Requirements**	**Likelihood of Occurrence in Project site**
Fish			
Hypomesus transpacificus delta smelt	FT/none/none	Sacramento-San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait and San Pablo Bay. Seldom found at salinities less than 10 ppt., most often at salinities less than 2 ppt.	**None:** No suitable habitat in the project site.
Oncorhynchus mykiss Central Valley steelhead	FT/none/none	Requires beds of loose, silt-free, coarse gravel for spawning. Also needs cover, cool water and sufficient dissolved oxygen. Passes through the San Francisco Bay during migrations to upstream spawning habitat.	**Moderate to High:** Suitable habitat present in Auburn Ravine in the project site.
Central Valley steelhead Critical Habitat	FX/none/none	N/A	**Known:** Portions of Auburn Ravine passing through the project site are within critical habitat for this species.
Oncorhynchus tshawytscha Central Valley spring-run Chinook salmon	FT/none/none	Spawns in the Sacramento River but not in tributary streams. Requires clean, cold water over gravel beds with water temperatures between 6 and 14 C for spawning. Passes through the San Francisco Bay during migrations to upstream spawning habitat.	**Low:** Not known to occur in Auburn ravine, though potential spawning habitat exists there.
Oncorhynchus tshawytscha winter-run Chinook salmon	FE/none/none		
Oncorhynchus tshawytscha Central Valley fall and late fall run Chinook salmon	none/none/CSC		**High:** Known to present in Auburn Ravine

REVISED TABLE 4.14-2
P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE
EXISTING CONDITIONS

Intersection		Juris-diction	LOS		Existing Conditions			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt
Existing Intersections Within Lincoln SOI								
1	SR 65 & Wise Rd	Caltrans	2000 HCM Unsignalized	D	A		1.5	E[36.1]
2	SR 65 & Gladding Rd	Caltrans	2000 HCM Unsignalized	D	A		1.5	F[77.~~7~~8]
3	SR 65 & 7th Street	Caltrans	2000 HCM Operations	D	C		~~28.4~~ 31.3	
4	SR 65 & SR 193 (McBean Park Dr)	Caltrans	2000 HCM Operations	D	**E**		~~**57.0**~~ **69.8**	
5	SR 65 & 1st St	Caltrans	2000 HCM Operations	D	**E**		~~**77.9**~~ **65.8**	
6	SR 65 & Ferrari Ranch Rd	Caltrans	2000 HCM Operations	D	C		~~23.8~~ 24.4	
7	SR 65 & Sterling Pkwy	Caltrans	2000 HCM Operations	D	~~B~~C		~~18.3~~ 21.2	
8	Joiner Pkwy & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	A	0.43		
9	Joiner Pkwy & Sterling Pkwy	Lincoln	Circular 212 Planning	C	A	0.57		
10	E. Joiner Pkwy & Del Webb (N)	Lincoln	2000 HCM 4-Way Stop	C	B		11.9	
11	E. Joiner Pkwy & Del Webb (S)	Lincoln	Circular 212 Planning	C	A	0.30		
12	Ferrari Ranch Rd & Ingram Pkwy	Lincoln	2000 HCM 4-Way Stop	C	C		18.1	
13	Ferrari Ranch Rd & Sun City Blvd	Lincoln	2000 HCM 4-Way Stop	C	B		13.8	
14	SR 193 & Ferrari Ranch Rd	Caltrans	2000 HCM Operations	D	C		~~23.9~~ 24.0	
15	SR 193 & East Ave	Caltrans	2000 HCM Operations	D	B		~~14.9~~ 15.4	
16	SR 193 & Oak Tree Ln	Caltrans	2000 HCM Unsignalized	D	A		0.2	C[20.4]
17	Twelve Bridges Dr & Sierra College Blvd	Lincoln	2000 HCM Unsignalized	C	A		2.9	D[32.2]
18	Twelve Bridges Dr & E. Joiner Pkwy	Lincoln	Circular 212 Planning	C	A	0.37		
19	Twelve Bridges Dr & SR 65 N/B Ramps	Caltrans	2000 HCM Operations	E	B		11.6	
20	Twelve Bridges Dr & SR 65 S/B Ramps	Caltrans	2000 HCM Operations	E	B		10.9	
Existing Intersections Outside Lincoln SOI								
21	SR 193 & Sierra College Blvd	Caltrans	2000 HCM 4-Way Stop	E	C		~~18.7~~ 22.4	
22	Sierra College Blvd & English Colony Way	Placer Co	2000 HCM Unsignalized	C	A		1.3	B[14.9]
23	Sierra College Blvd & King Rd	Loomis	2000 HCM Operations	C	B		11.7	
24	Sierra Collage & Bankhead	Loomis	2000 HCM Unsignalized	C	A		0.7	C[23.9]
25	Sierra College Blvd & Taylor Rd	Loomis	2000 HCM Operations	C	C		28.6	
26	Sierra College & Brace	Loomis	2000 HCM Operations	C	B		12.8	
27	Sierra College Blvd & Granite Dr	Rocklin	Circular 212 Planning	D	A	0.36		
28	Sierra College Blvd & I-80 W/B Ramps	Caltrans	2000 HCM Operations	E	B		13.9	
29	Sierra College Blvd & I-80 E/B Ramps	Caltrans	2000 HCM Operations	E	B		12.1	

Note: **Bold** Intersections do not meet current LOS Policy.

REVISED TABLE 4.14-8

P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: WITHIN CITY OF LINCOLN
EXISTING PLUS PROJECT

	Intersection	Juris-diction	LOS		Existing Conditions				Existing Plus Village 1 Buildout				Existing Plus Phase I			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
Existing Intersections Within City of Lincoln SOI																
1	SR 65 & Wise Rd	Caltrans	2000 HCM Unsignalized	D	A		1.5	E[36.1]	A		2.1	E[47.~~56~~]	A		1.6	E[39.5]
2	SR 65 & Gladding Rd	Caltrans	2000 HCM Unsignalized	D	A		1.5	F[77.~~78~~]	A		3.3	F[107.7]	A		1.7	F[82.6]
3	SR 65 & 7th Street	Caltrans	2000 HCM Operations	D	C		~~28.4~~ 31.3		D		~~47.0~~ 53.4		C		~~30.2~~ 33.4	
4	SR 65 & McBean Park Dr	Caltrans	2000 HCM Operations	D	**E**		**~~57.0~~ 69.8**		**F**		**~~88.8~~ 105.5**		**~~E~~ F**		**~~67.3~~ 81.7**	
5	SR 65 & 1st St	Caltrans	2000 HCM Operations	D	**E**		**~~77.9~~ 65.8**		~~D~~ **E**		~~50.8~~ 61.0		**E**		**~~76.9~~ 65.2**	
6	SR 65 & Ferrari Ranch Rd	Caltrans	2000 HCM Operations	D	C		~~23.8~~ 24.4		C		~~30.6~~ 32.9		C		~~24.5~~ 25.2	
7	SR 65 & Sterling Pkwy	Caltrans	2000 HCM Operations	D	~~C~~ B		~~18.3~~ 21.2		B		~~17.0~~ 19.2		B		~~17.5~~ 19.9	
8	Joiner Pkwy & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	A	0.43			A	0.42			A	0.42		
9	Joiner Pkwy & Sterling Pkwy	Lincoln	Circular 212 Planning	C	A	0.57			A	0.60			A	0.57		
10	E. Joiner Pkwy & Del Webb (N)	Lincoln	2000 HCM 4-Way Stop	C	B		11.9		C		15.8		B		12.6	
11	E. Joiner Pkwy & Del Webb (S)	Lincoln	Circular 212 Planning	C	A	0.30			A	0.50			A	0.37		
12	Ferrari Ranch Rd & Ingram Pkwy	Lincoln	2000 HCM 4-Way Stop	C	C		18.1		**F**		**85.9**		**D**		**34.9**	
13	Ferrari Ranch Rd & Sun City Blvd	Lincoln	2000 HCM 4-Way Stop	C	B		13.8		**F**		**140.7**		**D**		**28.2**	
14	SR 193 & Ferrari Ranch Rd	Caltrans	2000 HCM Operations	D	C		~~23.9~~ 24.0		D		~~42.5~~ 45.9		C		~~27.5~~ 27.8	
15	SR 193 & East Ave	Caltrans	2000 HCM Operations	D	B		~~14.9~~ 15.4		B		~~14.5~~ 14.7		B		~~14.0~~ 14.3	
16	SR 193 & Oak Tree Ln	Caltrans	2000 HCM Operations*	D	A		0.2	C[20.4]	C		26.2		B		~~17.3~~ 17.7	

REVISED TABLE 4.14-8

P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: WITHIN CITY OF LINCOLN
EXISTING PLUS PROJECT

	Intersection	Juris-diction	LOS		Existing Conditions				Existing Plus Village 1 Buildout				Existing Plus Phase I			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
17	Twelve Bridges Dr & Sierra College Bl	Lincoln	2000 HCM Unsignalized	C	A		2.9	D[32.2]	**F**		**159.0**	**F[1160.5]**	A		3.4	E[40.0]
18	Twelve Bridges Dr & E. Joiner Pkwy	Lincoln	Circular 212 Planning	C	A	0.37			B	0.68			A	0.45		
19	Twelve Bridges Dr & SR 65 N/B Ramps	Caltrans	2000 HCM Operations	E	B		11.6		B		11.5		B		12.4	
20	Twelve Bridges Dr & SR 65 S/B Ramps	Caltrans	2000 HCM Operations	E	B		10.9		B		10.7		B		10.8	
	Intersections Added With Village 1															
30	Ferrari Ranch Rd & Oak Tree Ln	Lincoln	2000 HCM 4-Way Stop	C	n/a				B		10.5		n/a			
31	Sierra College Blvd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a				C	0.72			n/a			
32	Virginiatown Rd & Oak Tree Ln	Lincoln	2000 HCM 4-Way Stop	C	n/a				A		9.8		n/a			
33	SR 193 & Village 1 Coll	Caltrans	Circular 212 Planning	E	n/a				A	0.50			n/a			
34	Oak Tree Ln & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a				A	0.26			n/a			

Note: **Bold** intersections do not meet LOS policy, Shaded intersections show project impacts.

REVISED TABLE 4.14-9

P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: OUTSIDE CITY OF LINCOLN
EXISTING PLUS PROJECT

Intersection		Juris-diction	LOS		Existing Conditions				Existing Plus Village 1 Buildout				Existing Plus Phase I			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
Existing Intersections Outside City of Lincoln SOI																
21	SR 193 & Sierra College Blvd	Caltrans	2000 HCM 4-Way Stop	E	C		~~18.7~~ 22.4		D		~~26.8~~ 23.4		~~D~~ E		~~26.5~~ 35.2	
22	Sierra College Blvd & English Colony Way	Placer Co	2000 HCM Unsignalized	C	A		1.3	B[14.9]	A		3.8	D[32.2]	A		1.3	C[16.0]
23	Sierra College Blvd & King Rd	Loomis	2000 HCM Operations	C	B		11.7		B		12.1		B		12.5	
24	Sierra Collage & Bankhead	Loomis	2000 HCM Unsignalized	C	A		0.7	C[23.9]	A		0.7	D[33.5]	A		0.7	C[23.3]
25	Sierra College Blvd & Taylor Rd	Loomis	2000 HCM Operations	C	C		28.6		C		30.6		C		28.7	
26	Sierra College & Brace	Loomis	2000 HCM Operations	C	B		12.8		B		14.1		B		14.3	
27	Sierra College Blvd & Granite Dr	Rocklin	Circular 212 Planning	D	A	0.36			A	0.40			A	0.36		
28	Sierra College Blvd & I-80 W/B Ramps	Caltrans	2000 HCM Operations	E	B		13.9		B		13.2		B		13.9	
29	Sierra College Blvd & I-80 E/B Ramps	Caltrans	2000 HCM Operations	E	B		12.1		B		14.0		B		11.9	

Note: Bold intersections do not meet LOS policy, Shaded intersections show project impacts.

REVISED TABLE 4.14-14

P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: WITHIN LINCOLN SOI 2030 PLUS PROJECT

Intersection		Juris-diction	LOS		2030 No Project				2030 Plus Village 1 Buildout			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
Existing Intersections Within Lincoln SOI												
1	Lincoln Blvd & Wise Rd	Lincoln*	2000 HCM Unsignalized	D	A		3.0	C[23.4]	A		3.7	C[24.9]
2	Lincoln Blvd & Gladding Rd	Lincoln*	2000 HCM Unsignalized	D	A		1.6	C[18.0]	A		1.4	C[16.6]
3	Lincoln Blvd & 7th Street	Lincoln*	Circular 212 Planning	D	A	0.47			A	0.49		
4	Lincoln Blvd & McBean Park Dr	Lincoln*	Circular 212 Planning	D	A	0.45			A	0.47		
5	Lincoln Blvd & 1st St	Lincoln*	Circular 212 Planning	D	C	0.73			C	0.71		
6	Lincoln Blvd & Ferrari Ranch Rd	Lincoln*	Circular 212 Planning	D	A	0.58			B	0.70		
7	Lincoln Blvd & Sterling Pkwy	Lincoln*	Circular 212 Planning	D	A	0.51			B	0.62		
8	Joiner Pkwy & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	**D**	**0.90**			**D**	**0.90**		
9	Joiner Pkwy & Sterling Pkwy	Lincoln	Circular 212 Planning	C	A	0.53			A	0.53		
10	E. Joiner Pkwy & Del Webb (N)	Lincoln	Circular 212 Planning	C	B	0.61			B	0.63		
11	E. Joiner Pkwy & Del Webb (S)	Lincoln	Circular 212 Planning	C	A	0.49			A	0.56		
12	Ferrari Ranch Rd & Ingram Pkwy	Lincoln	Circular 212 Planning	C	A	0.34			B	0.68		
13	Ferrari Ranch Rd & Sun City Blvd	Lincoln	Circular 212 Planning	C	A	0.32			A	0.58		
14	McBean Park Dr & Ferrari Ranch Rd	Lincoln*	Circular 212 Planning	D	D	0.82			D	0.82		

REVISED TABLE 4.14-14

P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: WITHIN LINCOLN SOI 2030 PLUS PROJECT

Intersection		Juris-diction	LOS		2030 No Project				2030 Plus Village 1 Buildout			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
15	McBean Park Dr & East Ave	Lincoln*	Circular 212 Planning	D	D	0.90			C	0.71		
16	McBean Park Dr & Oak Tree Ln	Lincoln*	Circular 212 Planning	D	A	0.34			B	0.69		
17	Twelve Bridges Dr & Sierra College Blvd	Lincoln	Circular 212 Planning	C	A	0.56			B	0.69		
18	Twelve Bridges Dr & E Joiner Pkwy	Lincoln	Circular 212 Planning	C	B	0.63			C	0.74		
19	Twelve Bridges Dr & SR 65 N/B Ramps	Caltrans	2000 HCM Operations	E	B		20.0		B		14.3	
20	Twelve Bridges Dr & SR 65 S/B Ramps	Caltrans	2000 HCM Operations	E	C		20.2		C		23.4	
Intersections Added With Village 1												
30	Ferrari Ranch Rd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a				A	0.47		
31	Sierra College Blvd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a				A	0.38		
32	Virginiatown Rd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a				A	0.53		
33	McBean Park Dr & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a				A	~~0.42~~ 0.50		
34	Oak Tree Ln & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a				A	0.28		

Notes: **Bold** intersections do not meet LOS policy, Shaded intersections show project impacts.
* Current Caltrans intersections to be relinquished to Lincoln when SR 65 Lincoln Bypass is complete.
Current SR 65 (G Street) Becomes Lincoln Blvd, Current SR 193 becomes McBean Park Dr.

REVISED TABLE 4.14-15
P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: WITHIN LINCOLN SOI
2050 PLUS PROJECT

Intersection		Juris-diction	LOS		2050 No Project				2050 Plus Village 1 Buildout			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
Existing Intersections Within Lincoln SOI												
2	SR 65 & Ramos Rd	Lincoln*	2000 HCM Operations	C*	B		18.1	B	B		18.4	B
3	Lincoln Blvd & 7th Street	Lincoln*	Circular 212 Planning	C*	A	0.57			A	0.58		
4	Lincoln Blvd & McBean Park Dr	Lincoln*	Circular 212 Planning	D	A	0.58			A	0.58		
5	Lincoln Blvd & 1st St	Lincoln*	Circular 212 Planning	D	D	0.83			D	0.80		
6	Lincoln Blvd & Ferrari Ranch Rd	Lincoln*	Circular 212 Planning	D	C	0.73			C	0.79		
7	Lincoln Blvd & Sterling Pkwy	Lincoln*	Circular 212 Planning	D	B	0.66			B	0.69		
8	Joiner Pkwy & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	**E**	**0.92**			**E**	**0.93**		
9	Joiner Pkwy & Sterling Pkwy	Lincoln	Circular 212 Planning	C	A	0.44			A	0.47		
10	E. Joiner Pkwy & Del Webb (N)	Lincoln	Circular 212 Planning	C	A	0.55			B	0.63		
11	E. Joiner Pkwy & Del Webb (S)	Lincoln	Circular 212 Planning	C	A	0.40			A	0.46		
12	Ferrari Ranch Rd & Ingram Pkwy	Lincoln	Circular 212 Planning	C	A	0.55			C	0.76		
13	Ferrari Ranch Rd & Sun City Blvd	Lincoln	Circular 212 Planning	C	A	0.49			B	0.61		
14	McBean Park Dr & Ferrari Ranch Rd	Lincoln*	Circular 212 Planning	D	**E**	**0.96**			**E**	**0.93**		
15	McBean Park Dr & East Ave	Lincoln*	Circular 212 Planning	D	C	0.79			C	0.77		

REVISED TABLE 4.14-15
P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: WITHIN LINCOLN SOI
2050 PLUS PROJECT

Intersection		Juris-diction	LOS		2050 No Project				2050 Plus Village 1 Buildout			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
16	McBean Park Dr & Oak Tree Ln	Lincoln*	Circular 212 Planning	D	A	0.53			B	0.70		
17	Twelve Bridges Dr & Sierra College Bl	Lincoln	Circular 212 Planning	C	B	0.67			C	0.72		
18	Twelve Bridges Dr & E Joiner Pkwy	Lincoln	Circular 212 Planning	C	B	0.69			C	0.73		
19	Twelve Bridges Dr & SR 65 N/B Ramps	Caltrans	2000 HCM Operations	E	C		20.2		B		17.2	
20	Twelve Bridges Dr & SR 65 S/B Ramps	Caltrans	2000 HCM Operations	E	D		46.0		D		49.2	
Future Intersections within Lincoln SOI												
100	Wise Rd & Old SR 65 Jug Handle	Lincoln*	Circular 212 Planning	C	B	0.67			C	0.71		
1	Lincoln Blvd & Wise Rd Jug Handle	Lincoln*	Circular 212 Planning	C	A	0.51			A	0.59		
Intersections Added With Village 1												
30	Ferrari Ranch Rd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a				B	0.61		
31	Sierra College Blvd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a				A	0.39		
32	Virginiatown Rd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a				B	0.69		
33	McBean Park Dr & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a				A	~~0.45~~ 0.54		
34	Oak Tree Ln & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a				A	0.34		

Notes: **Bold** intersections do not meet LOS policy, Shaded intersections show project impacts.
* Current Caltrans intersections to be relinquished to Lincoln when SR 65 Lincoln Bypass is complete.
Current SR 65 (G Street) Becomes Lincoln Blvd, Current SR 193 becomes McBean Park Dr.

REVISED TABLE 4.14-16

P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: OUTSIDE LINCOLN SOI
2030 PLUS PROJECT

Intersection		Juris-diction	LOS		2030 No Project				2030 Plus Village 1 Buildout			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
Existing Intersections Outside Lincoln SOI												
21	Lincoln-Newcastle Hwy & Sierra College Blvd	Caltrans	Circular 212 Planning	E	D	0.81			C	0.77		
22	Sierra College Blvd & English Colony Way	Placer Co	~~2000 HCM Unsignalized~~ Circular 212 Planning	C	~~D~~ C	0.77	~~**26.2**~~	~~**F[429.2]**~~	~~**F**~~ **E**	**0.98**	~~**152.8**~~	~~**F[1361.4]**~~
23	Sierra College Blvd & King Rd	Loomis	2000 HCM Operations	C	**D**		**37.1**		**D**		**54.7**	
24	Sierra Collage & Bankhead	Loomis	2000 HCM Unsignalized	C	B		14.9	F[347.2]	C		19.9	F[482.7]
25	Sierra College Blvd & Taylor Rd	Loomis	2000 HCM Operations	C	**D**		**40.6**		**D**		**43.3**	
26	Sierra College & Brace	Loomis	2000 HCM Operations	C	C		25.5		C		24.7	
27	Sierra College Blvd & Granite Dr	Rocklin	Circular 212 Planning	C	B	0.65			B	0.68		
28	Sierra College Blvd & I-80 W/B Ramps	Caltrans	2000 HCM Operations	E	C		23.9		C		23.5	
29	Sierra College Blvd & I-80 E/B Ramps	Caltrans	2000 HCM Operations	E	D		36.8		D		37.2	
	Sierra College Blvd & Valley View Pkwy	Rocklin	Circular 212 Planning	C	A	0.59			B	0.66		
	Nature Trail Way & Valley View Pkwy	Rocklin	Circular 212 Planning	C	C	0.71			C	0.73		
	Park Drive & Valley View Pkwy	Rocklin	Circular 212 Planning	C	A	0.57			A	0.58		

REVISED TABLE 4.14-16

P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: OUTSIDE LINCOLN SOI
2030 PLUS PROJECT

Intersection		Juris-diction	LOS		2030 No Project				2030 Plus Village 1 Buildout			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
	W Stanford Ranch & Wildcat Blvd	Rocklin	Circular 212 Planning	C	C	0.78			**D**	**0.81**		
	Wildcat Blvd & Ranch View Dr.	Rocklin	Circular 212 Planning	C	C	0.76			**D**	**0.85**		
	Wildcat Blvd & Whitney Ranch Pkwy	Rocklin	Circular 212 Planning	C	B	0.66			C	0.71		

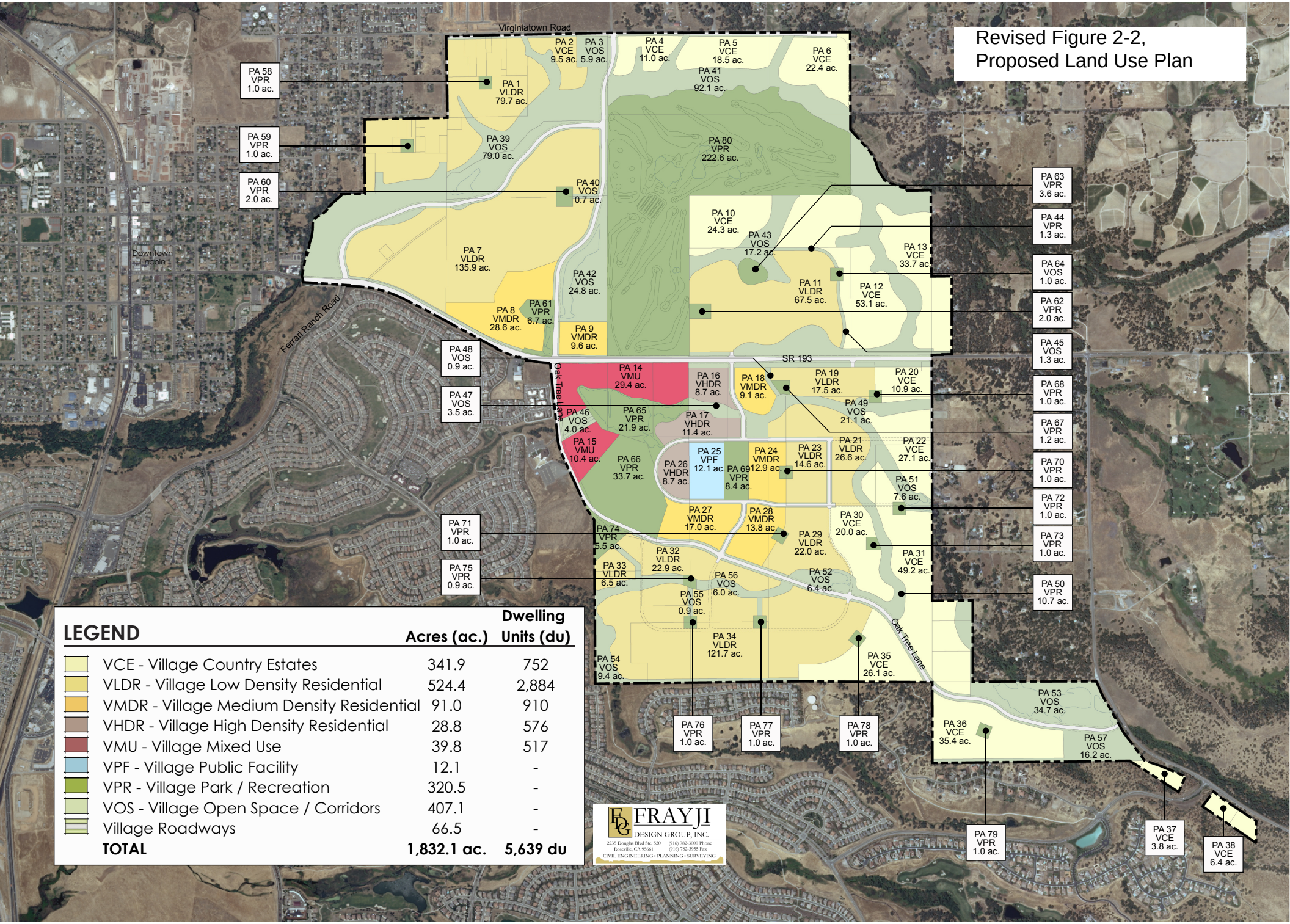
Notes: **Bold** intersections do not meet LOS policy, Shaded intersections show project impacts.
* Current Caltrans intersections to be relinquished to Lincoln when SR 65 Lincoln Bypass is complete.
Current SR 65 (G Street) Becomes Lincoln Blvd, Current SR 193 becomes McBean Park Dr.
City of Rocklin Intersections analyzed using City of Rocklin 2030 General Plan Update (2030 Plus Project) Model with assumed land use in Village 1 removed for Village 1 No Project conditions

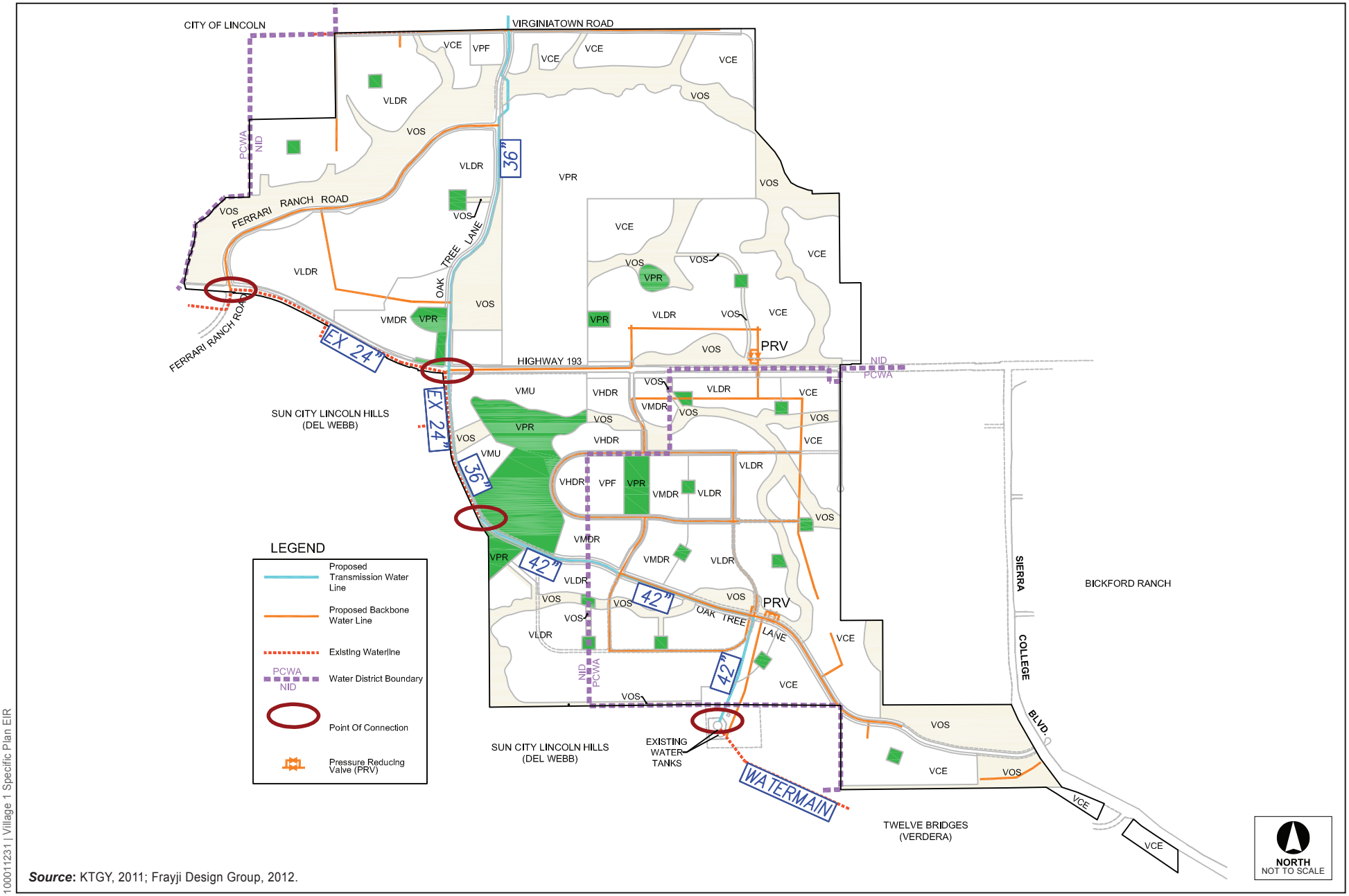
REVISED TABLE 4.14-17

P.M. PEAK HOUR INTERSECTION LEVELS OF SERVICE: OUTSIDE LINCOLN SOI
2050 PLUS PROJECT

Intersection		Juris-diction	LOS		2050 No Project				2050 Plus Village 1 Buildout			
			Methodology	Policy	Int LOS	V/C	Avg Delay	Worst Mvmt	Int LOS	V/C	Avg Delay	Worst Mvmt
Existing Intersections Outside Lincoln SOI												
21	Lincoln-Newcastle Hwy & Sierra College Blvd	Placer Co*	Circular 212 Planning	E	E	0.99			C	0.78		
22	Sierra College Blvd & English Colony Way	Placer Co	~~2000 HCM Unsignalized~~ Circular 212 Planning	C	~~F~~ D	0.81	~~116.1~~	~~F[1680.1]~~	~~F~~ E	0.96	~~191.3~~	~~F[1901.1]~~
23	Sierra College Blvd & King Rd	Loomis	2000 HCM Operations	C	**D**		**48.4**		**E**		**75.7**	
24	Sierra Collage & Bankhead	Loomis	2000 HCM Unsignalized	C	B		11.8	F[311.8]	C		17.5	F[440.6]
25	Sierra College Blvd & Taylor Rd	Loomis	2000 HCM Operations	C	**D**		**43.0**		**D**		**44.7**	
26	Sierra College & Brace	Loomis	2000 HCM Operations	C	C		25.5		C		24.7	
27	Sierra College Blvd & Granite Dr	Rocklin	Circular 212 Planning	D	C	0.74			C	0.74		
28	Sierra College Blvd & I-80 W/B Ramps	Caltrans	2000 HCM Operations	E	C		23.8		C		23.5	
29	Sierra College Blvd & I-80 E/B Ramps	Caltrans	2000 HCM Operations	E	D		36.5		D		37.0	

Notes: **Bold** intersections do not meet LOS policy, Shaded intersections show project impacts.
* Current Caltrans intersections to be relinquished to Lincoln when SR 65 Lincoln Bypass is complete.
Current SR 65 (G Street) Becomes Lincoln Blvd, Current SR 193 becomes McBean Park Dr.

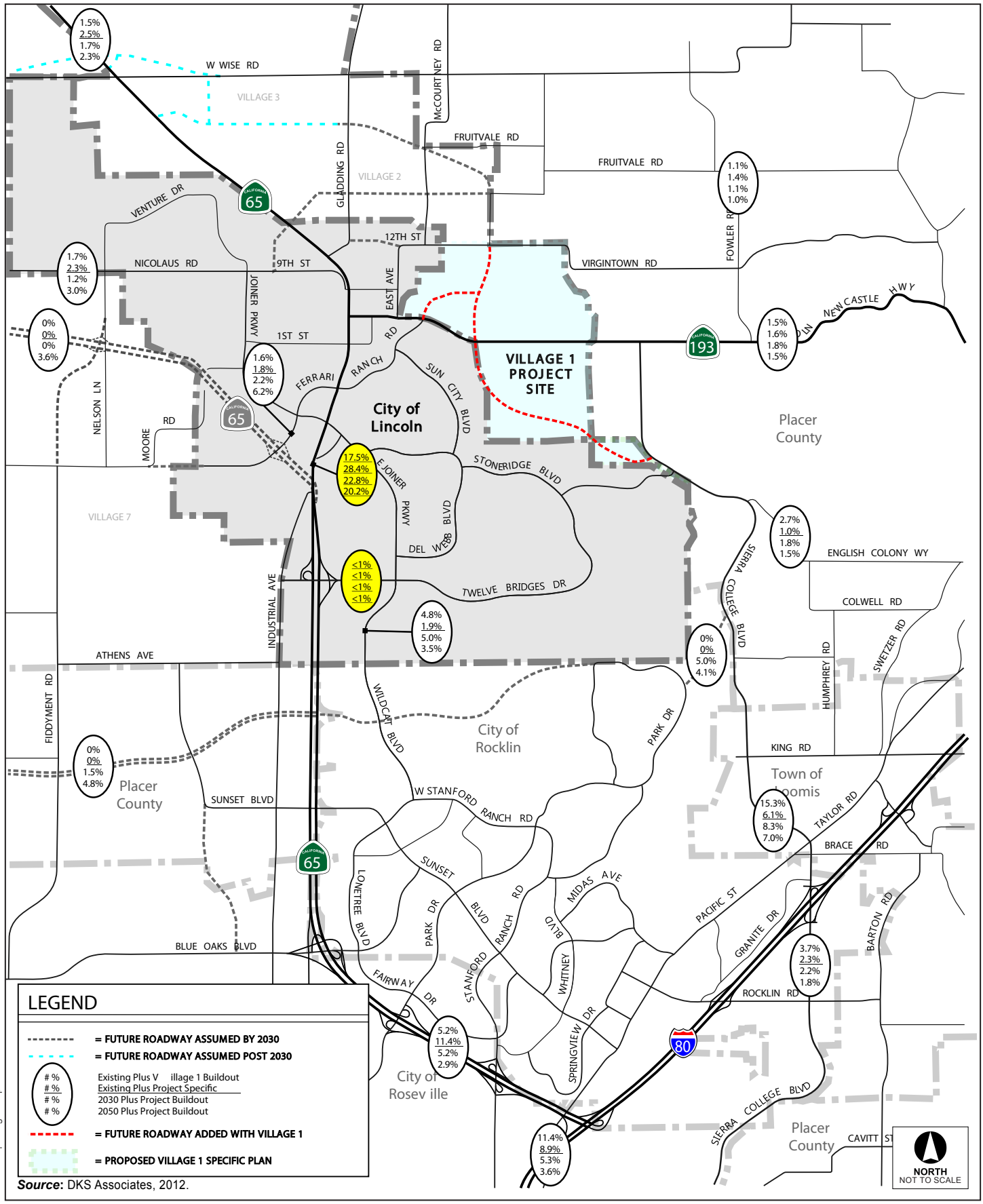

Revised Figure 2-2,
Proposed Land Use Plan
Virginiatown Road
Downtown Lincoln
Ferrari Ranch Road
Oak Tree Lane
SR 193
PA 1 VLDR 79.7 ac.
PA 2 VCE 9.5 ac.
PA 3 VOS 5.9 ac.
PA 4 VCE 11.0 ac.
PA 5 VCE 18.5 ac.
PA 6 VCE 22.4 ac.
PA 7 VLDR 135.9 ac.
PA 8 VMDR 28.6 ac.
PA 9 VMDR 9.6 ac.
PA 10 VCE 24.3 ac.
PA 11 VLDR 67.5 ac.
PA 12 VCE 53.1 ac.
PA 13 VCE 33.7 ac.
PA 14 VMU 29.4 ac.
PA 15 VMU 10.4 ac.
PA 16 VHDR 8.7 ac.
PA 17 VHDR 11.4 ac.
PA 18 VMDR 9.1 ac.
PA 19 VLDR 17.5 ac.
PA 20 VCE 10.9 ac.
PA 21 VLDR 26.6 ac.
PA 22 VCE 27.1 ac.
PA 23 VLDR 14.6 ac.
PA 24 VMDR 12.9 ac.
PA 25 VPF 12.1 ac.
PA 26 VHDR 8.7 ac.
PA 27 VMDR 17.0 ac.
PA 28 VMDR 13.8 ac.
PA 29 VLDR 22.0 ac.
PA 30 VCE 20.0 ac.
PA 31 VCE 49.2 ac.
PA 32 VLDR 22.9 ac.
PA 33 VLDR 6.5 ac.
PA 34 VLDR 121.7 ac.
PA 35 VCE 26.1 ac.
PA 36 VCE 35.4 ac.
PA 37 VCE 3.8 ac.
PA 38 VCE 6.4 ac.
PA 39 VOS 79.0 ac.
PA 40 VOS 0.7 ac.
PA 41 VOS 92.1 ac.
PA 42 VOS 24.8 ac.
PA 43 VOS 17.2 ac.
PA 45 VOS 1.3 ac.
PA 46 VOS 4.0 ac.
PA 48 VOS 0.9 ac.
PA 49 VOS 21.1 ac.
PA 51 VOS 7.6 ac.
PA 52 VOS 6.4 ac.
PA 53 VOS 34.7 ac.
PA 54 VOS 9.4 ac.
PA 55 VOS 0.9 ac.
PA 56 VOS 6.0 ac.
PA 57 VOS 16.2 ac.
PA 58 VPR 1.0 ac.
PA 59 VPR 1.0 ac.
PA 60 VPR 2.0 ac.
PA 61 VPR 6.7 ac.
PA 62 VPR 2.0 ac.
PA 63 VPR 3.6 ac.
PA 44 VPR 1.3 ac.
PA 64 VOS 1.0 ac.
PA 65 VPR 21.9 ac.
PA 66 VPR 33.7 ac.
PA 67 VPR 1.2 ac.
PA 68 VPR 1.0 ac.
PA 69 VPR 8.4 ac.
PA 70 VPR 1.0 ac.
PA 71 VPR 1.0 ac.
PA 72 VPR 1.0 ac.
PA 73 VPR 1.0 ac.
PA 74 VPR 5.5 ac.
PA 75 VPR 0.9 ac.
PA 76 VPR 1.0 ac.
PA 77 VPR 1.0 ac.
PA 78 VPR 1.0 ac.
PA 79 VPR 1.0 ac.
PA 80 VPR 222.6 ac.
PA 47 VOS 3.5 ac.
PA 50 VPR 10.7 ac.
LEGEND
VCE - Village Country Estates 341.9 752
VLDR - Village Low Density Residential 524.4 2,884
VMDR - Village Medium Density Residential 91.0 910
VHDR - Village High Density Residential 28.8 576
VMU - Village Mixed Use 39.8 517
VPF - Village Public Facility 12.1 -
VPR - Village Park / Recreation 320.5 -
VOS - Village Open Space / Corridors 407.1 -
Village Roadways 66.5 -
TOTAL 1,832.1 ac. 5,639 du
Acres (ac.)
Dwelling Units (du)
FRAYJI DESIGN GROUP, INC.
2235 Douglas Blvd Ste. 520 Roseville, CA 95661
(916) 782-3000 Phone (916) 782-3955 Fax
CIVIL ENGINEERING • PLANNING • SURVEYING



***Source*:** KTGY, 2011; Frayji Design Group, 2012.

Figure 2-6 [Revised]
Water System

ATKINS



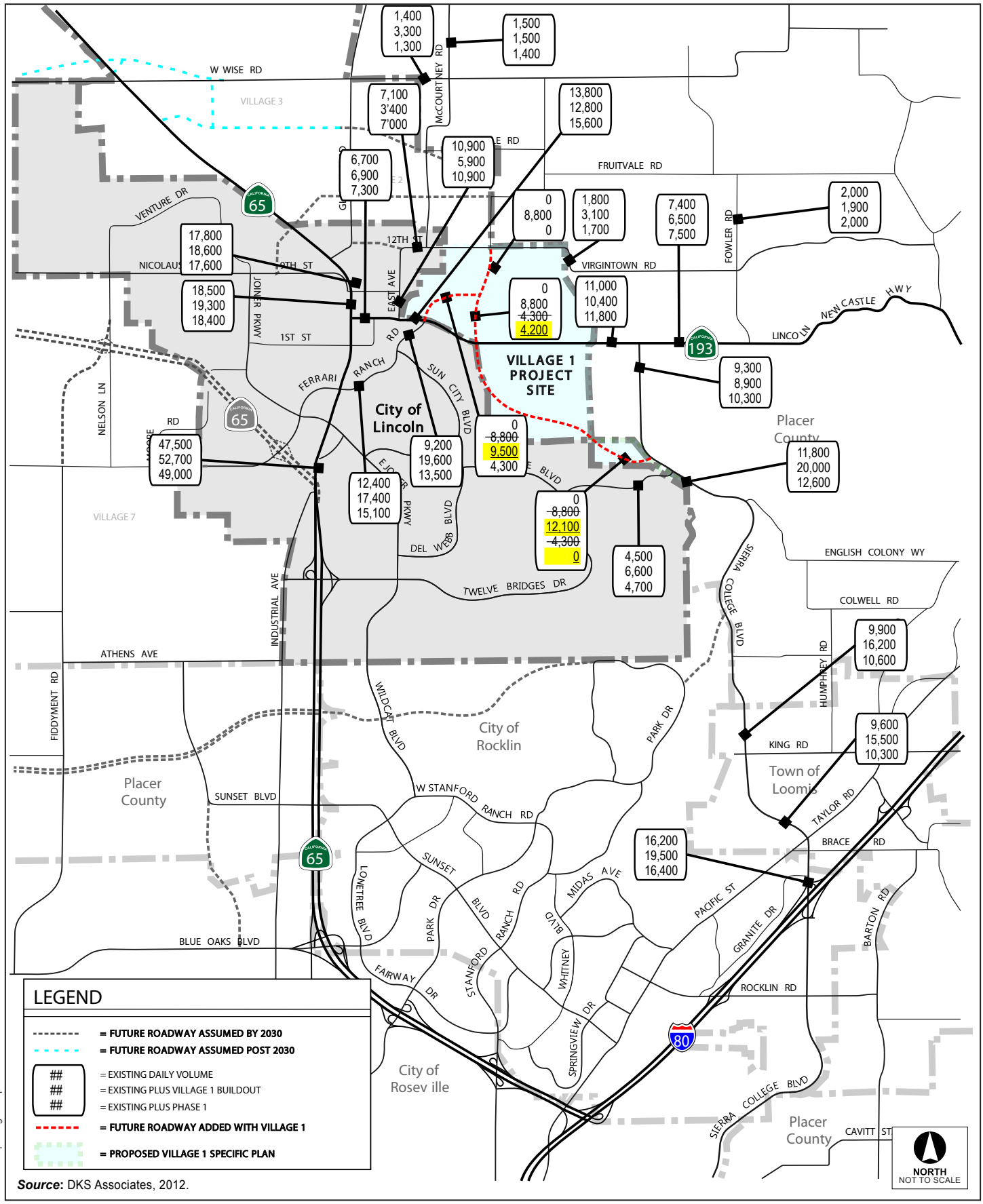
Source: DKS Associates, 2012.

100011231 | Village 1 Specific Plan EIR

Figure 4.14-6 [Revised]

Estimated Project Trip Distribution

ATKINS



Source: DKS Associates, 2012.

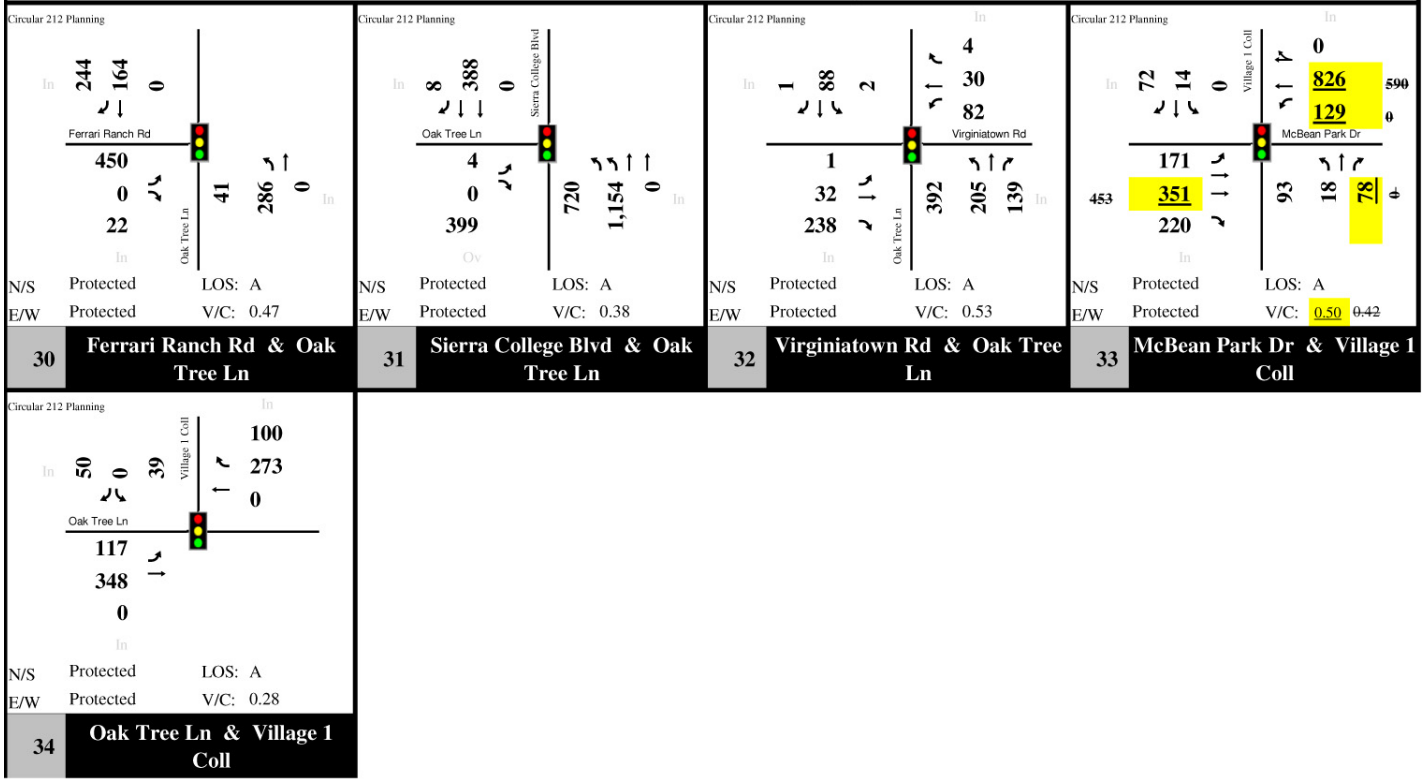
100011231 | Village 1 Specific Plan EIR

Figure 4.14-9 [Revised]

Existing Plus Project Daily Traffic Volumes

ATKINS

Intersections Added With Village 1



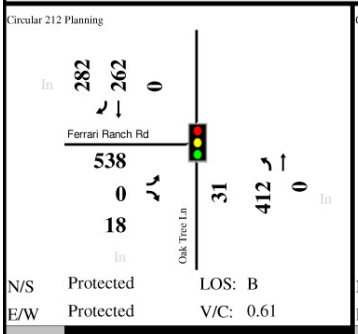
***Source*:** DKS Associates, 2011.

Figure 4.14-12c [Revised]

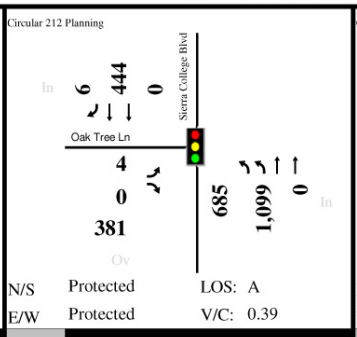
2030 Plus Village 1 Buildout Intersection Volumes, Geometries, and LOS

ATKINS

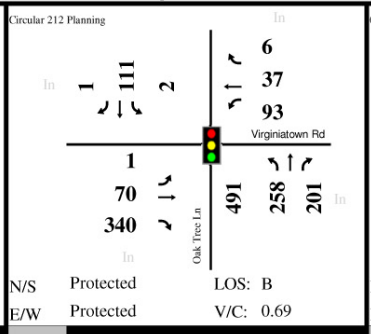
Intersections Added With Village 1



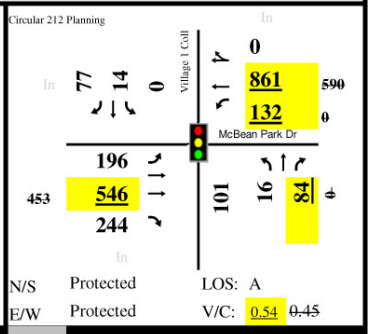
30 **Ferrari Ranch Rd & Oak Tree Ln**



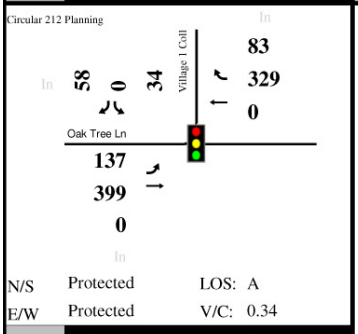
31 **Sierra College Blvd & Oak Tree Ln**



32 **Virginiatown Rd & Oak Tree Ln**



33 **McBean Park Dr & Village 1 Coll**



34 **Oak Tree Ln & Village 1 Coll**

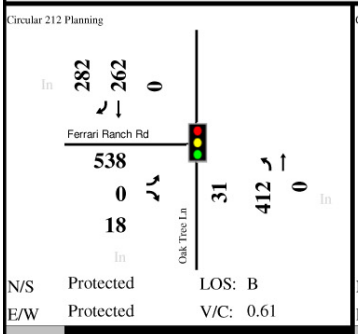
Source: DKS Associates, 2011.

Figure 4.14-14c [Revised]

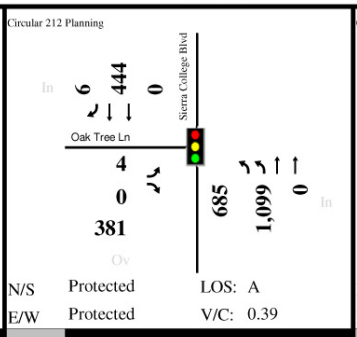
2050 Plus Village 1 Buildout Intersection Volumes, Geometries, and LOS

ATKINS

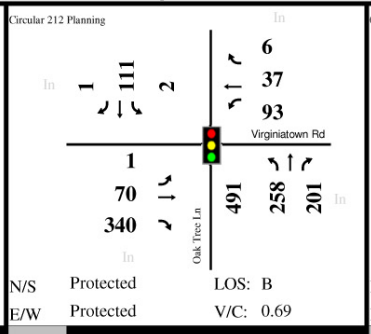
Intersections Added With Village 1



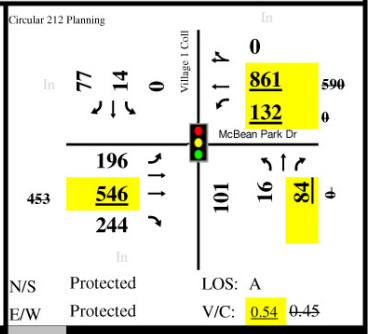
30 **Ferrari Ranch Rd & Oak Tree Ln**



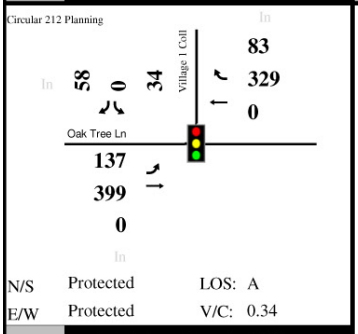
31 **Sierra College Blvd & Oak Tree Ln**



32 **Virginiatown Rd & Oak Tree Ln**



33 **McBean Park Dr & Village 1 Coll**



34 **Oak Tree Ln & Village 1 Coll**

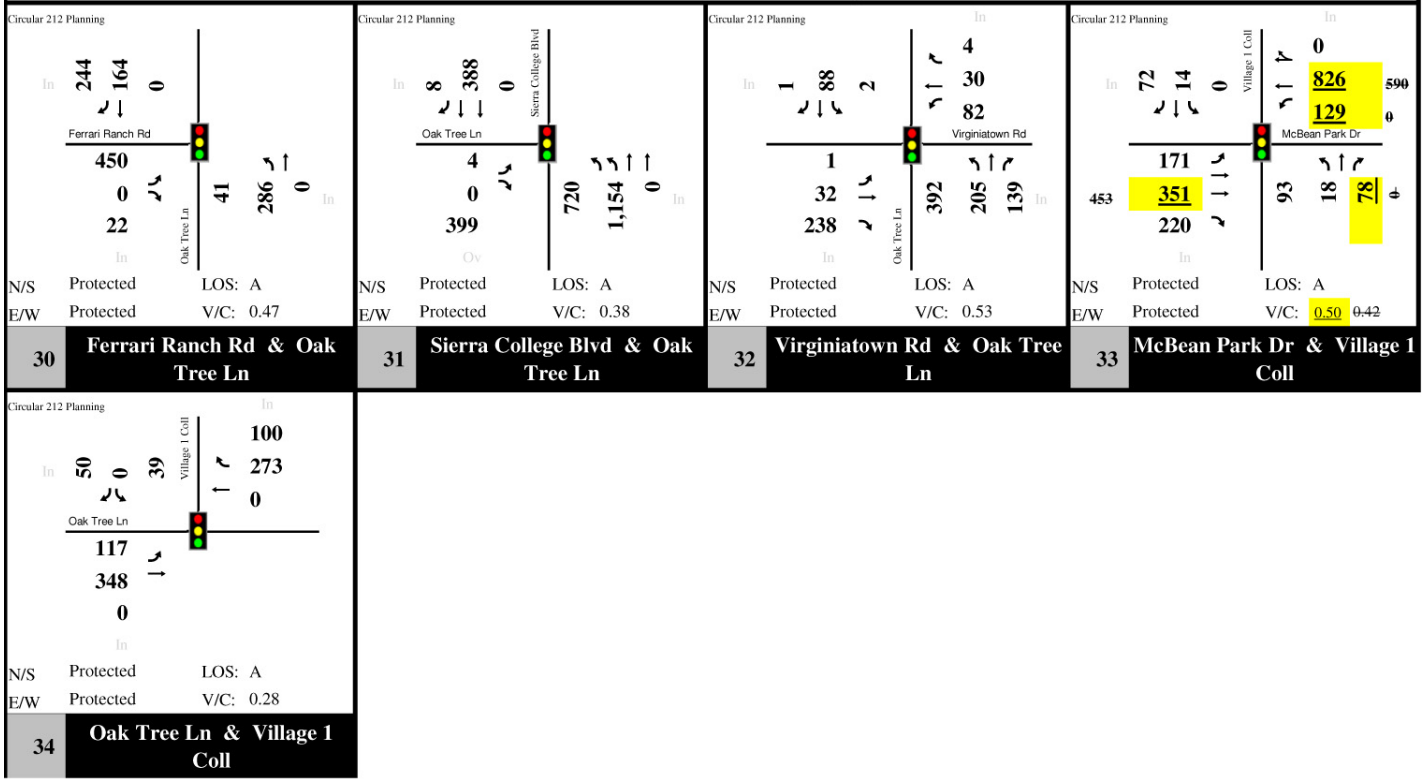
Source: DKS Associates, 2011.

Figure 4.14-14c [Revised]

2050 Plus Village 1 Buildout Intersection Volumes, Geometries, and LOS

ATKINS

Intersections Added With Village 1

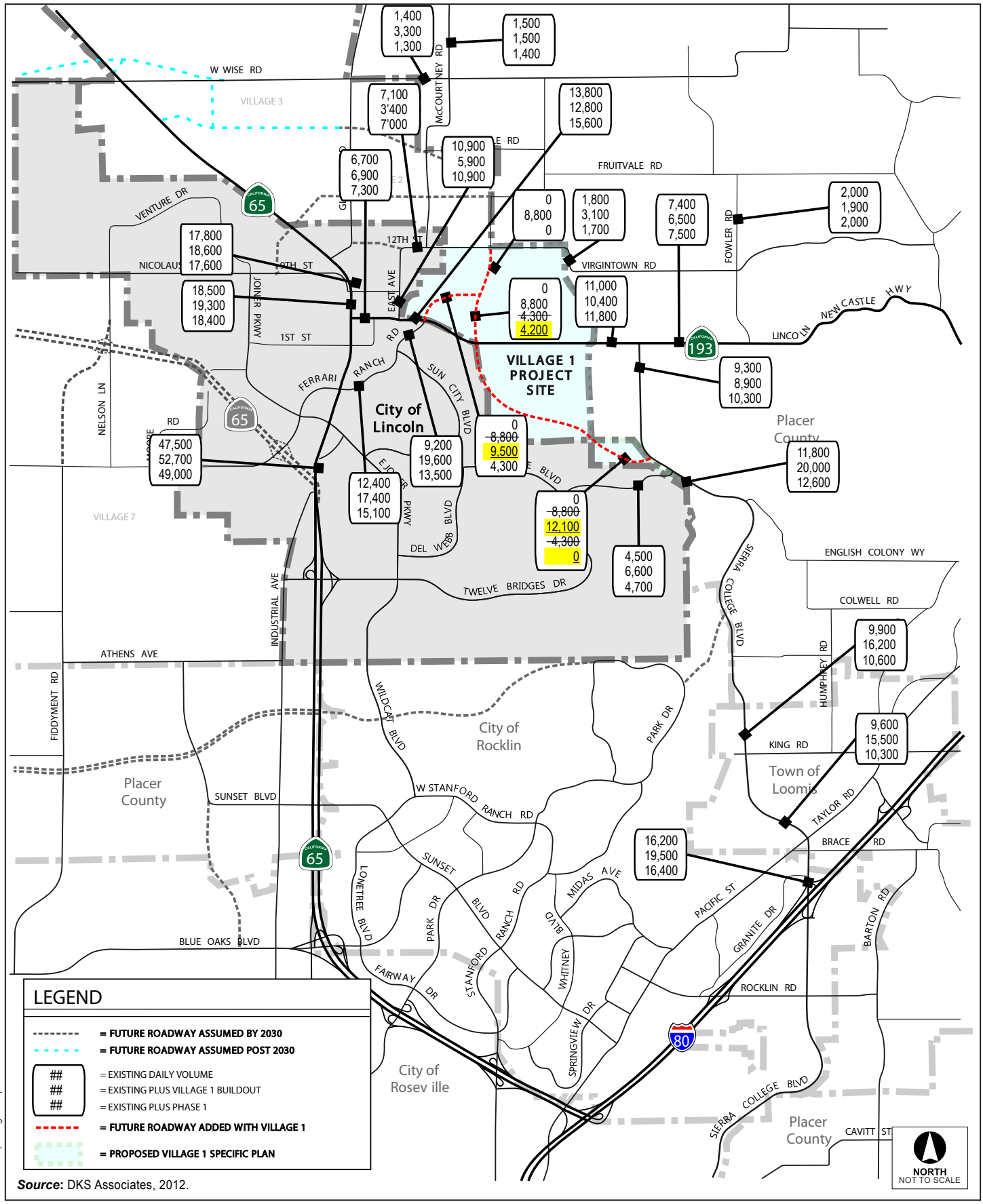


***Source*:** DKS Associates, 2011.

Figure 4.14-12c [Revised]

2030 Plus Village 1 Buildout Intersection Volumes, Geometries, and LOS

ATKINS



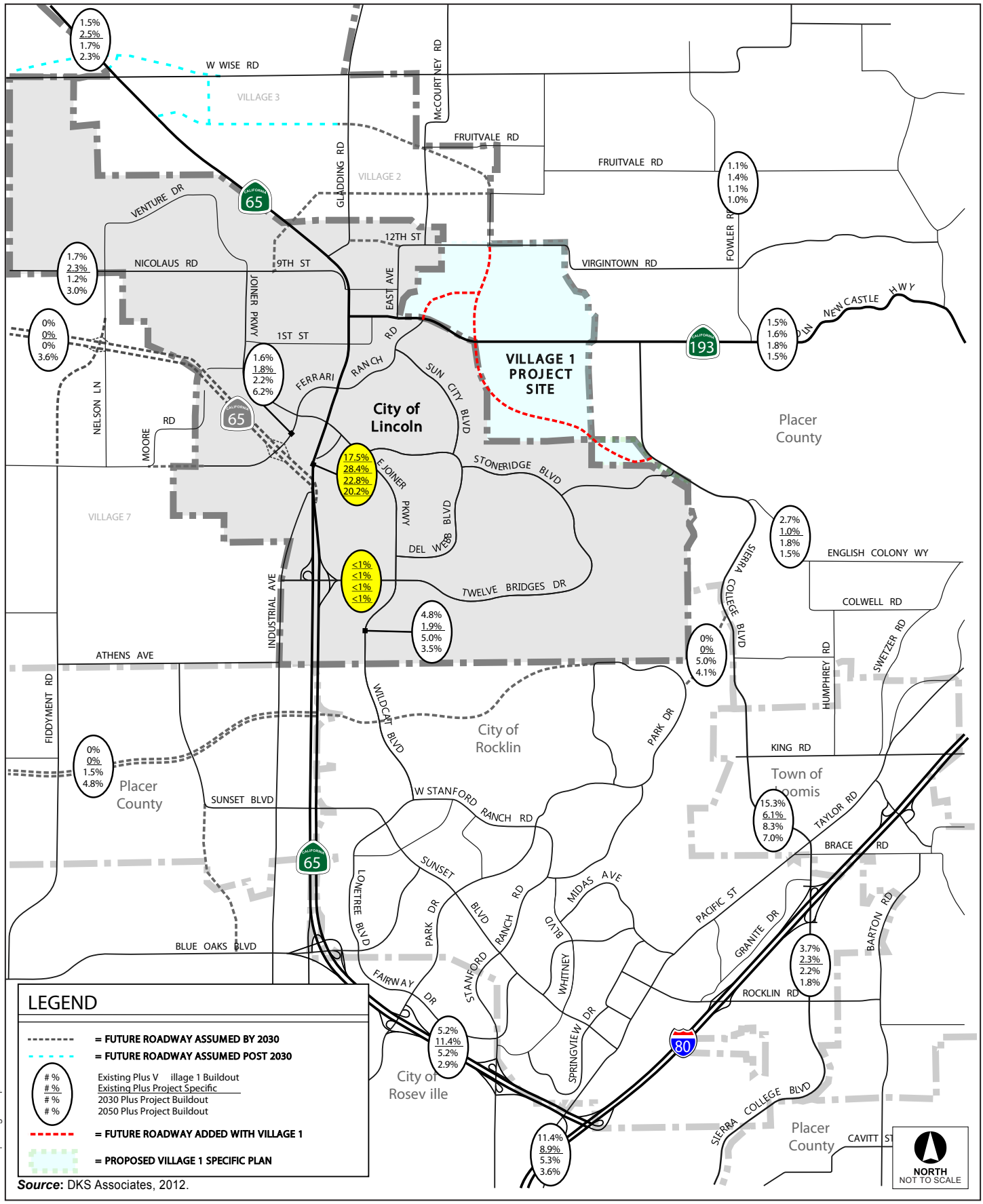
Source: DKS Associates, 2012.

100011231 | Village 1 Specific Plan EIR

Figure 4.14-9 [Revised]

Existing Plus Project Daily Traffic Volumes

ATKINS



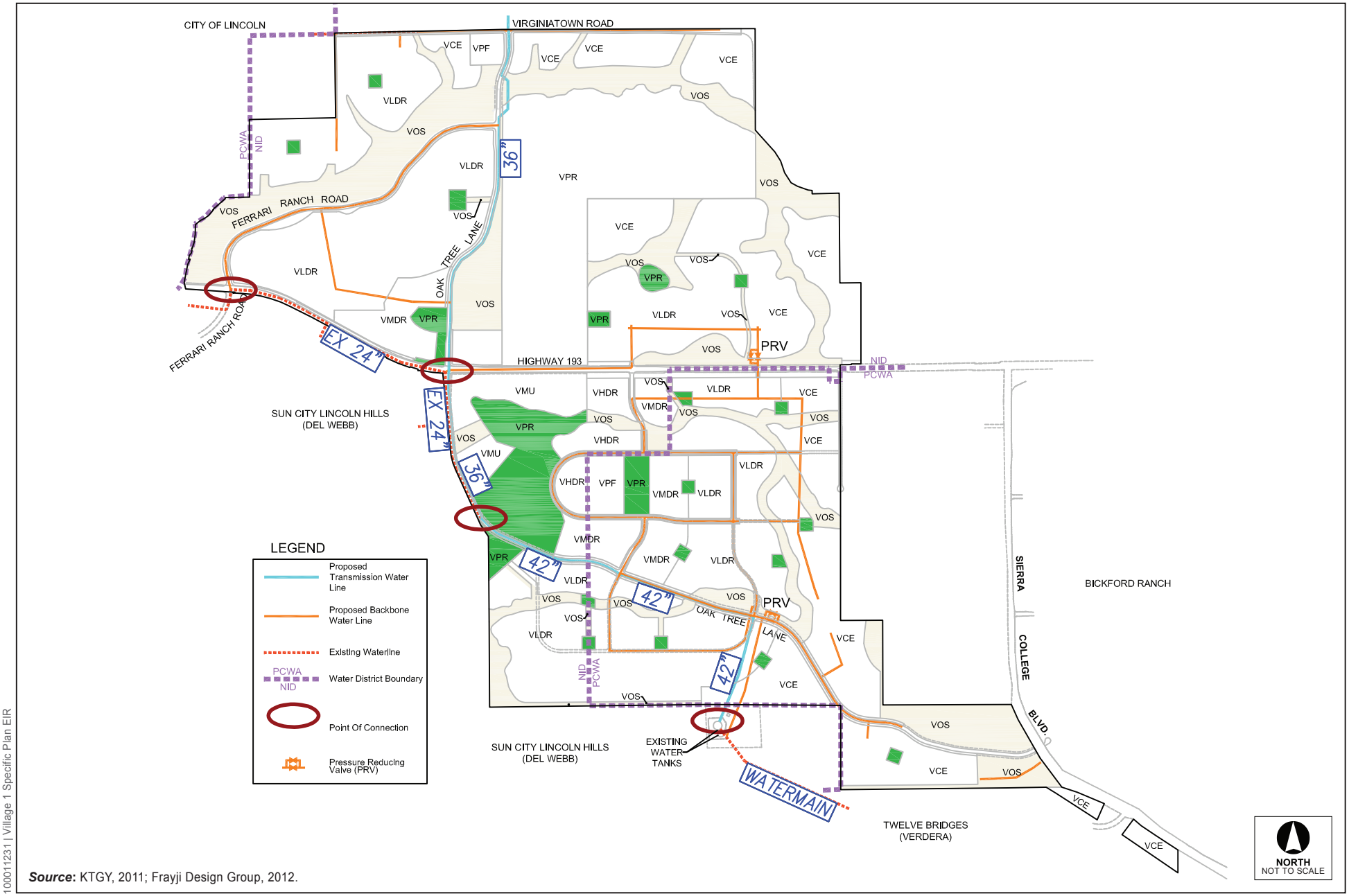
Source: DKS Associates, 2012.

100011231 | Village 1 Specific Plan EIR

Figure 4.14-6 [Revised]

Estimated Project Trip Distribution

ATKINS



***Source*:** KTGY, 2011; Frayji Design Group, 2012.

Figure 2-6 [Revised]
Water System

ATKINS

3. LIST OF COMMENTERS

3. LIST OF COMMENTERS

INTRODUCTION

Sixteen letters commenting on the Draft EIR were received during the public review period. The letters can be found in Chapter 4, along with responses to the letters, in the order shown below.

LIST OF COMMENTERS

Agencies

1. Gary Arnold, Chief, District 3 Office Of Transportation Planning North, Caltrans
2. James Herota, Senior Environmental Scientist, Central Valley Flood Protection Board
3. Genevieve Sparks, Environmental Scientist, Central Valley Regional Water Quality Control Board
4. Gary D. King, PE, Chief Engineer, Nevada Irrigation District
5. Angel Green, Associate Planner, Placer County Air Pollution Control District
6. Phillip A. Frantz, Engineering & Surveying Department, Placer County
7. Laura Rath, REHS, Environmental Health Services, Placer County
8. Andrew Darrow, P.E., CFM, Placer County Flood Control And Water Conservation District
9. Sherri Abbas, Community Development Director, City Of Rocklin
10. Heather Steer, Facilities Planner, Western Placer Unified School District
11. Chris Hanson, Senior Planner, Western Placer Waste Management Authority

Individuals And Organizations

12. Jeremy Bernau, President, Bernau Development Corporation
13. Jim Cutler
14. Richard Ryan
15. Richard Ryan (second letter)
16. John Williams, Chairman, Lincoln Open Space Committee

4. COMMENTS AND RESPONSES

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4004
FAX (530) 741-4111

Flex your power!
Be energy efficient!

June 18, 2012

032012-PLA0023
SR193/PM0.694-3.0
SCH# 2010102018

Mr. Rodney Campbell
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

Dear Mr. Campbell:

Village 1 Specific Plan – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. As the lead agency, the City of Lincoln (City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The following comments are based on the Draft Environmental Impact Report (DEIR). 1-1

Consultation on Traffic Impact Study (TIS) Scope of Work
Caltrans was not given the opportunity to participate in the preparation, and/or review of the scope of work of the TIS as requested in the Notice of Preparation response letter dated November 10, 2010 as well as the Notice of Preparation Addendum letter dated April 4, 2011. We reiterate our request for consultation to address the issues identified in this letter. In the future, we encourage the City to allow us the opportunity to review TIS scopes of work so as to ensure the capture of necessary state transportation facilities from the outset of each study. Ultimately, this may save staff time and applicant costs by avoiding otherwise unnecessary revisions. 1-2

General Comments on TIS
For analyzing traffic added to state facilities, a near-term analysis (Existing Plus All Approved Projects [EPAP]) with and without Phase 1 is needed. The analysis should take into account all approved projects and programmed improvements anticipated to be in place at the time of these scenarios. All assumptions should be stated in the report. The near-term and future scenarios should include analysis of the State Route (SR) 65 Bypass ramp intersections with Ferrari Ranch Road and Industrial Blvd. 1-3

Generally, we disagree with the level of service (LOS) calculations for several intersections as provided in the Traffic Impact Study. For example, the Traffix data sheets show LOS C for the SR-65/Twelve Bridges Road southbound ramp intersection in the 2030 No Project scenario. With a vehicle-to-capacity (v/c) ratio of 0.89 (LOS D) and a vehicle queue of 525 feet in the eastbound direction, the excessive queuing shown in the results is not representative of LOS C operations. In the 2030 Plus Project scenario, the v/c ratio increases to 0.93 (LOS E) and the queue increases to 650 feet. In each scenario, access to the left turn lane onramp is blocked. This is a potentially significant impact to highway operations. We also disagree with the LOS analysis for the SR-193/Sierra College Blvd intersection. In-house calculations show that this intersection operates at LOS D versus the reported LOS C under Existing Conditions, and at LOS F versus the reported LOS D for the Existing Plus Phase 1 condition. 1-4

One factor for these discrepancies may be accounting for truck traffic. Truck traffic is not addressed in the DEIR and does not appear to be included in the analysis shown on the Traffix data sheets in the TIS. Large volumes of truck traffic originate, terminate and pass through the city along SR-65 and SR-193. Please modify the study to account for truck traffic. Calculations for SR-193 should use a minimum of 9% for AM peak hours and 5% for PM peak hours. For calculations involving SR-65 including the segment south of Ferrari Ranch Road, please apply a 13% heavy vehicle factor for AM Peak hours, and 5% for PM Peak hours. Truck data for Segment 2 of SR-193 shows a vehicle annual average daily trip (AADT) total of 9,700 with truck AADT of 910, for a truck percentage total of 9.38. This segment is used by trucks heading to/from Sierra Pacific Lumber Mill or as a short cut to the Marysville/Yuba City area. There are no current truck restrictions along SR-193 and none are anticipated once the SR-65 Bypass is operational. 1-5

In addition to the lack of truck traffic in the analysis, lane assumptions in the study may account for the difference. For example, please ensure the study reflect that the SR-193/Sierra College Boulevard intersection is coded as two lanes for the northbound approach. This is a single-lane, flared approach. It does not have a separate through/right turn lane. Please see below for additional comment under Future Scenarios. 1-6

Moreover, it appears that the study's queuing analysis applies the median queuing factor (50th percentile). Please modify the study to use a 95th percentile queue analysis. On these points, it should be noted that all calculations for state owned facilities should assume a peak hour factor (PHF) no greater than 0.90, final saturation flow rates no greater than 1,700 vehicles per hour (vph) and truck percentages should be included. Justification must be provided for using less conservative values. 1-7

Please modify the TIS and DEIR to include the SR-193/Oak Tree Lane intersection, and the Village 1 Collector/Sierra College Boulevard intersection for all scenarios in the analysis. 1-8

In addition to the above, we have identified the following specific issues:

Project Trip Distribution

In Figure 4.14-6—Estimated Project Trip Distribution, please provide trip percentages at Ferrari Ranch Road northeast of the SR-65 Bypass/Ferrari Ranch Road Interchange, Old SR-65 north of the 1-9

SR-65 Bypass/Industrial Blvd Partial Interchange, and Twelve Bridges Road, east of the SR-65/Twelve Bridges Road Interchange. 1-9 cont.

Analysis Scenarios Including Village 1

Village 1 is primarily a residential project. There are distinct AM and PM traffic peaks associated with this type of development. SR-193 is a commuter route, so both AM and PM peak traffic from Village 1 will have impacts on traffic throughputs on this highway. The AM peak must be analyzed for all intersections that include State facilities, particularly that of SR-193/Oak Tree Lane (the west approach is a State facility), Village 1 Collector/Sierra College Boulevard. SR-65 Bypass ramp intersections with the Ferrari Ranch Road Interchange and the Industrial Boulevard Partial Interchange will also need to be analyzed. 1-10

Significant volume imbalances can be found for all "Plus Village1 Buildout" scenarios. The most significant ones appear to occur between intersections #16, #33 and #21. For example, in the 2030 Plus Project scenario, there is a loss of -558 vph between intersections #21 and #33 in the westbound direction. Yet, there is a gain of +412 vehicles between intersection #33 and intersection #16. Unless there is a valid justification for these imbalances, the LOS calculations and segment analysis for these scenarios are not adequate. 1-11

The Existing + Village 1 scenario did not include the SR-65 Bypass, which is expected to be operational by the end of this year. The analysis has assumed four lanes on SR-193 from Intersection #15 Ferrari Ranch to #33 Village 1 Collector. According to the SR-193 Transportation Corridor Concept Report, this segment of SR-193 is planned to be widened to four lanes. However, this project is neither programmed nor funded. Unless this project is included in the City's/Placer County's Capital Improvement Program, it should not be assumed for any of the existing scenarios, including the requested EPAP scenario. 1-12

Future Scenarios

In the discussion on Future Roadway Assumptions, last paragraph, the DEIR states that "there is an agreement between Caltrans and the City....that Lincoln would gain jurisdiction over (SR-193/McBean Park Drive) within the City's sphere of influence." The only agreement that has been recorded is California Transportation Commission Resolution No. R-3781, dated January 20, 2011. Per this Resolution, SR-193 is to be relinquished from the junction of Old SR-65 in the downtown area to the current city limits (Oak Tree Lane). Until a subsequent agreement is recorded, the DEIR should assume that SR-193 east of the current city limits remains in State jurisdiction, and it should be analyzed accordingly. 1-13

Consistent with the discussion above on lane assumptions, we note that on page 4.14-44—Roadway Assumptions—2030 and 2050, the DEIR states that four lanes are assumed on SR-193 from East Avenue to west of Sierra College Boulevard. However, the technical calculations on the TIS assume two lanes for some intersections and four lanes at other intersections. Please modify the analysis to be consistent with the assumptions used. 1-14

For Figures 4.14-11a—2030 No Project and 4.14-13a—2050 No Project, please explain why westbound mainline traffic decreases from these two analysis years between intersection #21 (Sierra College Boulevard) and #16 (Oak Tree Lane). Intersection #16 does not assume a northbound 1-15

approach in 2030, but it does in 2050. Considering that these are No Project scenarios, please account for the difference or modify the analysis. Also, for Figure 4.14-14b Intersection #21, please explain why eastbound through traffic decreases between 2030 No Project and 2050 No Project. If, for example, new roadways are assumed that would divert the eastbound through traffic east of Sierra College Boulevard, please specify this. 1-15 cont.

On Page 4.14-62—2030 Conditions, the DEIR states that "the addition of Village 1 traffic and new roadways would lessen volumes on the Lincoln-Newcastle Highway (formerly SR-193) west of Sierra College Boulevard." This statement is not supported by the volumes provided on Figures 4.14-11 and 4.14-12. The addition of Village 1 increases volumes almost by 50% between Ferrari Ranch Road and Oak Tree Lane, and by 15% between Oak Tree Lane and Intersection #33 (Village 1 Collector). It is possible that volumes will decrease for the ½ segment just west of Sierra College Boulevard, but will increase for the remaining 1.9-mile segment east of Ferrari Ranch Road. Please modify the analysis accordingly. 1-16

Please call me at the telephone number above, or Dianira Soto of my staff at (530) 740-4905 to establish consultation regarding the analysis or for any questions. You may also email inquiries to: dianira_soto@dot.ca.gov

Sincerely,

GARY ARNOLD, Chief
District 3 Office of Transportation Planning North

c: Scott Morgan, State Clearinghouse

LETTER 1: GARY ARNOLD, CHIEF, DISTRICT 3 OFFICE OF TRANSPORTATION PLANNING NORTH, CALTRANS

Response 1-1: Comment noted.

Response 1-2: Comment noted. It is not the City's practice to share the traffic scope of work with other agencies. However, the City welcomes comments on the scope of the EIR analysis through the Notice of Preparation process. The traffic analyst used the methods recommended in the Caltrans Traffic Impact Study Guidelines to evaluate the project impacts on State facilities. In addition, Caltrans had access to the full analysis in the Draft EIR, and responses to Caltrans comments are provided below.

Response 1-3: The traffic analysis scenarios, described on page 4.14-1, the Draft EIR analyzes four scenarios. As required by CEQA, the existing conditions are described, and the impacts of the project on existing conditions are then analyzed. In the case of Village 1, two "Existing plus Project" scenarios are analyzed—Phase 1, because site-specific approvals are being sought for Phase 1, and it would build only part of the Specific Plan roadway network, and Existing plus Specific Plan, in order to fully examine the full effects of the project. This analysis is consistent with the CEQA Guidelines and recent case law, which require that impacts be analyzed in the context of existing conditions, rather than the conditions presumed to exist in the near future or when the project opens. The effects of the project in combination with approved projects are captured in the cumulative analysis, which was conducted for two periods—2030 and 2050 (General Plan buildout).

Response 1-4: As recommended by the Caltrans Traffic Impact Study Guidelines, DKS used the Highway Capacity Manual (HCM) 2000 methodology using TRAFFIX software. Unlike Critical Movement methodologies such as Circular 212 (which base LOS on critical volume to capacity ratio), HCM bases LOS determination on vehicle delay. For signalized intersections, LOS is based on average delay (in seconds) for all vehicles entering the intersection.

There was an error in the Draft EIR analysis of the Twelve Bridges Drive/SR 65 interchange. For the 2030 analysis, the Draft EIR assumed the two interchange intersections would have the same geometrics as existing conditions. The Lincoln General Plan designates Twelve Bridges Drive as a six-lane facility from Industrial Avenue to east of SR 65 under cumulative conditions. This widening is also assumed in the Village 7 EIR. Updating the analysis to include six lanes on Twelve Bridges Drive would decrease the critical v/c ratio, as well as eliminate the queues mentioned in the comments.

While there is a flared northbound approach on Sierra College Boulevard at SR 193 where some right-turning vehicles can pass left-turning vehicles to make their right turn, it is appropriate to analyze this approach as a one-way approach. This location has been modified in the model to represent a one-lane northbound approach. Revised calculations yield LOS C for existing conditions, LOS D for Existing plus full Specific Plan conditions, and LOS E for Existing plus Phase 1. The results of these revisions are documented in Revised Table 4.14-2 and Revised Table 4.14-9 in Chapter 2, Draft EIR Errata and Modifications, and shown below:

Intersection		LOS		Without Project		Plus Village 1 Buildout		Existing Plus Phase I	
		Methodology	Policy	Int LOS	Avg Delay	Int LOS	Avg Delay	Int LOS	Avg Delay
Existing Conditions (Table 4.14-2)									
21	SR 193 & Sierra College Boulevard	2000 HCM 4-Way Stop	E	C	~~18.7~~ 22.4				
Existing plus Project (Table 4.14-9)									
21	SR 193 & Sierra College Boulevard	2000 HCM 4-Way Stop	E	C	~~18.7~~ 22.4	D	~~26.8~~ 23.4	~~D~~ E	~~26.5~~ 35.2

Because the standard for this intersection is LOS E, this modification would not be considered substantial, and no changes to the Draft EIR conclusions or mitigation are needed.

Response 1-5: The traffic analysis has been updated to assume 5% truck traffic on SR 65 and SR 193 during the PM peak hour. The resultant LOS is included in updated tables. While LOS and average vehicle delays are slightly different with this correction, no intersections would degrade substantially. The updated LOS and delays are documented in Revised Table 4.14-2, Revised Table 4.14-8, and Revised Table 4.14-9 in Chapter 2, Draft EIR Errata and Modifications.

Response 1-6: See Response 1-4.

Response 1-7: As indicated by the Caltrans Traffic Impact Study Guidelines, the traffic analysis used HCM 2000 and reported average vehicle delay at signalized intersections. Queue estimates in TRAFFIX output were not used as part of the analysis.

Peak hour factors of less than 1.00 were used based on traffic count data. Caltrans Traffic Impact Study Guidelines do not specify using peak hour factors (PHF) of “no greater than 0.90”. The City and the traffic consultant are not familiar with this requirement.

Caltrans Traffic Impact Study Guidelines do not specify utilizing “final saturation flow rates of no greater than 1,700”. The City and the traffic consultant are not familiar with this requirement. Saturation flow rates of 1,900 were used, consistent with HCM 2000 default values.

Response 1-8: SR 193/Oak Tree Lane is included in all analysis scenarios as Intersection #16. The only Village 1 roadway that intersects Sierra College Boulevard is Oak Tree Lane, which is represented by Intersection #31.

Response 1-9: These locations have been added to Revised Figure 4.14-6, which is provided in Chapter 2, Draft EIR Errata and Modifications.

Response 1-10: The Draft EIR evaluated only PM peak hours at intersections, because the City LOS policy is based on the PM peak hour. However, Caltrans does also consider traffic operations in the AM peak hour. Therefore, AM peak hour analysis has been conducted for State facilities, including the existing SR 65/ Twelve Bridges and I-80/ Sierra College Boulevard interchanges, as well as AM and PM peak hour analysis for the future SR 65 Bypass/ Ferrari Ranch and SR 65/ Industrial interchanges. No new impacts have been identified based on this

analysis. SR 193/Oak Tree Lane has not been analyzed during the AM peak hour, because it would be annexed by Lincoln with the development of Village 1. Table A shows the AM peak hour results for existing conditions. Table B shows AM peak hour results for 2030 and 2050 conditions, and Table C shows additional PM peak hour results for 2030 and 2050 conditions. As shown in those tables, all of the study intersections are projected to operate at acceptable levels except for SR 193/Sierra College Boulevard, which would operate at LOS F under 2050 conditions without the project. With the addition of Village 1 traffic and circulation improvements (particularly the extension of Oak Tree Lane to Sierra College Boulevard), this intersection would operate at LOS B.

Response 1-11: A volume "post-processing" error was found in the calculations of volumes at Intersection #33. This error has been corrected and no LOS changes result from this correction. The results of this correction are displayed in Revised Figure 4.14-12c and Revised Figure 4.14-14c in Chapter 2, Draft EIR Errata and Clarifications.

Response 1-12: The SR 65 Bypass was not open at the time that the NOP was circulated, and is not yet open. Therefore, for the reasons discussed in Response 1-3, it was not included in the existing conditions analysis. The Bypass is assumed in the 2030 and 2050 analyses.

SR 193 is proposed to be widened as part of the project, and is therefore appropriately included in the "with project" analyses. The City would amend the PFE to include this improvement if and when the Village 1 Specific Plan is approved.

Response 1-13: The City proposes to annex SR 193 to the City as the adjacent lands are annexed, which is consistent with the approach agreed to between Caltrans and the City for the annexation of SR 193 to from SR 65 to the current City limits. The comment is correct that the agreement with Caltrans would need to be revised to allow for SR 193 to be annexed to the City to the eastern boundary of Village 1.

Response 1-14: Intersection #33 was inadvertently included in the without-project scenarios in the technical appendix, and showed one lane in each direction. This intersection would not exist without the proposed project.

Response 1-15: Between Sierra College Boulevard and Oak Tree Lane, westbound volume would decrease with development of Village 1 as follows:

- 2030: 1,037 to 1,018
- 2050: 1,154 to 1,142

These differences are quite small and are attributed to one small roadway and centroid connectors along SR 193 (McBean Park Drive).

For 2050 conditions, portions of Village 2 (in the Lincoln SOI expansion area north of Village 1) are assumed to be developed. Based on discussions with City of Lincoln staff, Oak Tree Lane north of McBean Park Drive has been assumed in the 2050 without project case because it is a required roadway to provide reasonable access to Village 2. It would not make sense to develop Village 2 without access via Oak Tree Lane. Since Village 2 development is assumed in 2050, but not 2030, this roadway is also assumed in 2050, but not 2030 no project conditions.

Table A
AM Peak Hour LOS Results at State Highway Ramp Intersections: Existing Conditions

			AM Peak Hour					
			Existing		Existing Plus Phase 1		Existing Plus Village 1 Buildout	
ID	Location		LOS	Delay	LOS	Delay	LOS	Delay
19	Twelve Bridges Dr	SR 65 N/B Ramps	A	6.7	A	6.9	A	7.1
20	Twelve Bridges Dr	SR 65 S/B Ramps	B	11.7	B	11.7	B	12.1
21	SR 193	Sierra College Blvd	B	0.38	B	0.39	A	0.32
28	Sierra College Blvd	I-80 W/B Ramps	B	15.1	B	15.1	B	15.1
29	Sierra College Blvd	I-80 E/B Ramps	B	10.5	B	10.5	B	10.4

Table B
AM Peak Hour LOS Results at State Highway Ramp Intersections: 2030 and 2050 Conditions

			AM Peak Hour							
			2030 No Project		2030 Plus Project		2050 No Project		2050 Plus Project	
ID	Location		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
19	Twelve Bridges Dr	SR 65 N/B Ramps	C	23.7	C	23.4	C	31.9	C	31.4
20	Twelve Bridges Dr	SR 65 S/B Ramps	B	14.3	B	15.6	B	15.8	B	15.4
21	SR 193	Sierra College Blvd	C	0.73	B	0.51	**F**	**1.22**	B	0.46
28	Sierra College Blvd	I-80 W/B Ramps	C	20.7	C	20.6	C	20.7	C	20.6
29	Sierra College Blvd	I-80 E/B Ramps	C	29.8	C	29.9	C	29.8	C	29.9
41	SR 65 Bypass NB	Ferrari Ranch Rd	C	21.9	C	20.6	C	26.5	C	26.8
42	SR 65 Bypass SB	Ferrari Ranch Rd	B	12.5	B	12.0	C	25.2	C	26.9
43	SR 65 NB	Industrial/Lincoln	C	26.3	D	39.7	D	39.1	E	61.3
44	SR 65 SB	Industrial/Lincoln	A	2.8	A	2.9	A	3.9	A	4.4

Table C
PM Peak Hour LOS Results at State Highway Ramp Intersections: 2030 and 2050 Conditions

			PM Peak Hour							
			2030 No Project		2030 Plus Project		2050 No Project		2050 Plus Project	
ID	Location		LOS	Delay	LOS	Delay	LOS	V/C	LOS	V/C
41	SR 65 Bypass NB	Ferrari Ranch Rd	C	0.91	C	0.89	C	0.83	C	0.85
42	SR 65 Bypass SB	Ferrari Ranch Rd	A	0.43	A	0.41	B	0.64	B	0.65
43	SR 65 NB	Industrial/Lincoln	C	0.75	C	0.85	C	0.72	C	0.78
44	SR 65 SB	Industrial/Lincoln	C	0.76	C	0.87	C	0.83	C	0.90

Response 1-16: The comment is correct. The decrease is for the segment between Village 1 Collector and Sierra College Boulevard, which is the description of the segment "west of Sierra College Boulevard".

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., GOVERNOR

CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

July 9, 2012

Mr. Rod Campbell
City of Lincoln
600 6th Street
Lincoln, California 95648

Subject: Village 1 Specific Plan
SCH Number: 2010102018
Document Type: Environmental Impact Report

Dear Mr. Campbell:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located within the regulated area(s) or stream(s), the Auburn Ravine Creek, which is under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

2-1

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);

- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);

- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway.

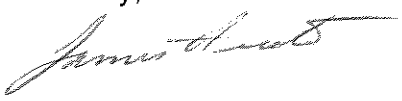
Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The Project should include measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

2-1 cont.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at http://www.cvfpb.ca.gov/. Contact your local, federal and State agencies, as other permits may apply.

If you have any questions, please contact me by phone at (916) 574-0651, or via email at jherota@water.ca.gov.

Sincerely,



James Herota
Staff Environmental Scientist
Flood Projects Improvement Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

LETTER 2: JAMES HEROTA, STAFF ENVIRONMENTAL SCIENTIST, CENTRAL VALLEY FLOOD PROTECTION BOARD

Response 2-1: Comment noted. The proposed project must obtain applicable permits for any all construction work, including construction occurring within the designated floodway of Auburn Ravine.

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

5 June 2012

Rod Campbell
City of Lincoln
600 6th Street
Lincoln, CA 95648

CERTIFIED MAIL
7011 2970 0003 8939 5901

COMMENTS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT, VILLAGE 1 SPECIFIC PLAN PROJECT, SCH NO. 2010102018, PLACER COUNTY

Pursuant to the State Clearinghouse's 8 May 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Environmental Impact Report* for the Village 1 Specific Plan Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

3-1

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

3-2

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process. 3-3

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ. 3-4

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. 3-5

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. 3-6

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.

Genevieve Sparks

Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

LETTER 3: GENEVIEVE SPARKS, ENVIRONMENTAL SCIENTIST, CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD

Response 3-1: Comment noted.

Response 3-2: The comment provides information on the Construction General Permit, which is required of projects that would disturb more than one acre. The proposed project would disturb over one acre, so it would be subject to the Construction General Permit. As discussed on pages 4.8-41 and 4,8-45 of the Draft EIR, the proposed project must implement a number of measures to reduce construction impacts on water quality. In addition, as part of the Construction General Permit, the proposed project will prepare a Stormwater Prevention Pollution Plan (SWPPP).

Response 3-3: The comment provides information on the MSR Permit process. As discussed on pages 4.8-20 and 4.8-21 of the Draft EIR, the City is subject to the conditions of the MSR Phase 2 General Permit, so the proposed project must comply with these conditions. Toward that end, the proposed project will incorporate best management practices (BMPs) and low impact development measures (LIDs) to minimize degradation of water quality.

Response 3-4: The comment provides information on the Industrial Stormwater Permit. The proposed project does not include any industrial operations, so it is not subject to this permit.

Response 3-5: The comment provides information on the 404 and 401 permit processes of the Clean Water Act. As discussed on page 4.4-26 of the Draft EIR, there are wetlands within the plan area, and the proposed project must obtain Section 404 permits prior to filling these wetlands. As shown on page 2-24, the Regional Water Quality Control Board is a responsible agency because of its role in the 401certifcation and NPDES processes.

Response 3-6: The comment provides information on the Waste Discharge Requirements (WDR). The proposed project is required to obtain all applicable permits, including permits related to discharge to local drainages.

NEVADA IRRIGATION DISTRICT

1036 W. Main Street, Grass Valley, CA 95945-5424 ~ www.nidwater.com
(530) 273-6185 ~ Fax: (530) 477-2646 ~ Toll Free: (800) 222-4102

June 22, 2012

Rod Campbell, Director
City of Lincoln Development Services Department
600 Sixth Street
Lincoln, CA 95648

RE: Nevada Irrigation District's Response to Draft EIR for the Village 1 Specific Plan (SCH: 2010102018)

Dear Mr. Campbell,

We appreciate the opportunity to review the above-referenced Draft Environmental Impact Report (EIR). We have found numerous areas that have not stated the significant efforts by the City of Lincoln and Nevada Irrigation District to provide treated water in the District's approved service areas in Lincoln. 4-1

Our responses are outlined on the following pages.

We would appreciate discussing these issues with your prior to future CEQA action on this project.

Thank You,

Gary D. King, PE
Chief Engineer

GDK/cp
Enclosure

NID submits the following comments regarding the Draft EIR for the Village 1 Specific Plan:

GENERAL 4-2

For clarity, all figures that reference water supplies, water demands, or water infrastructure should include representation of the NID exterior boundary.

I. CHAPTER 2.0 PROJECT DESCRIPTION

1. **Page 2-13 Water**

   This section should include an outline of the current temporary water supply from PCWA and the anticipated future water supply from Nevada Irrigation District through Lincoln from the Regional Water Treatment Facility. 4-3

2. **Page 2-17: Drainage**

   The Project shall not use Nevada Irrigation District's irrigation canals for any drainage system needs. 4-4

3. **Page 2-24: Responsible and Trustee Agencies**

   In addition to the responsibilities listed for NID, add the responsibility for providing wholesale treated water to a portion of the project. Revise the fifth bullet as follows:

   - "Nevada Irrigation District (NID) for *providing wholesale treated water, for* any modifications to their existing or future irrigation facilities such as canals, and *for* provision of irrigation water, *all within the NID boundary*." 4-5

   For clarity and consistency, the bullet identifying PCWA as a responsible agency should be completed by adding a statement identifying PCWA responsibilities.

II. CHAPTER 4.0 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

1. **Page 4.6-5: Surface Water Reliability**

   The document only discusses PCWA surface water reliability and it should also discuss NIDs reliability since water supplies are to be from the District for this area. **Public Utilities** 4-6

2. **Page 4.13-2: Historic Water Supplies**

   Historically, NID surface water has been provided to the NID service are within the City of Lincoln. Revise the first sentence of the first paragraph as follows:

   "The City's water supplies have historically been provided from treated surface water from PCWA, *and surface water from NID that is treated by PCWA*." 4-7

3. **Page 4.13-2: Water Supplies and Entitlements**

   This section provides an insufficient description of the relationship of NID to this project. A portion of Village 1 within the NID boundary is entitled to its prorated share of NID water. At a minimum add the following paragraph under this main heading to provide context for the subsections that follow. Also, add a new figure that clearly shows the NID boundary and service area with respect to the Village 1 Specific Plan. 4-8

   "*PCWA is a county wide water agency in Placer County. NID is a multicounty water district with approximately one third of its area in Placer County. Both agencies have perfected water rights. In 2005, NID and PCWA entered into a Service Area Agreement to avoid duplication of services and infrastructure, place their respective water resources to efficient use, and to protect each party's water rights. Approximately 70 percent of the Village 1 Specific Plan, including the*

Turkey Creek Golf Course, is within the NID boundary and entitled to its prorated share of NID water. The balance of the Village 1 Specific Plan is within the area served by PCWA. The service area boundary between PCWA and NID with respect to the Village 1 Specific Plan is shown on Figure 4.13-1."

4-8 cont.

(Provide new figure for clarity.)

4. **Page 4.13-3: Nevada Irrigation District (NID)**

Again, this is an insufficient description of the relationship of Nevada Irrigation District with this project. At a minimum please add the following sentence after the first sentence in the first paragraph:

4-9

"*Figure 4.13-1 shows that portion of the project that is within the NID boundary and will receive NID water.*"

5. **Page 4.13-4: Water Treatment**

The subsection "Placer County Water Agency" under "Water Treatment", discusses future PCWA water treatment facilities and raw water facilities that will provide multiple water sources for that area of the Village 1 Specific Plan that is within the PCWA service area. The desire for multiple water sources is outlined in the Citys comprehensive plan. It appears that these needs are not indicated within this section of other section of the EIR.
NID and Lincoln have completed numerous studies to work on a NID treatment facility for this area. Currently, these planning items are not constructed facilities but it is our opinion that these items should be addressed. It is our opinion that the following subsection with three companion paragraphs is a good outline for these future facilities:

4-10

"*Nevada Irrigation District*

NID has completed several technical memoranda for the planning phase for the NID Regional Water Supply Project (RWSP). Funding for the studies was provided by the City of Lincoln. The studies include predesign for water treatment plant facilities required to provide NID treated water to the area of the City of Lincoln within the NID boundary, including portions of the Village 1 Specific Plan. See Figure 4.13-1. The pre-design studies are governed by the 2007 Water Facilities Planning Phase Agreement between NID and the City of Lincoln (See Appendix E to the WSA attached as Appendix H of this Draft EIR). The first phase of the water treatment plant provides, as one component of the RWSP, 10 mgd; which is capable of servicing up to 8,700 EDUs.

The RWSP Planning Phase technical memoranda also contain predesign for raw water conveyance facilities to provide NID source water to the treatment plant. These facilities have the capability of drafting water from Combie Reservoir on the Bear River downstream of Rollins Reservoir, or from the Bear River Canal; thereby ensuring multiple water sources for the RWSP.

The City of Lincoln is responsible for funding their share of these NID water facility capital improvements."

6. **Page 4.13-5: Water Distribution**

The subsection "PCWA" discusses service zones, planned treated water transmission pipelines, and metering stations. For consistency within this section, add the following subsection with two companion paragraphs for a similar description of NID facilities:

4-11

"*NID*

NID has 7 treated water service areas; each with a treatment plant, treated water storage, and treated water transmission and distribution pipelines. One of these NID treated water systems provides service to Placer County in the North Auburn Area.

The RWSP Planning Phase technical memoranda contain predesign for treated water storage, transmission pipelines, and a metering station to provide service to the City of Lincoln. Total treated water storage located at the treatment plant is 39 million gallons in three tanks, at 13 million gallons each. The water treatment plant is located north east of Lincoln. Also included are approximately 4,000 LF of 66-inch, 2,800 LF of 54-inch, and 16,200 LF of 48-inch diameter pipeline; and a flow control and metering station located at the boundary of the City of Lincoln's Sphere of Influence.

The City of Lincoln is responsible for funding their share of these NID water facility capital improvements."

4-11 cont.

7. Page 4.13-5: City of Lincoln Historic Water Demands

Clarify Table 4.13-4 "City of Lincoln Historic Water Demand", column "Supply (acre-feet), sub-column "Surface Water"; by separating the volume of surface water provided into two sub-columns: one for surface water provided by PCWA and one for surface water provided by NID.

4-12

8. Page 4.13-6: Projected Water Demands within the City's Existing Limits

The term "Existing Limits" used in the title of this section implies "City Limits". Table 4.13-5 is labeled "Projected Water Demands Within the City of Lincoln's Existing City Limits", which is consistent with the section title. The body of this section discusses water demands for Village 1 at build out. Has the Village 1 Specific Plan area has not yet been annexed? Are Village 1 demands included in Table 4.13-5? Please provide consistency across the terms used within the title of this section, the title of Table 4.13-5, the demands included in the table, and the material discussed within the body of this section.

4-13

9. Page 4.13-10: Nevada Irrigation District

Please revise the comment "negotiated supply of treated water" to "NID is providing treated water to areas within its current LAFCO boundaries through the PCWA water distribution system.

For clarity, strike the first paragraph of this section and replace with the following modified paragraph:

"*NID supplies surface water to portions of Nevada, Placer, and Yuba Counties. Agricultural water use accounts for nearly 90 percent of the total demand of the NID water supply. The remaining water supplied by NID is treated water and is primarily delivered for municipal and industrial uses within the NID boundary. NID's mountain watersheds cover 70,000 acres and include the upper portions of the Middle Yuba River above Milton Diversion, Canyon Creek above Bowman Reservoir, and Deer Creek.*"

4-14

This section of the report provides an opportunity to identify the impacts on the NID surface water supply resulting from NID providing treated water to the City of Lincoln. Add the following five paragraphs to end of this sub-section:

"*The proposed NID Regional Water Supply Project (RWSP) will serve treated water to the City of Lincoln within the NID boundary. The NID RWSP service area includes approximately 70% of Village 1. Phase I of Village 1 is entirely within the NID RWSP service area. Pre-design of all RWSP elements is nearing completion and has yielded many technical memoranda.*

The August 2011 RWSP Water Supply Impacts Technical Memorandum (TM) (Stantec Consulting Services Inc.) investigated the impact on storage at Rollins Reservoir from providing treated water service to the City of Lincoln. The study estimated a water demand of 12,969 AF/yr at buildout within the City of Lincoln SOI that is also within the NID boundary. The project also serves the unincorporated area outside the SOI but within the NID boundary. At build out, the treated water demand within the unincorporated area near Lincoln was estimated at 3,786 AF/yr. This equals a total RWSP demand at buildout of 16,755 AF/yr (reference Table 7, Land Use and Water Demands – Revised, ECO:LOGIC, October 2009).

The Water Supply Impacts TM concluded that as the area within the SOI urbanized, the demand for irrigation water in the same geographical area would diminish, eventually reaching zero. This decreasing demand for irrigation water is then available to offset the increasing demand for treated water. The amount of water used for irrigation within the SOI, plus losses in the delivery system downstream of Rollins Reservoir and upstream of the Lincoln area, was estimated at between 15,055 AF/yr to 16,117 AF/yr. The resulting NID RWSP impact on NID water resources was estimated to range from a net demand increase of from 1,700 AF/yr down to 638 AF/yr. Reducing the saturation factor within the unincorporated area outside the City's SOI from 100% down to 75%, results in a net reduction in demand from the Lincoln area of 308 AF/yr. The listed capacity of Rollins Reservoir is 65,000 AF and the historical average available supply from all NID sources is 356,300 AF (Draft RWMP Update, Table 5-3).
The Water Supply Impacts TM also studied the impact of the NID RWSP water demands during an Extreme Hypothetical Drought with the year 2032 demands. The Draft RWMP Update indicated that, under these conditions, NID would experience a shortage of 4,853 AF on the last year to the drought. The Draft RWMP Update included buildout demand for treated water from the RWSP of 16,755 AF/yr; however, did not factor in the offset in water demand as use of irrigation water diminishes. Accounting for an offset of between 15,055 to 16,117 AF/yr, the anticipated water shortage during the extreme hypothetical drought studied in the Draft RWMP Update is avoided.

The Water Supply Impacts TM concluded that the NID RWSP will not have a significant impact on NID storage reservoirs, or the overall NID water supply."

4-15

10. Page 4.13-21: Project Impacts and Mitigation Measures, Full Specific Plan, Water Supply

The second paragraph is not correct when identifying source of water for Village 1. Strike the second sentence and replace it with the following.

"*The primary source of surface water for Village 1 will be from PCWA for those areas outside the NID boundary, and from NID for areas within the NID boundary. Through the agreement explained below, PCWA currently treats NID surface water and delivers it to the City of Lincoln.*"

The agreement between NID, the City, and PCWA; whereby PCWA treats NID surface water and delivers it to the City is temporary in nature. Clarify the nature of the agreement and what is required to provide and permanent source of treated water by adding the following three sentences to the end of the second paragraph.

4-16

"*The 2004 Temporary Water Sales Agreement between NID, the City, and PCWA to deliver NID surface water to PCWA for treatment and subsequent use within the City of Lincoln is a temporary arrangement. PCWA may unilaterally cancel the agreement if capacity is no longer available in the PCWA system to provide such treatment or make such deliveries. The NID Regional Water Supply Project (RWSP) is necessary to provide a permanent source of treated water to that portion of Village 1 that is within the NID boundary. The City of Lincoln is responsible for providing most of the funding to design and construct the RWSP.*

11. Page 4.13-22: Project Impacts and Mitigation Measures, Full Specific Plan, Water Supply

PCWA, through a service area agreement, is restricted from providing water service within the NID boundary. Approximately 70% of Village 1 is within the NID boundary. Therefore, capacity fees collected from areas within Village 1 that are within the NID boundary are not available for the purchase of capacity from PCWA. The second sentence in the last paragraph of this section speaks to the payment of fees for the purchase of capacity; presumably payment to PCWA for capacity from PCWA. NID is not included as a water provider in this discussion. Strike the second sentence and replace with the following: 4-17

"*The City's agreements with PCWA and NID establish that the two entities, within their agreed upon service area boundaries, will provide water needed for development upon payment of fees for the purchase of capacity, or funding the design and construction of required NID water facility capital improvements. In addition, the City of Lincoln has purchased capacity in PCWA facilities. As of this time, the City has not used all of its purchased capacity with PCWA* "

12. Page 4.13-23: Water Treatment

The first paragraph does not include the fact that NID surface water will be use to meet demands for that portion of the project within the NID boundary. Add the following sentence at the end of the first paragraph:

"*Through the 2004 Temporary Water Sales Agreement, NID surface water is delivered to the PCWA Foothill WTP and treated. NID deliveries are in an amount equal to the City of Lincoln demands within the NID boundary. The agreement to deliver NID water to the PCWA Foothill WTP is temporary in nature. The NID RWSP is necessary to provide a permanent and adequate supply of treated water for that portion of Village 1 that is within the NID boundary. The City of Lincoln is expected provide funding for the RWSP within the foreseeable future to meet the future project.*" 4-18

Add the following sentence after the second sentence in the third paragraph:

"*The City of Lincoln is responsible for funding their share of these NID water facility improvements.*"

13. Page 4.13-23: Storage

For clarity, please add the following two sentences to the end of the first paragraph:

"*It should be noted that, based on the temporary nature of the agreement to provide NID water for treatment by PCWA, the City of Lincoln, in the foreseeable future, must provide funding for the design and construction of storage tanks at the NID RWSP WTP. The storage tanks are necessary to provide a permanent and adequate treated water storage capacity for that portion of Village 1 that is within the NID boundary.*" 4-19

14. Page 4.13-23: Distribution

For clarity, please add the following sentence to the end of the first paragraph:

"It should be noted that, based on the temporary nature of the agreement to provide NID water for treatment by PCWA, the City of Lincoln, in the foreseeable future, must provide funding for the design and construction of pipelines and a metering station as part of the NID RWSP. The pipelines and station are necessary to provide a permanent and adequate treated water supply to the City limits for that portion of Village 1 that is within the NID boundary." 4-20

15. Page 4.13-24: PCWA Connection and City Distribution System Requirements

Change the title of this section to read: 4-21

"PCWA *and NID* connections and City Distribution System Requirements."

For clarity, add the following sentence to the end of the first paragraph:

"*Reliance on these connections is temporary base on the temporary nature of the agreement to provide NID water for treatment by PCWA. City of Lincoln, in the foreseeable future, is expected to provide funding for the design and construction of pipelines and a metering station as part of the NID RWSP. The pipelines and station are necessary to provide a permanent and adequate supply of treated water to the City's limit for that portion of Village 1 that is within the NID boundary. This secondary source is a recommendation of the City's comprehensive plan.*"

4-21 cont.

16. Page 4.13-24: Phase 1

Additional off-site distribution improvements will be needed to serve Phase I. Strike the second sentence in the first paragraph and replace with the following sentence:

"*It is anticipated in the future that The City of Lincoln will provide funding for the design and construction of the NID RWSP. The RWSP is necessary to provide a permanent and adequate water supply for that portion of Village 1 that is within the NID boundary, including Phase I of Village 1 (see above).*"

4-22

17. Page 4.13-25: Mitigation Measure

The explanation for Mitigation Measure 4.13-1(a) and 4.13-1(b) found in the second paragraph is not accurate. PCWA cannot commit water service to that portion of Village 1 within the NID boundary based on the 2005 Service Area Agreement between NID and PCWA. Reducing the impact on water supply for that portion of Village 1 within the NID boundary to less than significant must be in the form of a commitment from NID to continue to provide additional water to PCWA, plus a commitment from PCWA to continue to treat and deliver NID water to the City of Lincoln; and a commitment from City of Lincoln to fund construction of the NID RWSP. A commitment to fund the RWSP will require an agreement between the City of Lincoln and NID. The funding agreement may require deposit of capacity fees into an escrow account.

The first sentence of the second paragraph requires payment of fees to PCWA. It should be noted that the City of Lincoln currently has purchased rights to 5 mgd of unused capacity in the Foothill WTP (see second paragraph under Water Treatment, page 4.13-23). If this reserved capacity is used to serve Village 1 and other areas within the City, payment of additional fees to PCWA will not be necessary until the 5 mgd has been fully utilized. At that point, only fees collected from development within the PCWA service area should be allocated for payment to PCWA for additional capacity.

4-23

Modify the first sentence of the second paragraph as follows:

"PCWA commitments for service *to the area of Village 1 outside the NID boundary* are made only upon the execution of a pipeline extension or service order agreement….."
Add the following sentence following the modified first sentence of the second paragraph:

"*NID commitments for service of treated water to the area of Village 1 inside the NID boundary. Currently this commitment requires NID to continue to provide surface water to the PCWA Foothill WTP plus a commitment from PCWA to continue to treat and deliver NID water to the City of Lincoln, and an agreement between the City and NID to provide funding for the NID RWSP.*"

Implementation of Mitigation Measure 4.13-1 b) does not encompass all of the water facilities required to provide treated water service to Village 1. The Planning Phase for the NID RWSP identifies additional improvements required to provide treated water service to those areas of the City within the NID boundary. Add the following sentence after the third sentence in the second paragraph:

"*Implementation of Mitigation Measure 4.13-1 c) incorporates the recommendations found in the technical memoranda produced as a result of the Planning Phase for the NID Regional Water Supply Project, and is restricted to infrastructure required to serve treated water to Village 1.*"

18. Page 4.13-25: Mitigation Measure, FSP Phase I

Mitigation Measure 4.13-1 a) provides for a commitment for service which appears to pertain to PCWA. With the addition of the verbiage in the second paragraph , Page 4.13-24, under "Mitigation Measure", revise the second sentence in Mitigation Measure 4.13-1 a) as follows:

"The commitment for service *within the PCWA service area* will require execution of a service order agreement, and the City shall collect necessary fees at the time of building permit issuance."

Add the following sentence to the end of Mitigation Measure 4.13-1 a):

"*The commitment for service within the NID boundary will require written commitment from NID to continue to provide adequate quantities of surface water to the PCWA Foothill WTP plus a commitment from PCWA to continue to treat and deliver equal quantities of treated water to the City of Lincoln for use within the NID boundary, and an agreement between NID and the City of Lincoln for the City to fund the design and construction of the NID RWSP.*"

4-23 cont.

19. Page 4.13-26: Mitigation Measure, FSP (Programmatic Portion Only)

Add the following mitigation messure under FSP (Programmatic Portion Only):

4.13-1 c) Prior to the connection of an additional 2,800 EDUs to the City of Lincoln's city-wide water distribution system, starting in time from certification of this EIR; the City shall, through agreement with NID, begin design and construction of Phase I of the NID RWSP (maximum Phase I capacity yield of 5 mgd), and commission said improvements into service within a reasonable time frame thereafter; said improvements consisting at a minimum the following:

1. *Placer County owned sewer effluent bypass pipeline; Joegar Road WWTP to Camp Far West Canal Diversion Dam on Coon Creek (14,000 LF of 24-inch)*
2. *NID owned Camp Far West Canal turnout structure and overflow pipeline*
3. *NID owned raw water conveyance pipeline to WTP (21,500 LF of 48-inch)*
4. *NID owned 10 mgd capacity WTP including land purchases*
5. *NID owned 4 million gallon treated water storage tank*
6. *NID owned treated water conveyance pipeline including:*
    a. *WTP to Big Ben Road (5,000 LF of 66-inch)*
    b. *Big Ben Rd to Crosby Herold Road (2,800 LF of 54-inch)*
    c. *Crosby Herold Road to Wise Road (6,800 LF of 48-inch)*
    d. *Wise Road to flow control and metering station (9,600 LF of 48-inch)*
7. *NID owned flow control and metering station*
8. *City owned small hydroelectric power plant(optional)*

20. Page 4.13-26: Cumulative Impacts and Mitigation Measures

The cumulative context for surface water supply includes NID as well as PCWA. Modify the first sentence in the first paragraph as follows:

4-24

"The cumulative context for surface water supply is buildout of *both* PCWA's *and NID's* service areas."

21. Page 4.13-27: Water Supply

This section contains PCWA water demand statistics for the City of Lincoln. For consistency, this section should contain similar information for NID. Add the following sentence after the first sentence in the second paragraph:

"*According to NID's RWSP Water Supply Impacts TM, the City of Lincoln will require 12,969 AF/yr of treated water to meet municipal and industrial demands within the NID boundary by build out.*"

4-25

Add the following paragraph at the end of this sub-section:

"*Also according to NID's RWSP Water Supply Impacts TM, NID's overall water supply will not be significantly impacted by the demand for treated water due to the offset offered by the reduction in irrigation water demands as the area within the City's SOI urbanizes. This will hold generally true as the area within the NID boundary develops incrementally, without consideration for the pace of development.*"

22. Page 4.13-28: Normal, Single-Dry Year Sufficiency Analysis

Treated water service to the City of Lincoln by NID will not adversely affect NID water supplies during foreseeable dry years due to the offset created by the reduction in irrigation water demands as the area urbanizes. NID has a drought contingency plan. As an informational item, add the following sentence after the first sentence in the last paragraph on page 4.13-28:

4-26

"*It should be noted that NID's 2010 Draft UWMP predicts a reduction in supplies of 4,853 AF during an extreme hypothetical drought using 2032 demands. The 2032 demands included both the area within the City of Lincoln SOI, plus the unincorporated area adjacent to the SOI, all within the NID boundary, and all at buildout. The analysis did not include the 15,055 to 16,117 AF/yr offset in water supply created by a reduction in irrigation water demands within the SOI. According to the NID RWSP Water Supply Impacts TM, supply reductions are eliminated, even in extreme hypothetical drought conditions.*"

23. Page 4.13-31: Sufficiency of Ground Water

The context of the last paragraph of this sub-section is taken to be "Cumulative Impacts". Therefore, change the first two sentences in the last paragraph to read:

"If currently planned PCWA *and NID* infrastructure improvements are completed, then water supply issues for the City of Lincoln are limited to the completion of the *PCWA* Phase 3 pipeline and the *NID RWSP*, as described in *Mitigation Measures 4.13-1 b) and 4.13-2 c)*.

4-27

The City is responsible for completing *these projects*."

Change the next-to-the-last sentence in the last paragraph to read:

"If the *PCWA* Phase 3 pipeline project *or the NID RWSP* is not completed, infrastructure constraints could limit the ability to deliver in future years."

24. Page 4.13-31: Water Treatment and Distribution

The City of Lincoln will collect capacity fees from development within their city limits. NID will rely on the City to accumulate and expend those fees to fund the construction of improvements, such as the NID RWSP, to provide treated water to areas within the NID boundary.

4-28

Modify the forth sentence in the first paragraph as follows:

"The delivery of potable water by PCWA and NID is assumed through their facilities, funded by fees collected, *and managed by the City of Lincoln for the construction of facilities identified in Mitigation Measures 4.13-1 b) and 4.13-2 c).*"

The balance of the first paragraph describes required PCWA facilities. Required NID facilities are included as "several additional NID facilities". For consistency, add the following sentence at the end of the first paragraph:

"*Additional NID facilities will be required to provide adequate treated water service are cumulatively known as the Regional Water Supply Project"*

4-29

25. Page 4.13-32: Water Treatment and Distribution

This section identifies some of the facilities paid for through development agreements. For clarity, include all such facilities. Modify the third sentence in the last paragraph of this section as follows:

"Because the necessary improvements have been identified in the adopted 2050 General Plan and draft 2010 UWMP*, and described in the technical memoranda generated through the Planning Phase of the NID Regional Water Supply Project,* and will be paid for through ....."

4-30

26. Page 4.13-32: Uncertainty Regarding Future Supply

Securing future water supplies for the City of Lincoln requires entitlements from both PCWA and NID. Modify the forth sentence in the first paragraph as follows:

"In order to fully access the water supply to which *they* have entitlements, PCWA *and NID have* identified the need for a number of major infrastructure projects.

27. Page 4.13-33: Uncertainty Regarding Future Supply

Also modify the seventh sentence of the first paragraph (page 4.13-33) as follows:
Because PCWA *and NID have* entitlements for adequate water and *have* undertaken extensive planning to ensure that necessary infrastructure is *financed and* constructed, it is unlikely ....."

4-31

Modify the first sentence in the first full paragraph on this page as follows:

"Because the water provided to *the* City of Lincoln is part of PCWA's *and NID's* total supply, if a portion of *either or both supplies are* unavailable due to infrastructure constraints, ..."

Modify the last sentence in the first full paragraph on this page as follows:

"..... it is assumed that the water supply would continue to flow *to NID without interruption through its water rights and* to PCWA without interruption, consistent with ....."

LETTER 4: GARY D. KING, PE, CHIEF ENGINEER, NEVADA IRRIGATION DISTRICT

Response 4-1: Comment noted. Please see the following responses, which describes efforts by the City, Nevada Irrigation District (NID) and Placer County Water Agency (PCWA) to provide treated water to the City's service area. In some cases, information has been added to the Draft EIR and/or modified in order to clarify the relationship between these entities and the process by which water would be supplied to the plan area. None of these modifications or clarifications would result in new significant impacts, or a substantial increase in the severity of impacts identified in the Draft EIR.

The City has met with NID staff to discuss their concerns, and expects to continue such discussions in the future.

Response 4-2: There is only one figure in the Draft EIR that depicts water infrastructure, Figure 2-6, Water System, in Chapter 2, Project Description, of the Draft EIR. This figure has been modified to show the NID service boundaries (see Chapter 2, Draft EIR Errata and Modifications).

Response 4-3: The City of Lincoln would be the retail water purveyor for the proposed project. As discussed throughout Section 4.13, Public Utilities, the City plans to obtain treated surface water from both NID and PCWA. The City would then distribute that water throughout the City, including to Village 1, using the City's water conveyance system.

The discussion in Section 4.13 is based largely on the Water Supply Assessment (WSA), which is provided as Appendix H of the Draft EIR. The Draft EIR describes NID water supplies that have historically been delivered to the City of Lincoln (page 4.13-3), NID surface water supplies (pages 4.13-10 and 4.13-11), and the dry-year reliability of NID water supply (pages 4.13-12). The 2004 Temporary Agreement between NID, the City and PCWA, under which PCWA treats NID raw water and conveys it to the City, is described on page 4.13-10. The role of NID water in the City's water supply is also described (see page 4.13-27). The information provided in this comment letter clarifies the information and analysis provided in the Draft EIR. In some cases, as indicated in the following responses, minor corrections are made and/or pertinent information is added to the Draft EIR. These clarifications do not alter the conclusions of the Water Supply Assessment and/or Draft EIR that water supply would be available to serve the proposed project.

Response 4-4: The canal currently carries runoff during the wet season. The canal would continue to function as a drainage facility after project development, but peak flows would not increase. A portion of the canal may be piped as requested by NID in order to maintain continuous flows west of Oak Tree Lane in order to bypass the proposed entry feature.

Response 4-5: In order to clarify NID's and PCWA's roles as responsible agencies, the fifth bullet on page 2-24 of the Draft EIR is modified to read:

- Nevada Irrigation District (NID) for <u>providing raw water and/or wholesale treated water</u> any modifications to their existing or future irrigation facilities such as canals<u>,</u> and provision of irrigation water <u>within the NID boundary</u>.

And, the eighth bullet on page 2-24 of the Draft EIR is modified to read:

- Placer County Water Agency (PCWA) for providing wholesale water to the project; and

Neither of these changes would alter the amount of surface water used by the project, or the environmental effects of obtaining and using surface water.

Response 4-6 The comment is correct that the reliability of surface water supplies for Village 1 in the context of climate change should include consideration of NID water. As stated on page 4.6-5, California could experience an increased number of single-dry and multiple-dry years as the result of global climate change. The primary Section 4.13, Public Utilities does discuss anticipated ability of NID to meet water demand during various drought conditions. This information is pertinent to the climate change discussion as well. Therefore, the following changes are made to Section 4.6.

The first header on page 4.6-5 is modified as shown:

> **Effects of Climate Change on Water ~~Placer County Water Agency (PCWA)~~ Supplies within the City of Lincoln**

The last sentence in the second full paragraph on page 4.6-5 is modified as shown:

> The water supply reliability text from the Recirculated General Plan Draft EIR as it pertains to PCWA and the City of Lincoln is repeated entirely below.

The following paragraph is added after the second paragraph on page 4.6-5:

> The General Plan Draft EIR discussion of NID water was based on the 2005 NID UWMP, which has since been superseded by the 2012 NID UWMP. Therefore, the discussion of the reliability of NID water is based on the 2012 NID UWMP and additional information provided by NID.

The following header is added after Surface Water Reliability on page 4.6-5:

> *Placer County Water Agency*

The following text is added after the first full paragraph on page 4.6-6.

> *Nevada Irrigation District*
>
> The NID 2010 UWMP predicts potential future shortages in dry years. The Framework for Collaboration between the City and NID provides that any curtailments in water deliveries from NID would be shared equally between the City and NID's own domestic water customers using the same source water. The 2004 Temporary Agreement between Lincoln, PCWA, and NID contains a provision that Lincoln would be limited to the same proportion of the contract as other NID customers.
>
> Of its total annual supply of 410,828 acre-feet projected at 2035, NID projects that it will have between 192,442 and 333,944 acre-feet during multiple dry water years and 183,113 acre-feet per year available during a single dry water year.

Despite potential decreases in supply, the 2010 NID UWMP concludes that its water demands will be 203,536 in 2035. This is more than 30,000 acre-feet per year than projected water supplies during a single dry water year. During multiple dry year periods, only the second of three years would suffer a shortage of about 6 percent. Multiple dry year shortages are calculated to occur in the second of three dry years with a demand level being reached between 2020 and 2025.

According to NID, the 2012 NID UWMP did not account for reductions in agricultural use of water that would occur as urban land uses supplant agricultural uses within the NID service area. According to memoranda prepared for the NID Regional Water Supply Project (RWSP), however, water shortages during drought conditions would not occur due to the reduction in agricultural irrigation.[1]

The City of Lincoln is responsible for funding their share of these NID water facility capital improvements.

Other City Water

1 Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

All of the above modifications and clarifications address setting information in the Draft EIR, and do not alter the impact analysis or mitigation.

Response 4-7: The comment provides a clarification to the Draft EIR text. Therefore, the first sentence on page 4.13-2 is clarified as shown:

In the past, the City's water supplies have ~~historically~~ been provided from treated surface water from PCWA, originating from raw water sources of PCWA and NID.

The above modification addresses setting information in the Draft EIR, and does not alter the impact analysis or mitigation.

Response 4-8: The comment requests an expansion to the discussion of the jurisdiction of PCWA and NID. The following text is added after the header **Existing Water Supplies and Entitlements** on page 4.13-2:

PCWA is a countywide water agency in Placer County. NID is a multicounty water district with approximately one third of its area in Placer County. Both agencies have perfected water rights. In 2005, NID and PCWA entered into a Service Area Agreement to avoid duplication of services and infrastructure, place their respective water resources to efficient use, and to protect each party's water rights. Approximately 70 percent of the Village 1 Specific Plan, including the Turkey Creek Golf Course, is within the NID boundary. The balance of the Village 1 Specific Plan is within the area served by PCWA. The service area boundary between PCWA and NID with respect to the Village 1 Specific Plan is shown on Figure 2-6.

Please see Response 4-2 regarding a figure showing NID boundaries.

Response 4-9: Please see Response 4-2.

Response 4-10: The comment requests that the water treatment setting be expanded with regard to NID. Therefore, the following informational text is added after the second paragraph on page 4.13-4:

> **Nevada Irrigation District**
>
> NID does not currently have a water treatment plant. NID has completed several technical memoranda for the planning phase for the NID Regional Water Supply Project (RWSP). Funding for the studies was provided by the City of Lincoln. The studies include predesign for water treatment plant facilities required to provide NID treated water to the area of the City of Lincoln within the NID boundary. The pre-design studies are governed by the 2007 Water Facilities Planning Phase Agreement between NID and the City of Lincoln (See Appendix E to the WSA attached as Appendix H of this Draft EIR). The first phase of the water treatment plant provides, as one component of the RWSP, 10 mgd; which is capable of servicing up to 8,700 EDUs.[1]
>
> The RWSP Planning Phase technical memoranda also contain predesign for raw water conveyance facilities to provide NID source water to the treatment plant. These facilities have the capability of drafting water from Combie Reservoir on the Bear River downstream of Rollins Reservoir, or from the Bear River Canal; thereby ensuring multiple water sources for the RWSP. [2]
>
> The City of Lincoln is responsible for funding their share of these NID water facility capital improvements.
>
> 1 Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.
>
> 2 Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

The above modification addresses setting information in the Draft EIR, and does not alter the impact analysis or mitigation.

Response 4-11: The comment requests that the water distribution setting be expanded with regard to NID's RWSP. Therefore, the following text is added after the first sentence on page 4.13-5:

> NID
>
> NID has 7 treated water service areas; each with a treatment plant, treated water storage, and treated water transmission and distribution pipelines. One of these NID treated water systems provides service to Placer County in the North Auburn Area.
>
> The RWSP Planning Phase technical memoranda contain predesign for treated water storage, transmission pipelines, and a metering station to provide service to the City of Lincoln. Total treated water storage located at the treatment plant is 39 million gallons in three tanks, at 13 million gallons each. The water treatment plant is located northeast of Lincoln in Placer County. The transmission pipeline includes approximately 4,000 linear feet (LF) of 66-inch, 2,800 LF of 54-inch, and 16,200 LF of 48-inch diameter pipeline.

The flow control and metering station is located in Placer County at the northerly boundary of the City of Lincoln's Sphere of Influence. [1]

According to NID, the 2012 NID UWMP did not account for reductions in agricultural use of water that would occur as urban land uses supplant agricultural uses within the NID service area. According to memoranda prepared for the NID Regional Water Supply Project (RWSP), water shortages during drought conditions would not occur, due to the reduction in agricultural irrigation.[1]

The City of Lincoln is responsible for funding their share of these NID water facility capital improvements. The physical improvements will be constructed by NID and will be subject to full CEQA review.

1. Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

The above information provides additional details on the water supply and conveyance system discussed in the Draft EIR, and does not alter the impact analysis or mitigation.

Response 4-12: Table 4.3-4 is a compilation of the data shown in Tables 4.13-2, Historic PCWA Water Supplies Delivered to the City of Lincoln, and 4.13-3, Historic PCWA Water Supplies Delivered to the City of Lincoln, on page 4.13-3 of the Draft EIR. The purpose of Table 4.3-4 is to show total supply, irrespective of source.

Response 4-13: The discussion on page 4.13-6 pertains to the City's Sphere of Influence. Therefore, the header on the top of page 4.13-6 is corrected as shown:

Project Water Demands within the City's Sphere of Influence ~~Existing Limits~~

In addition, the title of Table 4.13-5 on page 4.13-6 of the Draft EIR is corrected as shown:

PROJECTED WATER DEMANDS WITHIN THE CITY OF LINCOLN'S SPHERE OF INFLUENCE ~~EXISTING CITY LIMITS~~

The above corrections do not alter the content or analysis of the water supply section.

As discussed on page 2-4 of the Draft EIR, the Village 1 plan area is within the City's Sphere of Influence, and would be considered for annexation by Placer County LAFCO after the Village 1 Specific Plan is approved by the City.

The water demands shown in Table 4.13-5 are inclusive of Village 1 (see page 2-13 of Appendix H, Water Supply Assessment).

Response 4-14: The comment requests revisions to the description of NID in the water supply setting. Therefore, the first paragraph under **Nevada Irrigation District** on page 4.13-10 of the Draft EIR is modified to read:

NID supplies ~~irrigation, wholesale, and retail~~ surface water to Nevada County, Yuba County and Placer County customers. Agricultural water use accounts for nearly 90 percent of the total demand on NID water supply. The remaining water supplied by NID is treated water primarily delivered for municipal and industrial uses within the NID

service area. ~~directly or through PCWA to single-family residential accounts. NID's service area covers Nevada County and a portion of Placer County.~~ Currently, PCWA treats raw surface water from NID and conveys the treated water to areas of Placer County that are within the NID service boundaries. NID's mountain watersheds cover 70,000 acres and include the upper portions of the Middle Yuba River above Milton Diversion, Canyon Creek above Bowman Reservoir, and Deer Creek.

And the following text is added after the second paragraph under **Nevada Irrigation District**:

As discussed in more detail, below, NID is planned to provide treated water to the City of Lincoln within the NID boundary. The NID RWSP service area includes approximately 70% of Village 1. Phase I of Village 1 is entirely within the NID RWSP service area.

The above modifications and clarifications address setting information in the Draft EIR, and do not alter the impact analysis or mitigation.

Response 4-15: The comment provides information on the reliability of NID water supplies. The Water Supply Assessment for Village 1, which is the basis of the Draft EIR analysis, used data from NID's Urban Water Management Plan. As stated in the comment, the 2010 NID UWMP found that demand for NID water would exceed supply under drought conditions (see also page 4.13-12 of the Draft EIR). According to the comment, analyses prepared for the NID in August 2011, subsequent to adoption of the UWMP (June 2011), the UWMP did not account for the reduction in water use for irrigation, and that with that reduction, water shortages during drought conditions would be avoided. Therefore, the following sentence is added for clarification to the end of the first sentence on page 4.13-13 of the Draft EIR:

According to NID, the 2010 NID UWMP did not account for reductions in agricultural use of water that would occur as urban land uses supplant agricultural uses within the NID service area. According to memoranda prepared for the NID Regional Water Supply Project (RWSP), water shortages during drought conditions would not occur, due to the reduction in agricultural irrigation.[1]

1. Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

Response 4-16: The 2004 Temporary Agreement (appended to the WSA in Appendix H of the Draft EIR) is intended to be "in effect until such time as NID constructs a treatment plant and other facilities sufficient to enable NID to supply treated water to Lincoln for those customers within Lincoln that are also within NID's boundaries." (page 3 of the 2004 Temporary Agreement). The agreement specifies the conditions under which either NID or PCWA could ration or curtail water, such as a drought year or a period in which PCWA does not have capacity to treat or deliver the water (pages 2 and 3). The Temporary Agreement may only be modified with the written consent of NID, PCWA and the City of Lincoln (page 3). Therefore, PCWA may not "unilaterally" cancel the agreement. Provisions are made for those periods where PCWA does not have treatment or conveyance capacity and/or when NID must curtail water deliveries. In addition, the City has in place plans to address reductions in surface water supply during drought conditions.

In order to clarify the sources of surface water for the project, the second paragraph under Water Supply on page 4.13-21 is clarified as shown:

> Village 1 water demand will be met with a combination of surface water and groundwater. Initially, treated surface water from PCWA, including NID water that is treated and conveyed by PCWA ~~and~~ through the City/NID/PCWA Temporary Agreement ~~contract~~ will be the primary source of water for Village 1. ~~—~~At the point that NID has constructed its treatment and conveyance facilities and is able to provide treated surface water to the City directly, NID would provide water to approximately 70% of the plan area, and PCWA would provide water to the remaining 30% of the plan area. Consistent with the City's goal, groundwater will be used to meet 10 percent of Village 1's annual water demands during normal years.

In addition, Footnote 18 on the bottom of page 4.13-21 is modified to read:

> The Specific Plan would receive water only from the City of Lincoln, with the exception of the existing golf course. It is possible that raw water or the existing on-site wells for the Turkey Creek Golf Course could be used to serve non-potable demands on the project site through a separate conveyance system. However, the effect of this would be a reduction in the treated water demand assumption in the WSA, which does not affect the supply analysis.

The above clarifications do not alter the conclusions of the impact analysis.

Response 4-17: The comment requests clarification with respect to NID's role as a water purveyor. The text in the EIR is essentially correct; the minor clarifications identified below simply provide more detail. These changes do not alter the content of the water supply analysis or the conclusions of the Draft EIR.

The second and third sentences in the last paragraph on page 4.13-22 are modified as follows:

> The City's agreements with PCWA and NID establish that ~~PCWA~~ those water purveyors will provide water to the City, ~~needed for development~~ upon payment of fees by the City for the purchase of capacity. As the water retailer, the City, in turn, makes treated water available to new projects on first-come, first-served basis.

Response 4-18: As discussed in Response 4-16, under the Temporary Agreement, PCWA will treat and convey NID raw water to the City until NID has completed construction of its own water treatment and transmission system to the City.

The future NID treatment plant is discussed in the third paragraph on page 4.13-23. Nevertheless, in order to clarify the source of treated water, the first paragraph on page 4.13-23 is modified as shown:

> Development of the full Specific Plan would result in increased demand for treated water. Initially, all treated water would be obtained from PCWA's Foothill WTP and would be conveyed to the City's distribution system to a point of connection at the project site. Ultimately, water supplied by PCWA would be treated at the Foothill-Ophir WTPs and water from NID would be treated at the future NID treatment facility.

The last sentence in the third paragraph on page 4.13-23 is modified as shown:

> The proposed treatment facility would allow NID to serve treated water within the NID service area to customers in the Lincoln SOI, including portions of Village 1.

In addition, the following sentence is added to the end of the fourth paragraph on page 4.13-23:

As part of the agreement with NID, the City will fund its fair share of the design and construction of the NID first phase 10-mgd treatment facility. NID will be responsible for the design, approval and construction of these improvements, which will be subject to CEQA review.

The above modifications would not alter the content of the water supply analysis or the conclusions of the Draft EIR.

Response 4-19: Please see Response 4-18. The provision of storage tanks would be part of planning for the NID treatment facility. The City will fund its fair share of the treatment facility, including any necessary storage.

Please see Response 4-16 regarding the 2004 Temporary Agreement.

Response 4-20: The comment requests that more specific information be provided regarding NID transmission facilities. These facilities would be part of the RWSP improvements that would ultimately enable NID to provide treated water to the proposed project. Therefore, the following text is added to the end of the first paragraph under Distribution on page 4.13-23 of the Draft EIR.

Ultimately, it is anticipated that transmission lines from the future NID treatment facility to the City water distribution system would be used to convey NID treated water to the City for use in NID's service area.

In addition, the following text is added after the second paragraph under *PCWA Phase 3 Pipeline* on page 4.13-24:

NID Distribution Facilities

As stated above, NID plans to construct a treatment facility that will enable it to provide treated water to the City of Lincoln. In order to transmit that water to the City, a number of improvements would be needed, which are planned to include:

- Placer County owned sewer effluent bypass pipeline; Joegar Road WWTP to Camp Far West Canal Diversion Dam on Coon Creek (14,000 LF of 24-inch),
- Camp Far West Canal turnout structure and overflow pipeline,
- Raw water conveyance pipeline to WTP (21,500 LF of 48-inch),
- Treated water conveyance pipeline including:
    - WTP to Big Ben Road (5,000 LF of 66-inch),
    - Big Ben Rd to Crosby Herold Road (2,800 LF of 54-inch),
    - Crosby Herold Road to Wise Road (6,800 LF of 48-inch), and
    - Wise Road to flow control and metering station (9,600 LF of 48-inch), and
- NID flow control and metering station.

The facilities would be overseen by NID and would be subject to CEQA review. These improvements are not required for Phase 1.

Please see Response 4-16 regarding the 2004 Temporary Agreement.

Response 4-21: The comment requests that the EIR address both PCWA and NID future connections to the City water system. Therefore, the second header and first paragraph under that header on page 4.13-24 are modified as shown:

> ~~**PCWA Connection and**~~ **City Distribution System Requirements**
>
> The major water conveyance of PCWA-treated water for buildout of the Village 1 Specific Plan is proposed to be through the PCWA City Pond Metering Station via the Reservoir 1 storage tank site. This will require connections to the City system hydraulically up-gradient from the Reservoir 1 site. The connection for NID treated water, following construction of the future NID treatment facility, would occur along the south side of Wise Road, west of McCourtney Road.

The above modifications would not alter the content of the water supply analysis or the conclusions of the Draft EIR.

Please see Response 4-16 regarding the 2004 Temporary Agreement.

Response 4-22: Phase 1 is anticipated to be served by NID water that is treated and conveyed pursuant to the 2004 Temporary Agreement. With only 1,135 dwelling units, Phase 1 would not generate enough demand (under 0.5 mgd) to warrant or revenue to support construction of the new 10-mgd treatment facility. Phase 1 would contribute toward the construction of the NID treatment facility through payment of NID water connection charges.

Response 4-23: The City of Lincoln is and will continue to be the water retailer for development within the City. Therefore, the City is the appropriate entity to verify that water is available, as required by Mitigation Measure 4.13-1, regardless of the source of that water. The first two sentences in the second paragraph under Mitigation Measure on page 4.13-25 are therefore in error, and are deleted as shown below.

While the City will verify the availability of water for new development, improvements needed to treat and convey that water from PCWA and/or NID facilities, as discussed in Mitigation Measures 4.13-1(b) and (new measure) 4.13-1(c). NID was inadvertently left out of the discussion of mitigation. The second and third paragraphs under Mitigation Measure is therefore modified as shown:

> ~~PCWA commitments for service are made only upon the execution of a pipeline extension or service order agreement to construct any necessary on- or off-site pipelines or other facilities and the payment of all required fees. In Lincoln, payment of such fees occurs in conjunction with building permits.~~
>
> Implementation of Mitigation Measures 4.13-1(b) and (c) incorporate~~s~~ the recommendations of the Village 1 Potable Water Distribution Modeling Report (2011) and the planning documents for NID Regional Water Supply Project. This would reduce this impact to a *less-than-significant level* for the programmatic portion of the Specific Plan, by ensuring infrastructure is in place to deliver treated ~~PCWA~~ water that would serve buildout of the full Specific Plan while meeting the City's water distribution system standards. This is necessary to ensure that the conclusions of the water supply sufficiency analysis presented in the WSA that concluded supplies are available to meet the demand of the project in addition to City buildout demands remain valid.
>
> The 30-inch PCWA Phase 3 pipeline and pressure metering system will be funded through PCWA water ~~supply~~ connection charges paid by the City ~~in its Water Supply~~

~~Program~~. ~~The pressure-metering station at the City pond site is included in the City's PFE program. The remaining two improvements are not currently in the City's PFE program, but are anticipated to be added to the PFE.~~ ~~Construction of the station would be funded through PFE fees.~~ The City's portion of the costs of the NID RWSP facilities would be funded by NID water connection charges. Fair-share fees for the two City pipelines would be collected from the project applicant until such time the facilities are included in the PFE.

Item (c) is added to Mitigation Measure 4.13-1 as shown below:

(c) *Prior to the cessation of the 2004 Temporary Agreement, the City shall provide for its fair share funding of the design and construction of Phase 1 of the NID RWSP 10-mgd treatment facility and associated storage and transmission facilities. Funding shall be timed to ensure that water from the RWSP will be available at the point at which PCWA no longer treats and conveys NID water under the 2004 Temporary Agreement.*

The paragraph under Mitigation Measure 4.13-1 on page 4.13-26 is modified as shown to address both PCWA and NID:

Implementation of Mitigation Measures 4.13-1(b) and (c) would result in ground disturbance, which could create short-term construction-related impacts such as air emissions and noise from heavy equipment use. Pipelines placed in existing roadways or roadway rights-of-way would be installed underground, which not result in adverse long-term environmental impacts. ~~The 36-inch~~ Pipelines ~~connecting the metering stations would be a buried pipeline~~ installed across undeveloped land~~.~~ ~~This~~ would require trenching, which would have limited ground disturbance affecting biological or cultural resources. Following installation, the pipelines would be covered with soil. There would be no adverse, permanent impacts related to land use or aesthetics. The metering stations would be a small structures and would not adversely affect the visual character of the sites or affect views.

The NID RWSP is estimated to require 30 to 40 acres for the WTP, which ultimately is planned to treat 40 mgd. The first phase, which would serve Village 1, would treat 10 mgd. Several potential sites have been identified for the WTP. These sites are located in rural areas, so impacts associated with their use would be primarily related to the conversion of agricultrual or timberland and/or biological habitat. The primary habitats that make up these sites are annual grasslands, foothill hardwood wooldands and oak-foothill pine woodland. Each of the sites also contain some wetlands. Up to 40 acres of habitat could be lost. Depending on the layout of the WTP, wetlands could also be affected. Timberland could be harvested during construction of the WTP, but afterward would no longer be available. The sites are in areas that are considered to be of moderate to high sensitivity for archaeological resources, so there would be the potential for cultural resources to be damaged or destroyed.[1]

As with any project, there would be noise and air pollutants generated during construction.

For the most part, the impacts associated with construction and operation of the WTP and associated facilities would be addressed through regulation, permitting processes and standard mitigation.

1. Eco:Logic, NID Regional Water Supply Project, Technical Memorandum, Environmental Constraints Analysis, October 2009.

The above modifications would not result in a new impact or render the water supply impact substantially more severe. The addition of a sub-item to Mitigation Measure 4.13-1 is not considered substantial, particularly as it represents actions that are implicit in the water analysis (e.g., the City contributing toward funding of NID improvements that are planned to be developed to provide wholesale water to the City.

Response 4-24: The comment is correct, and NID is discussed in the cumulative impacts. Therefore, the first sentence under **Cumulative Impacts and Mitigation Measures** on page 4.13-26 is modified as shown:

> The cumulative context for surface water supply is buildout of PCWA's and NID's service areas.

The above modifications would not result in a new impact or render the water supply impact substantially more severe.

Response 4-25: The discussion of water supply on pages 4.13-27 and 4.13-28 includes both PCWA and NID water, and mentions NID a number of times. For example NID is identified as a source of water in Table 4.13-9, and the statement is made that "The City is currently working with NID to ultimately receive approximately 12,000 acre-feet per year of treated water from NID facilities". The discussion is focused on demand for water within the City through 2040, not buildout.

Response 4-26: The comment provides additional information that supplements the information in the EIR, but would not result in a new impact or render the water supply impact substantially more severe. To the contrary, the comment provides information that indicates that the cumulative impact related to water supply may be slightly less severe than anticipated in the Draft EIR.

The following sentence is added to the last paragraph on page 4.13-28:

> According to a more recent analysis by NID, the reduction in agricultural use of irrigation water will offset the increased use of water for urban purposes, so there may not be a need to curtail water deliveries in dry years.[1]

1. Gary D. King, P.E., Chief Engineer, Nevada Irrigation District, written communication to Rod Campbell, Director, City of Lincoln Development Services Department, June 22, 2012.

Response 4-27: The cumulative analysis is intended to address both PCWA and NID water supply. Therefore, the first full paragraph on page 4.13-31 is clarified as shown:

> If currently planned PCWA and NID infrastructure improvements are completed, then water supply issues for the City of Lincoln are limited to the completion of the Phase 3 pipeline and the NID RWSP, as described in Impact 4.13-1. The City is responsible for completing the PCWA Phase 3 pipeline, and for contributing its fair share toward funding of the NID RWSP~~this project~~.[1] This increase in planned capacity would allow for

[1] April 7, 2011 letter from PCWA regarding the status of PCWA surface water supplies to the City of Lincoln, provided in Appendix C to the WSA (Appendix H of this Draft EIR).

additional deliveries sufficient to supply the city through the buildout of Village 1 in addition to other demands. If the Phase 3 pipeline project and/or the NID RWSP are ~~is~~ not completed, infrastructure constraints could limit deliveries in future years. This is a ***potentially significant impact***.

In addition, Mitigation Measure 4.13-2 on page 4.13-32 is modified as shown:

Implement Mitigation Measure~~s~~ 4.13-1(b) and (c).

The above modifications would not result in a new impact or render the water supply impact substantially more severe.

Response 4-28: The comment is implicit in the discussion of fees and facilities throughout section 4.13, so no change to the text is warranted.

Response 4-29: The comment requests additional detail on RWSP plans. Therefore, the last sentence in the first paragraph on page 4.13-31 under Water Treatment and Distribution is modified as shown:

Several additional NID facilities, including the RWSP treatment facility, transmission pipelines and a metering station, will also be required to connect with the City's existing treated water supply system to help meet water demands anticipated under the adopted General Plan. NID will be responsible for the design, approval and construction of these improvements, which will be subject to CEQA review.

The above modifications would not result in a new impact or render the water supply impact substantially more severe.

Response 4-30: The comment is implicit in the discussion of fees and facilities throughout section 4.13, so no change to the text is warranted.

Response 4-31: The comment is correct that NID water supply also adds to the certainty of the City's supply. The third sentence in the paragraph under Uncertainty Regarding Future Supply on page 4.13-32 is therefore modified to read:

As described previously in this section, an immediate and long-term supply is available for the foreseeable future. In order to fully access the water supply to which they have ~~it has~~ entitlements, PCWA and NID have ~~has~~ identified the need for a number of major infrastructure projects. PCWA and NID will be responsible for the design, approval and construction of these improvements, which will be subject to CEQA review.

In addition, the first full paragraph on page 4.13-33 is modified to read:

Because the water provided to City of Lincoln is part of PCWA's and NID's total supply, if a portion of the supply is unavailable due to infrastructure constraints, it could be necessary to divert water that would otherwise be available to Lincoln development. The likelihood of permanent curtailment occurring is remote, but if it were to occur, development could be delayed. Once developed, barring a major shift in climate or policy or the future application of the California water law principles described earlier in a manner significantly more restrictive than presently applied, ~~it is assumed~~ the City concludes that the water supply would continue to flow to NID through its water rights

and to PCWA without interruption, consistent with its contracts with Reclamation, PG&E, and Middle Fork Project water rights.

The above modifications would not result in a new impact or render the water supply impact substantially more severe.

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placer.ca.gov/apcd
Thomas J. Christofk, Air Pollution Control Officer

July 6, 2012

George Dellwo, AICP Assistant Director
City of Lincoln Development Services Department
600 Sixth Street
Lincoln, CA 95648
Sent via email: gdellwo@ci.lincoln.ca.us

SUBJECT: Village 1 Specific Plan and Phase 1, Availability of a Draft Environmental Impact Report

Dear Mr. Dellwo;

Thank you for submitting the Village 1 Specific Plan and Phase 1 (Project), and associated Draft Environmental Impact Report (DEIR) to the Placer County Air Pollution Control District (District) for review. The Project includes development of up to 5,639 dwelling units, an elementary school with up to 600 students, a city park, 100,000 square feet of commercial and 67,000 square feet of general office. Phase 1 of the Project, analyzed in the DEIR at the project level, requests approval of a Tentative Subdivision Map for the development of 1,135 Single Family Residential units. The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the District. After review of the Project and associated DEIR the District provides the following information for the City's consideration.

Air Quality Regulatory & Local Environment

1. For the regional air quality discussion on page 4.3-5, the SVAB is located within the non-attainment area for the state PM10 and federal PM2.5 standards. The State currently does not provide a 24 hour annual standard for PM2.5. Therefore, the SVAB is not classified as non-attainment for the state PM2.5 standard. 5-1

2. The Air Quality section of the DEIR lists the regulatory requirements for which development within the State and Placer County region must adhere to. The list for local requirements does not include the District's Rule 225 – Wood Burning Devices. The purpose of the rule is to limit particulate matter (PM) emissions entering the atmosphere from the operation of a wood burning appliance. The District recommends the DEIR include Rule 225 – Wood Burning Appliances within the Local Regulatory section. 5-2

Short-term Construction Impacts (Phase 1 & Full Build Out)

3. MM 4.3-1 (a) requires the submittal of a dust control plan (DCP) which is required to demonstrate compliance with District Rules and Regulations in order to reduce construction related impacts. The District requests the City to also require the DCP be submitted to the District for review and approval to ensure compliance with District Rules and Regulations. 5-3

4. The DEIR concludes for IMPACT 4.3-1, construction of the Project will have a significant and unavoidable impact on air quality. Mitigation measures recommended by the District have been implemented within the DEIR to reduce impacts. The District further recommends the City require these measures to be listed on all subsequent grading and improvement plans to further reduce construction related impacts and to ensure that construction staff is aware of the requirements while out in the field. 5-4

Long-term Operational Impacts

5. Table 4.3-10 should be updated to reflect Rule 225. Furthermore, the design features selected to reduce winter emissions should be described in detail. It is not clear if the design features will be optional or required as mitigation. Please refer to additional comment regarding the mitigation measures selected under the Appendix A: Air Quality Analysis & Modeling Output (URBEMIS) section of this letter. 5-5

6. Table 4.3-12 should be updated to reflect Rule 225. Please refer to additional comment regarding the mitigation measures selected under the Appendix A: Air Quality Analysis & Modeling Output (URBEMIS) section of this letter. 5-6

7. The DEIR concludes for IMPACT 4.3-2, operation of the Project will have a significant and unavoidable impact on air quality. The District recommends additional mitigation measures (Attachment 1) in order to further reduce the Project's contribution of criteria pollutants.

8. Mitigation Measure MM 4.3-2 (a. & b.) is not necessary; District Rule 225, (amended December, 2007), prohibits the construction of any non-EPA certified stove[1], including fireplaces.

9. As stated in the DEIR, the Project is located within the Sacramento Valley Air Basin (SVAB) and is designated nonattainment for the federal particulate matter $PM_{2.5}$ standard. PM has been linked to a range of serious respiratory and cardiovascular health problems. Wood burning devices are a source of PM emissions which contribute to the region's air pollution. The District recommends further modification to MM 4.1-2 (LCSP EIR MM 4.8-9) in order to prohibit wood-burning devices (including EPA certified woodburing devices) necessary to further reduce criteria pollutants. The following mitigation measure is recommended. 5-7

   Wood burning appliances, including fireplaces and woodstoves, shall not be permitted within single family units). The conditions of approval and the covenants, conditions, and restrictions (CC&Rs) for the Project shall explicitly prohibit the installation of devices other than those specified in this measure.

Cumulative Impacts

10. The DEIR states that the air basin is currently non-attainment for ozone and PM10. Please note that the air basin is also designated as non-attainment for the federal PM2.5 standard. 5-8

11. The DEIR concludes for IMPACT 4.3-5 that the Project for both Phase 1 and full buildout would exceed the District's recommended cumulative threshold of 10 lbs/day for ROG and NOx and will result in a cumulatively considerable net increase of ROG and NOx emissions for which the project region is non-attainment under the Federal and State Air Quality Standards. MM 4.3-5 5-9

1 http://www.placer.ca.gov/Departments/Air/Rules.aspx

(a) is proposed to reduce the ozone precursor emissions below the District's Cumulative Project-level threshold of 10 lbs/day for the FSP and Phase I. The measure requires projects to achieve 10 lbs/day of NOx after mitigation. The measure also requires that subsequent projects must demonstrate no net increase in NOx emissions. NOx emissions are associated with mobile emissions. In order for projects to comply with the measure as written, projects cannot generate any traffic related emissions. The District, therefore, recommends revisions to the measure as provided below.

Mitigation Measure MM 4.3-5(a)(iii) includes the option of the District's Offsite Mitigation fee program to offset the Project's long-term operational emissions in order to reduce ROG and NOx emissions in excess 10 lbs/day. Based on the modeling analysis, the District's Offsite Mitigation Fee Calculation Spreadsheet (Attachment 2) indicates that the Project, including Phase 1, will be required to offset 679.17 of ROG lbs/day and 420.70 of NOx lbs/day (equivalent to 165.82 tons of ROG and of NOx). Based on the current California Air Resource Board Carol Moyer Guidelines[2], the total offsite mitigation fee is estimated at $1,665,331, equivalent to $254.68/dwelling unit. The District recommends the following off-site mitigation program for the Project to reduce cumulative emissions. Implementation is recommended prior to approval of the Final Map or prior to the issuance of building permits. For future subsequent development projects within the Plan Area which propose additional mitigation to offset criteria pollutants, a revised air quality analysis is recommended at the time of the proposed development. 5-9 cont.

In order to mitigate the Project's contribution to long-term emission of pollutants, the Project will participate in the District's Offsite Mitigation Program by paying the equivalent amount of money, equal to the Project's contribution of criteria pollutants (ROG and NO_x), which exceeds the District's cumulative threshold of 10 pounds per day. The estimated payment for the proposed project is $1,665,331 based on $16,640 per ton for a one year period, or $254.68 per residential unit.

Greenhouse Gas Emissions and Climate Change Impacts

12. The District recommends the Mitigation, Monitoring, and Reporting Program (or other similar instrument which identifies the criteria for implementation of each mitigation measure) indicate for each proposed measure to reduce greenhouse gas emissions, as described in MM 4.6-1, the criteria to demonstrate completion or satisfaction at either the time of Final Map approval or prior to the approval of building permits (not issuance of the building permit), as design of construction techniques and approval of those techniques is necessary to ensure compliance with mitigation measures. For example, implementation of construction techniques to reduce energy and water demand would be appropriate prior to approval of the Final Map or a building permit. However, integration of an internal roadway system to accommodate the usage of neighborhood electric vehicles (NEVs) as described in MM 4.6-1 (f) would be more appropriate at an early planning review stage, such as prior to approval of improvement plans or approval of the Tentative Subdivision Map. The District recommends the City identify for each GHG mitigation measure, the mechanism and timing required to demonstrate compliance or satisfactory of completion of the measure. 5-10

13. According to the BGM modeling output, 22% reduction in GHG is achieved with the implementation of onsite renewable energy solar systems. The model output appears to have 5-11

2 Carl Moyer Program Guidelines Appendix G: Cost Effectiveness Limit and Capital Recovery Factors (Updated April, 2011).

overestimated the emission reductions for MM 4.6-1 which requires that only 15% above Title 24 to be achieved. The District recommends all mitigation measures, including assumptions selected in the BGM analysis be incorporated as mitigation for IMPACT 4.6-1 of the DEIR to achieve the claimed emission reductions. 5-11 cont.

14. The District has concern regarding the language used in MM 4.6-1 a) to reduce operational GHG emissions and recommends revisions to the criteria described for achieving compliance of exceeding Title 24 Energy Conservation requirements. MM 4.6-1 (a) requires an Energy Conservation Plan for all residential development which describes the techniques and programs to be employed to achieve 1) 15% energy efficiency above Title 24 (2011), or 2) compliance with the then-current Title 24 energy efficiency regulations. However, the programs described require exceeding energy efficiency requirements by 15% above Title 24 (2008). Please provide further clarification of the goals of each program and which Title 24 (2008 or 2011) standard would be required. 5-12

Appendix A: Air Quality Analysis & Modeling Output (URBEMIS)

15. According to Table 4.3-12[3], estimated emission reductions from proposed mitigation, MM 4.3-2, demonstrate a reduction of 95% of emissions for ROG and 66% for PM10. The baseline analysis for the unmitigated emissions does not include appropriate assumptions to account for compliance with District Rule 225 for wood burning appliances. The District's Rule 225, (amended December, 2007), prohibits the construction of any non-EPA certified stove[4], including fireplaces. Rule 225 also prohibits installation of any wood burning device within multifamily units. The assumptions should include 100% for single family units (EPA II certified units/Natural Gas), 100% compliance for multifamily units with EPA certified woodstoves and 0% for all fireplaces. 5-13

    The calculated emission reductions in the analysis are based on a comparison to the baseline emission estimates; therefore, the mitigated emission calculations are overestimated. The District recommends the City consider modifying the baseline (unmitigated) analysis to account for compliance with District Rule 225. The environmental conclusion would not change as a result of the modified analysis, however, the mitigated emission reductions claimed would be reduced.

Appendix C: Greenhouse Gas (GHG) Analysis

16. According to the modeling analysis, GHG emission reductions will occur from the implementation of mitigation for transportation, electricity, solid waste and water. The modeling analysis and BGM analysis data does not provide detail of mitigation measures selected to reduce GHG emissions. Because this detail is not available, the District cannot verify the adequacy of the measures, nor verify if the mitigation selected will be required for mitigating IMPACT 4.6-1 in the DEIR. For example, the BGM model output does indicate that solar panels are selected to reduce energy related GHG emissions but does not show the assumptions used. What percentage of development would need to install solar power systems to reach the emission reductions claimed in the analysis? For transportation measures selected, no detail is provided, although the output states that measures were selected. The District recommends the GHG analysis provide detail, including assumptions for the reduction measures. 5-14

3 DEIR, page 4.3-12
4 http://www.placer.ca.gov/Departments/Air/Rules.aspx

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2333 or agreen@placer.ca.gov if you have any questions.

Sincerely,

Angel Green
Associate Planner, APCD

ec: Yushuo Chang, Planning & Monitoring Section Supervisor
Maywan Krach, Placer County Environmental Review Coordination

ATTACHMENT 1

Placer County Air Pollution Control District
Recommended Mitigation Measures (Operational)

1. ~~For those projects which include stationary sources (e.g., gasoline dispensing facility, auto painting, dry cleaning, large HVAC units, etc.), the applicant shall obtain an Authority to Construct (ATC) permit prior to the issuance of a Certificate of Occupancy. NOTE: A third party detailed Health Risk Assessment may be required as a part of the permitting process.~~ INCLUDED IN MM 4.3-2

2. ~~Prior to building permit approval, the applicant shall show, on the plans submitted to the Building Department, provisions for construction of new residences, and where natural gas is available, the installation of a gas outlet for use with outdoor cooking appliances, such as a gas barbecue or outdoor recreational fire pits.~~ INCLUDED IN MM 4.3-2

3. Prior to approval of a Grading Permit, Improvement Plans, or Design Review approval, the applicant shall show that a Class 1, 2, or 3 bicycle lane(s) is provided in areas as approved by the Engineering Division and/or the Department of Public Works (or similar divisions within each jurisdiction) , as defined elsewhere in these conditions of approval.

4. Prior to the issuance of a Building Permit, the floor plans and exterior elevations submitted in conjunction with the Building Permit application, shall show that the applicant has installed _____ [insert number] solar panels or Photovoltaic roofing tiles on _____ [insert number] homes or structures throughout the project as follows: (describe lot numbers, locations, and/or building numbers and locations here).

5. Prior to Design Review approval, the Site Plan shall show that the applicant has provided _____ (insert number of spaces here) preferential parking spaces for employees that carpool / vanpool / rideshare as required by the District. Such stalls shall be clearly demarcated with signage as approved by the approving committee.

6. Diesel trucks shall be prohibited from idling more than five minutes, (District) or ____ minutes (local jurisdiction). Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' signage which indicates "Diesel engine Idling limited to a Maximum of _____ Minutes" shall be included with the submittal of building plans.

7. Prior to Design Review approval, the applicant shall show that on-site bicycle racks, as required by the District, shall be reviewed and approved by the approving committee.

8. As required by the District, Landscape Plans submitted for Design Review shall include native drought-resistant species (plants, trees and bushes) in order to reduce the demand for irrigation and gas powered landscape maintenance equipment. In addition, a maximum of 25% lawn area will be allowed on site. As a part of the project design, the applicant shall include irrigation systems which efficiently utilize water (*e.g.*, prohibit systems that apply water to non- vegetated surfaces and systems which create runoff). In addition, the applicant shall install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, rain "shut off" valves, or other devices as reviewed and approved by the approving committee.

ATTACHMENT 2

Project Name: Village 1 Specific Plan

Mitigation Fee Calculation

Emission Source	ROG (lbs/day)		NOx (lbs/day)		PM10 (lbs/day)	
	summer	winter	summer	winter	summer	winter
Area Resource*						
Vehicle Exhaust*						
Total	689.17		430.7	0.0	0.00	0.000

*DEIR, Table 4.3-10

PCAPCD cumulative thresholds (lbs/day)	ROG (summer only)	NOx (summer only)	PM10 (winter only)
operational emissions	10	10	80

exceedence to the cumulative thresholds (lbs/day)	ROG	NOx	PM10
	679.17	420.7	n/a

# of days in summer (May-Oct)	182
# of days in winter (Nov-Apr)	183

	ROG	NOx	PM10
Required emission offset (tons) (exceed lbs/day x days in summer/winter ÷ 2000 lbs/ton)	61.8	38.28	n/a

0

Amount of required emission offset for ROG and NOx (tons)	**100.08**

current mitigation cost for ROG or NOx $/ton $16,640
(per CARB Carol Moyer Guideline)

current mitigation cost for PM $/ton
(to be determined)

Proposed APCD Offsite Mitigation Fee (ROG + NOx)	**$1,665,331**

Proposed APCD Offsite Mitigation Fee (PM only)	**$0**

Number of units**	6539
Off-Site fee per residential unit	$254.68

**Project Description DEIR Table 2-1

LETTER 5: ANGEL GREEN, ASSOCIATE PLANNER, PLACER COUNTY AIR POLLUTION CONTROL

Response 5-1: The comment is correct that the SVAB is not classified for $PM_{2.5}$. However, the SVAB is in non-attainment for the federal $PM_{2.5}$ standard. Therefore, the last sentence in the second paragraph under **Regional Air Quality** on page 4.3-5 is updated to read:

> Placer County is also in non-attainment for state PM_{10} and federal $PM_{2.5}$ standards.

Response 5-2: As requested, the following text is added after Rule 218 on page 4.3-12:

- *Rule 225 – Wood Burning Appliances*

Specifies the standards for wood-burning appliances in new development.

Please also see Response 5-5.

Response 5-3: As requested, Mitigation Measure 4.3-1(a) on page 4.3-21 is modified to provide for review of the Construction Emission/Dust Control Plan by the PCAPCD:

> a) *Prior to issuance of a grading permit, the applicant(s) shall submit to the City of Lincoln, as the lead agency, and receive approval of a Construction Emission/Dust Control Plan. The plan shall be submitted to the PCAPCD for review and comment prior to approval by the City. This plan must address the minimum Administrative Requirements found in section 300 and 400 of PCAPCD Rule 228, Fugitive Dust.*

This clarification is administrative in nature, and would not alter air quality impacts identified in the EIR.

Response 5-4: Chapter 5, Mitigation Monitoring Program, identifies the point at which each measure must be implemented. The implementation of mitigation would occur at various times depending on the nature of the measure. Those measures that address site layout are typically tied to the Improvement Plans, while construction-related measures must be identified – in the Dust Control Plan, for example - prior to receiving a grading permit. Implementation of the construction measures would occur during grading and would not be a condition of Final Map approval. This is the appropriate timing, as the measures have to do with construction practices and not project design.

Response 5-5: The comment states that Table 4.3-10 should be updated to reflect PCAPCD Rule 225, which requires that all wood burning stoves and fireplaces be EPA Certified. The comment also requested clarification whether design features would be optional or required as mitigation.

All design features enumerated in the EIR analysis will be incorporated into the project design and are not optional. The second full paragraph on page 4.3-16 and Table 4.3-9 and Table 4.3-10 have been updated to reflect Rule 225, as follows:

> Default percentages in URBEMIS corresponding to the housing type mix (number of units) were also used for conservatively estimating unmitigated hearth emissions. The unmitigated default condition assumes 35 percent of residential units (single family and

REVISED TABLE 4.3-9

FULL SPECIFIC PLAN ESTIMATED PEAK DAILY OPERATIONAL EMISSIONS (UNMITIGATED - POUNDS PER DAY)

Summer					
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Water and Space Heating	5.17	67.04	29.28	0.13	0.13
Fireplaces[a]	–	–	–	–	–
Landscape Maintenance	37.28	2.39	210.57	0.56	0.56
Consumer Products	250.80	–	–	–	–
Architectural Coatings Off-gas	73.22	–	–	–	–
Total Area Source	366.47	69.43	239.85	0.69	0.69
Motor Vehicles	343.00	397.54	3,709.57	778.90	149.59
Total Unmitigated Emissions	**709.47**	**466.97**	**3,949.42**	**779.59**	**150.28**
PCAPCD threshold	82	82	550	82	*(d)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(d)*
Winter					
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Water and Space Heating	5.17	67.04	29.28	0.13	0.13
Fireplaces[b]	~~1,134.75~~ 285.76	~~135.33~~ 108.09	~~5,977.48~~ 2,763.80	~~959.75~~ 510.89	~~923.81~~ 474.95
Landscape Maintenance[c]	–	–	–	–	–
Consumer Products	250.80	–	–	–	–
Architectural Coatings Off-gas	73.22	–	–	–	–
Total Area Source	~~1,463.94~~ 614.95	~~202.37~~ 175.13	~~6,006.76~~ 2,793.08	~~959.88~~ 511.02	~~923.94~~ 475.08
Motor Vehicles	368.22	573.14	4,075.69	778.90	149.59
Total Emissions	~~**1,832.16**~~ **983.17**	~~**775.51**~~ **748.27**	~~**10,082.45**~~ **6,868.77**	~~**1,738.78**~~ **1,289.92**	~~**1,073.53**~~ **624.67**
PCAPCD threshold	82	82	550	82	*(d)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(d)*

Notes:
a no summer emissions.
b assumes URBEMIS 2007 default unmitigated conditions have been modified to incorporate PCAPCD Rule 225, as described in Methods of Analysis.
c no winter emissions.
d PCAPCD has not established a threshold.
Source: Atkins, 2011, compiled from URBEMIS 2007 output included in Appendix D.

REVISED TABLE 4.3-10

FULL SPECIFIC PLAN ESTIMATED PEAK DAILY OPERATIONAL EMISSIONS (POUNDS PER DAY)

Summer					
	ROG	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Total Unmitigated Emissions	709.47	466.97	3,949.42	779.59	150.28
Emissions with Design Features[a]	**689.17**	**430.67**	**3,700.09**	**728.16**	**140.36**
Reduction (%)	3%	8%	6%	7%	7%
PCAPCD threshold	82	82	550	82	*(b)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(b)*
Winter					
	ROG	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Total Unmitigated Emissions	~~1,832.16~~ 983.17	~~775.51~~ 748.27	~~10,082.45~~ 6,868.77	~~1,738.78~~ 1,289.92	~~1,073.53~~ 624.67
Emissions with Design Features[a]	~~1,589.41~~ 930.68	~~709.84~~ 735.78	~~8,653.84~~ 6,338.89	~~1,501.92~~ 1,191.82	~~885.16~~ 533.53
Reduction (%)	~~13~~5%	~~8~~2%	~~14~~8%	~~14~~8%	~~18~~15%
PCAPCD threshold	82	82	550	82	*(b)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(b)*

Notes:
a assumes URBEMIS 2007 default conditions have been revised to incorporate PCAPCD Rule 225, as described in Methods of Analysis.
b PCAPCD has not established a threshold.
Source: Atkins, 2011, compiled from URBEMIS 2007 output included in Appendix D.

multi-family) would have ~~non-~~EPA-certified wood-burning stoves, 10 percent would have ~~non-~~EPA-certified wood-burning fireplaces, and 55 percent would have natural gas fireplaces. Default mitigations in URBEMIS were then applied to reflect a condition in which all multi-family units would have natural gas fireplaces. ~~Because substantial reductions in emissions can be achieved through the use of EPA Phase II certified wood-burning devices, but the URBEMIS inputs cannot currently be adjusted to account for that, separate calculations were done using EPA's Woodstove and Fireplace Emissions Calculator (Excel) to quantify the emissions reductions that could be achieved by implementing mitigation measures recommended in this EIR (Mitigation Measure 4.3-2).~~ Under the fully mitigated scenario, all ~~single-family homes would only be equipped with the EPA-certified devices and multi-family~~ residential units would only have natural gas or propane devices.

In addition, Mitigation Measure 4.3-2(a) on page 4.3-26 has been deleted as shown:

4.3-2 *The project applicant shall implement the following mitigation measures:*

~~*a) Only U.S. EPA Phase II certified wood-burning devices shall be installed in single family residences. The emission potential from each residence shall not exceed a cumulative total of 7.5 grams per hour for all devices in that home. Masonry fireplaces shall have either an EPA certified Phase II wood burning device or shall be a U.L. Listed Decorative Gas Appliance. The conditions of approval and the covenants, conditions, and restrictions (CC&Rs) for the project shall explicitly prohibit the installation of devices other than those specified in this measure.*~~

In addition (b) through (d) are renumbered as (a) through (c).

Please also see Response 5-7, below, for additional clarifications to Mitigation Measure 4.3-2.

As shown in Revised Tables 4.3-9 and 4.3-10, incorporating the assumption that Rule 225 will be implemented reduces estimated project emissions, and the need for mitigation. Therefore, no new or more severe impacts would result from the updated analysis.

Response 5-6: The comment states that Table 4.3-12 should be updated to reflect PCAPCD Rule 225, which requires that all wood burning stoves and fireplaces be EPA-certified. With the incorporation of Rule 225 into the modeling, the values listed in Table 4.3-11 would be reduced. Table 4.3-11 on page 4.3-25 is therefore modified as shown on the next page.

To address additional comments concerning the GHG analysis (Comment 14), Table 4.3-12 has been further updated. Please see Response 5-14, which shows all modifications to Table 4.3-12.

Response 5-7: The comment requests additional mitigation measures be incorporated to ensure that emissions from criteria pollutants are reduced. Bicycle lanes, preferential parking for carpools/vanpools/ridesharing, limits on diesel truck idling and bicycle racks were assumed in the analysis. The City already requires that diesel engines not idle for more than five minutes (Municipal Code 10.14.30), so mitigation is not needed for this assumption. Items (d), (e) and (f), below, are part of the project and were included in the modeling assumptions. Incorporating these items into the mitigation measure would add one more step to ensure that they are implemented, but would not alter the severity of the impacts identified in the Draft EIR. Therefore, Mitigation Measure 4.3-2 on page 4.3-26 has been modified as follows to add additional measures (d) through (f):

d) Prior to approval of Improvement Plans, the applicant shall show that a Class 1, 2, or 3 bicycle lane(s) is provided in areas as approved by the Engineering Division and/or the Department of Public Works (or similar divisions within each jurisdiction), as defined elsewhere in these conditions of approval.

e) Prior to Improvement Plan approval, the Site Plan shall show that the applicant has provided the appropriate number of preferential parking spaces for employees that carpool/vanpool/rideshare as well as the appropriate preferential parking for NEVs as required by the District and City Policy. Such stalls shall be clearly demarcated with signage as approved by the approving committee.

REVISED TABLE 4.3-11

PHASE 1 ESTIMATED PEAK DAILY OPERATIONAL EMISSIONS (UNMITIGATED - POUNDS PER DAY)

Summer					
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Water and Space Heating	1.10	14.22	6.05	0.03	0.03
Fireplaces[a]	–	–	–	–	–
Landscape Maintenance	9.28	0.59	52.21	0.14	0.14
Consumer Products	50.46	–	–	–	–
Architectural Coatings Off-gas	16.14	–	–	–	–
Total Area Source	76.98	14.81	58.26	0.17	0.17
Motor Vehicles	65.67	76.84	719.67	150.62	28.93
Total Unmitigated Emissions	**142.55**	**91.65**	**777.93**	**150.79**	**29.10**
PCAPCD threshold	82	82	550	82	*(d)*
Significant Impact	***Yes***	*No*	*No*	***Yes***	*(d)*
Winter					
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Water and Space Heating	1.10	14.22	6.05	0.03	0.03
Fireplaces[b]	~~228.34~~ 57.61	~~27.56~~ 5.48	~~1,202.84~~ 646.11	~~193.13~~ 90.25	~~185.90~~ 90.25
Landscape Maintenance[c]	–	–	–	–	–
Consumer Products	50.46	–	–	–	–
Architectural Coatings Off-gas	16.14	–	–	–	–
Total Area Source	~~296.04~~ 125.31	~~41.78~~ 19.70	~~1,208.89~~ 625.16	~~193.16~~ 90.28	~~185.93~~ 90.28
Motor Vehicles	71.21	110.80	789.19	150.62	28.93
Total Unmitigated Emissions	~~**367.25**~~ **196.52**	~~**152.58**~~ **130.50**	~~**1,998.08**~~ **1,441.35**	~~**343.78**~~ **240.90**	~~**214.86**~~ **119.21**
PCAPCD threshold	82	82	550	82	*(d)*
Significant Impact	***Yes***	***Yes***	***Yes***	***Yes***	*(d)*

Notes:

a no summer emissions

b assumes URBEMIS 2007 default unmitigated conditions have been revised to incorporate PCAPCD Rule 225, as described in Methods of Analysis

c no winter emissions

d PCAPCD has not established a standard

Source: Atkins, 2011, compiled from URBEMIS 2007 output included in Appendix D.

f) Prior to Design Review approval, the applicant shall show that on-stie bicycle racks are provided.

As stated above, items (d), (e), and (f) were included in the original calculations (Appendix D in the Draft EIR) as a function of the project-specific trip rates used. Reductions from restricting idling cannot be quantified because the number of idling trucks and the length of idling reduction cannot be determined from a plan-level analysis.

The comment refers to Mitigation Measure 4.1-2 from the Lincoln Crossing Specific Plan EIR, which is a different project. However, the above response and updates to Village 1 Mitigation Measure 4.3-2 would address this issue.

Response 5-8: Please see Response 5-1.

Response 5-9: The comment provides information on the level of the fee that would be assessed under Mitigation Measure 4.3-5(a) if the applicant chose that option alone. The measure provides for other options as well, which could eliminate or reduce the amount of the fee. The final determination of the mix of emission reduction design features, offsite emission reduction measures and payment of the fee will be made prior to approval of the Final Map.

Response 5-10: The comment recommends that the City identify, for each GHG mitigation measure, the mechanism and timing required to demonstrate compliance or satisfactory of completion of the measure. The MMRP for the Village 1 Specific Plan EIR, included in the Final EIR as Chapter 5, identifies how compliance with the mitigation measures will be ensured and monitored by the City of Lincoln. In addition, the following clarifications are made to Mitigation Measure 4.6-1 on pages 4.6-17 through 4.6-19 as requested by the PCAPCD. These revisions clarify the timing and administration of mitigation, rather than the actions that would be required of the project. Therefore, the modifications would not alter the conclusions of the Draft EIR.

4.6-1 *a) An Energy Conservation Plan for all commercial and residential development shall be required prior to recordation of the first small lot Final Map. The plan shall describe the techniques and programs to be employed in the development of the project to achieve ~~(1)~~ a minimum 15 percent energy efficiency above that required by the 2008~~11~~ Title 24 energy efficiency regulations, or compliance with the ~~then~~ most current Title 24 energy efficiency regulations. These programs shall include one or more of the following, or equally effective measures:*

Participation in the PG&E Energy Star Performance Method. This method is available to builders of single-family and multi-family homes that are at least 15 percent more energy efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Participating builders become part of the California Energy Star New Homes Program, and their homes earn the Energy Star label. Incremental incentives can also be earned by adding energy efficient appliances and/or lighting to homes. Plans submitted for Design Review shall include all energy efficiency features to be incorporated into the project.

OR

Participation in the New Solar Homes Partnership (NSHP) Performance Method. This method is available to builders of single-family homes that are at least 15 percent more efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Prior to the issuance of a Building Permit, the floor plans and exterior elevations submitted in conjunction with the Building Permit application, shall show that the applicant has installed the appropriate number of solar panels or Photovoltaic roofing tiles throughout the project (described as lot numbers, locations, and/or building numbers and locations) to offset that development's share of the 7,599,510 kwh/year total Plan's onsite renewable energy offsets.

OR

Participation in the Build It Green Program, which was created by Build It Green, a non-profit organization whose mission is to promote health, durable, energy and resource efficient buildings throughout California. Using the Green Point Checklist, a home can be considered green if it fulfills the prerequisites and earns at least 50 points and meets the minimum points per category: Energy (30 points); Indoor Air Quality (5 points); Resources (6 points); and Water (9 points). Build It Green uses certified Green Point Raters to measure success with the program and verification of the measures employed to meet the requirements of the checklist. Plans submitted for Design Review shall include a completed copy of the Green Point Checklist.

b) *The project applicant shall be responsible for having prepared, by an experienced and qualified firm, an Energy Resource Conservation Guide that will provide educational information on how homeowners can increase energy efficiency and conservation in their new homes. The information will be delivered to each original homeowner as part of the move-in package. The information packet shall be reviewed by, and be subject to approval of, City of Lincoln staff. A copy of the Energy Resource Conservation Guide shall be submitted to the City for review prior to the completion of construction activities, and finalized before occupancy.*

c) *Light Emitting Diode (LED) traffic signals and LED street lights, or more energy-efficient signals and streetlights, shall be installed in accordance with City improvement standards or as otherwise approved by the Development Services Director.*

d) *The project applicant shall prepare a tree planting program to guide the planting of shade trees within residential lots and along streets in a manner that reduces radiant heat. Commercial and retail parking lots shall be planted with shade trees that will produce 50% coverage within 15 years. Landscape Plans submitted for Design Review shall include a copy of the tree planting program.*

e) *A tree information planting and care guide shall be delivered to each original homeowner as a part of the move in package. If the guide is prepared by someone other than the City, it shall be reviewed by, and be*

subject to the approval of, City of Lincoln staff. A copy of the tree information planting and care guide shall be submitted to the City for review prior to the completion of construction activities, and finalized before occupancy.

f) *Energy efficient lighting fixtures shall be installed as part of the original construction of residential and commercial structures. Plans submitted for Design Review shall include documentation of the energy efficient lighting fixtures to be used.*

g) *New commercial buildings shall be 15 percent more energy efficient than the 2008~~11~~ Title 24 building standards based on annual energy usage requirements, or comply with the then-current Title 24 energy efficiency regulations. Plans submitted for Design Review shall include all energy efficiency features to be incorporated into the project.*

h) *Prior to approval of a Grading Permit, Improvement Plans, or Design Review approval, the applicant shall show that the ~~The~~ roadway system shall be designed to accommodate the usage of neighborhood electric vehicles (NEVs).*

i) *Prior to approval of a Grading Permit, Improvement Plans, or Design Review approval, the applicant shall show that bus ~~Bus~~ turnouts and transit shelters shall be placed on roadways that are to be served by future bus transit in accordance with City improvement standards and as otherwise directed by City's Development Services Director.*

j) *Implement Mitigation Measure 4.3-2.*

Section 15.28 of the Lincoln Municipal Code limits the use of turf and proscribes the use of draught tolerant landscaping, so no mitigation is necessary for this provision.

Response 5-11: The comment states that the BGM modeling overestimates the reductions for Mitigation Measure 4.6-1, which requires that only 15% above Title 24 be achieved. As discussed in Response 5-7, the 2008 Title 24 requirements were the baseline for the project requirements and mitigation. The BGM model only accounts for the 2005 Title 24 regulations; therefore, the 15% below Title 24 in BGM was used to meet the 2008 requirements and the "onsite renewable" in the model was used to show the reduction from the 2008 Title 24 requirements.

Response 5-12: Mitigation Measure 4.6-1 has been modified as indicated in Response 5-10 to clarify program goals.

Response 5-13: The comment recommends that the City update the unmitigated analysis to account for compliance with District Rule 225. Table 4.3-12 on page 4.3-26 has been modified as shown on the following page to reflect Rule 225 and transportation emissions reductions.

As shown in Revised Table 4.3-12, incorporating the assumption that Rule 225 will be implemented reduces estimated project emissions, and the need for mitigation. Therefore, no new or more severe impacts would result from the updated analysis.

Table 4.3-12

ESTIMATED EMISSIONS REDUCTIONS FOR HEARTH AND TRANSPORTATION

	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Hearth Emissions					
Total Unmitigated Emissions	~~1,134.75~~ 983.17	~~135.33~~ 748.27	~~5,977.48~~ 6,868.77	~~959.75~~ 1,289.92	~~923.81~~ 624.67
Emissions with Design Features[a]	930.68	735.78	6,338.89	1,191.82	533.53
Decrease from Unmitigated	52.49	12.49	529.88	98.10	91.14
Reduction (%)	5.34%	1.67%	7.71%	7.61%	14.59%
Fully Mitigated[b]	~~48.93~~ 2.56	~~91.94~~ 43.75	~~1,741.09~~ 18.62	~~329.11~~ 3.54	~~300.13~~ 3.5
Decrease from Unmitigated	~~1,085.82~~ 980.61	~~43.39~~ 704.52	~~4,236.45~~ 6,850.15	~~630.64~~ 1,286.38	~~632.68~~ 621.17
Reduction (%)	~~96%~~ 99.74%	~~32%~~ 94.15%	~~71%~~ 99.73%	~~66%~~ 99.73%	~~68%~~ 99.44%
Transportation Emissions					
Total Unmitigated Emissions	368.22	573.14	4,075.69	778.9	149.59
Fully Mitigated[c]	355.41	553.19	3,933.86	751.79	144.38
Decrease from Unmitigated	12.81	19.95	141.83	27.11	5.21
Reduction (%)	3.48%	3.48%	3.48%	3.48%	3.48%

Notes:
a Assumes all single-family units have EPA Phase II-certified wood-burning devices and only natural gas or propane fireplaces are in multi-family units.
b Assumes Mitigation Measure 4.3-2(a) ~~and (b): all single family units have EPA Phase II certified wood-burning devices and only natural gas or propane fireplaces are in multi-family units.~~
c Assumes Mitigation Measure 4.3-2(d), (e) and (g).

Source: Atkins, 2011, 2012 compiled from URBEMIS 2007 and EPA Woodstove and Fireplace Emissions Calculator, output and calculations included in Appendix D.

Response 5-14: The comment recommends that the GHG analysis more fully describe the assumptions that were used to estimate the effectiveness of mitigation measures for reducing GHGs. The reduction measures for non-mobile source emissions reductions are explained in Response 5-7. These assumptions were incorporated into the BGM Modeling to show the reduced emissions.

Reduction measures for mobile source emissions include the reductions from the BGM model including implementation of Pavley Regulations and the Low Carbon Fuel Standard. Additional reductions were calculated subsequent to the BGM modeling to account for the design measures outlined in the Specific Plan and General Development Plan, as detailed on Page 4.6-15 of the Draft Environmental Impact Report. The methodology used to quantify the "2020

Mitigated Beyond BGM" reduction of for transportation is based on the CAPCOA document *Quantifying Greenhouse Gas Mitigation Measures* (August 2010). Total reductions beyond BGM quantifications equal 3.48% and consist of:

- Neighborhood electric Vehicles (CAPCOA Measure 3.2.3) provides an additional reduction of 1.5%;
- Pedestrian Connectivity (CAPCOA Measure 3.2.1) provides and additional reduction of 1.0%;
- Transit Access that assumes a 10% expansion (CAPCOA Measure 3.5.2) results in a reduction of 0.1%;
- Bicycle Storage (CAPCOA Measure 3.2.6) results in a reduction of 0.625%; and
- Non-Auto oriented corridor (CAPCOA Measure 3.1.7) proved an addition 0.25%.

COUNTY OF PLACER
Community Development Resource Agency

ENGINEERING & SURVEYING

MEMORANDUM

TO: MAYWAN KRACH, ECS DATE: JULY 5, 2012

FROM: PHILLIP A. FRANTZ, ESD ~ ENGINEERING & SURVEYING DEPARTMENT

SUBJECT: CITY OF LINCOLN: VILLAGE 1 SPECIFIC PLAN ~ DEIR

Thank you for the opportunity to review the above-mentioned project for concerns relating to Placer County. After reviewing the submitted information, the Community Development Resource Agency ~ Engineering & Surveying Department, the Department of Public Works, and the Facility Services Department ~ Environmental Engineering Division offer the following comments for your consideration regarding the proposed project:

CHAPTER 4.13: PUBLIC UTILITIES ~ SEWER

1. General: The document should be revised to be consistent in referencing the areas to be served by the regional sewer project. Change all references to:

   the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County

   In addition, remove all references to the "*Placer Nevada Wastewater Authority*" as they are not a participant in the regional sewer project. 6-1

2. Page 4.13-33: In the Wastewater Treatment paragraph, revise the last sentence as follows:

   *… approximately 34.4 mgd to accommodate flows generated by the adopted 2050 General Plan area (approximately 25 or 26 ?? mgd- see page 4.13-38)) and the ~~possible~~ regional buildout flows from the ~~Placer Nevada Wastewater Authority (approximately 8 mgd)~~ City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County (approximately **??** mgd).*

   Verify that 34.4 mgd will accommodate flows of the General Plan area and the regional buildout flows. Include the approximate regional buildout flows. 6-2

3. Page 4.13-34: In the first paragraph, correct the sentence stating that "Placer County is evaluating the use of the 42-inch line and Lincoln WWTRF as a regional treatment plant" to correctly identify that the City of Lincoln is conducting the study. 6-3

4. Page 4.13-34 and Page 4.13-36: Include a discussion in the Wastewater Collection Infrastructure and Full Specific Plan sections that addresses how the City will obtain ownership of the 42-inch trunk sewer constructed by the Bickford Ranch project. Discuss the impacts or alternatives if the trunk sewer is not obtained. 6-4

5. Page 4.13-36: The EIR should discuss the need to expand the WWTRF to serve the existing and buildout of regional sewer flows in addition to the City of Lincoln 2050 General Plan (General Plan) flows.

   A) The first sentence of the second paragraph should be revised as follows:

   The City fully expects to be able to expand the WWTRF as needed to serve ~~new~~ buildout development as foreseen by the General Plan and the regional service area including the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County …

   B) The last sentence of the second paragraph should be revised as follows:

   …in combination with cumulative development in the City and the regional service area including the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County …

   C) The last sentence of on the page should be revised as follows:

   … in order to serve the regional service area including the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County …

   6-5

6. Page 4.13-37: In the paragraph above **Phase 1**, discuss if the existing trunk sewer has enough capacity for buildout flows. In addition, revise the first sentence as follows:

   *…flows from Village 1 and regional offsite buildout (**need to verify that 34.4 mgd accommodates regional buildout flows**) flows from the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County.*

   Verify that 34.4 mgd will accommodate flows of the General Plan area and the regional buildout flows. 6-6

7. Page 4.13-37: The first sentence of the Cumulative Impacts and Mitigation Measures should be revised as follows: 6-7

The cumulative context for wastewater treatment includes buildout development within the service area of the WWTRF, including the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County …

In addition, remove the reference to the "Placer Nevada Wastewater Authority" as they are not a participant in the regional sewer project. 6-7 cont.

8. Page 4.13-38: In the first paragraph regarding the conveyance system, include a discussion on whether the existing trunk sewer through the City of Lincoln and the trunk sewer built by the Bickford Ranch project, and the proposed trunk line from City of Auburn and Placer County Sewer Maintenance District 1 will convey buildout flows. 6-8

9. Page 4.13-38: The first sentence in the second paragraph should be revised as follows:

*…approximately 34.4 mgd dry weather flow to accommodate flows generated by the General Plan area (approximately 25 or 26 **??** mgd – see page 4.13-33) which includes the Village Specific Plan planning area, and the regional offsite buildout (**need to verify that 34.4 mgd accommodates regional buildout flows**) flows from the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County (approximately **??** mgd).*

Verify that 34.4 mgd will accommodate flows of the General Plan area and the regional buildout flows. Include the approximate regional buildout flows. 6-9

10. Page 4.13-38: The first sentence of the last paragraph should be revised as follows:

… in combination with flows from other projects including the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County …

11. Page 4.13-39: The last sentence of the last paragraph should be revised as follows:

…to serve the City of Lincoln buildout and the regional service area buildout including the City of Auburn and Placer County Sewer Maintenance District 1 service areas, the Bickford Ranch service area and potential service areas within unincorporated Placer County. 6-10

CHAPTER 4.14: TRANSPORTATION & CIRCULATION

1. Figure 4.14-9: Per the project description, Oak Tree Lane would not be extended from Hwy 193 to Sierra College until the later phases of development after Phase 1. Figure 4.14-9 has a volume bubble next to this extension which shows an Existing Plus Phase 1 volume of 4,300 which appears to be a conflict if this extension has not yet been constructed. 6-11

2. Cumulative Impacts: Impacts to the intersection of Sierra College and English Colony Way are identified but the intersection is assumed to remain stop sign controlled since no 6-12

improvements would be constructed by the SPRTA widening of Sierra College. Per the Fehr & Peers 2006 Sierra College Road Improvements and Estimates for the Sierra College Widening, this intersection is shown to be signalized as a SPRTA Responsibility. 6-12 cont.

3. The Specific Plan and DEIR show the Placer County parcel that encompasses the County's Corporation Yard (the former missile site) as being within the project boundaries and as being rezoned to Mixed Use and Village Park/Recreation. The documents should acknowledge that the County has no current plans to relocate the corporation yard or plans to convert the remainder of the site to a park and discuss how this would impact the project development, such as is it necessary to designate other park or recreation space or should there be buffers around the corporation yard. In addition, since the County has not agreed that this parcel should be included within the Village 1 boundaries, the documents should contain an alternative whereby the parcel is excluded from the project. 6-13

4. The Traffic Analysis shows that the volume on Virginiatown Road will increase significantly over existing volumes. While this volume will not exceed the LOS thresholds, the existing roadway has narrow lanes and roadside drainage ditches and carrying this increased volume could create safety and operational issues which could be significant impacts. The City should identify these impacts and how they intend to mitigate them. 6-14

5. Since the Specific Plan and DEIR will be utilized for the LAFCO annexation request, details should be provide about the extent of Virginatown Road and Sierra College Blvd. that the City intends to annex. 6-15

cc: Andrew Gaber, DPW ~ Transportation Division
Janelle Heinzler, DFS ~ Environmental Engineering Division

Ref: city of lincoln deir village 1 specific plan.doc

LETTER 6: PHILLIP A. FRANTZ, ENGINEERING & SURVEYING DEPARTMENT, PLACER COUNTY

Response 6-1: The only participant in the regional sewer project at this time is the Placer County Sewer Maintenance District (SMD1) service area. The City of Auburn has not decided yet whether to participate. Bickford Ranch has proposed to connect to the City sewer system, but is not part of the regional sewer project. There are no other unincorporated areas that would participate in the regional sewer project between the Lincoln Sphere of Influence (SOI) and Sierra College Boulevard.

The Placer Nevada Wastewater Authority (PNWA) is encouraging the regional sewer project but is not a participant.

Please see Responses 6-2 through 6-9 for specific revisions to the Draft EIR regarding the regional sewer project.

Response 6-2: General Plan buildout is estimated to require 26.3 million gallons per day (mgd). The 34.4 mgd cited in the Draft EIR would serve both the Lincoln General Plan buildout and other regional flows. The last sentence in the paragraph under **Wastewater Treatment** on page 4.13-33 is modified as shown to clarify the information in Response 6-1, and to add the requested information:

> WWTRF design also includes site planning for an expansion of up to approximately 34.4 mgd ADWF to accommodate flows generated by the adopted 2050 General Plan area (26.3 mgd ADWF, as shown in Technical Appendix G, Table 3) and the ~~possible~~ regional buildout flows from ~~Placer Nevada Wastewater Authority (approximately 8 mgd)~~ the City of Auburn if they choose to participate (2.5 mgd ADWF) and Placer County SMD 1 service area (4.2 mgd ADWF committed to the Regional Sewer Project), the Bickford Ranch service area (~1.0 mgd) and potential service areas within unincorporated Placer County (minor).

These changes clarify the wastewater setting, but do not alter the wastewater impact analysis.

Response 6-3: Placer County was inadvertently referenced in the sentence. Therefore, the second to last sentence in the first paragraph on page 4.13-34 is corrected as follows:

> ~~Placer County~~ The City of Lincoln is evaluating the use of the 42-inch line and Lincoln WWTRF as a regional treatment plant.

Response 6-4: The Bickford Ranch sewer line is intended to be used to convey flows from both the City and the County. As currently planned, the County would own the sewer line, and the City and County would enter into a service agreement allowing the City to use a portion of the line.

The Bickford Ranch sewer line will be completed as needed to serve the plan area, so no alternative sewer lines need be discussed. If the Bickford Ranch portion of the sewer line is needed before Bickford Ranch recommences construction, the line will be built as part of the regional project, subject to a reimbursement agreement.

Response 6-5: As discussed in Response 6-1, the WWTRF could serve several jurisdictions, including the City of Auburn. However, the statement that "potential service areas within unincorporated Placer County" is too broad to be accurate. Accordingly, the first full paragraph

on page 4.13-36 is modified as follows:

> The City fully expects to be able to expand the WWTRF as needed to serve ~~new~~ buildout development as foreseen by the General Plan and the regional service area including the City of Auburn and Placer County SMD 1 service areas, the Bickford Ranch service area and a portion of unincorporated Placer County in the area adjacent to SR 193 between the Lincoln SOI and Sierra College Boulevard. ~~and~~ The City will require~~s~~ that applicants contribute fair-share costs to plant expansions. However, the timing of the expansions will depend on a number of factors, such as funding and permitting. The potential environmental effects of future expansions to provide capacity for the Specific Plan, in combination with cumulative development in the City and other areas served by the WWTRF, are evaluated in Impact 4.13-5.

In addition, the second sentence of the last paragraph on page 4.13-36 is modified as follows:

> The trunk line is planned to ultimately extend to Sierra College Boulevard, in order to serve the regional service area including the City of Auburn and Placer County SMD 1 service areas, the Bickford Ranch service area and/or a portion of Placer County located in the area adjacent to SR 193 between the Lincoln SOI and Sierra College Boulevard.

These changes clarify the wastewater setting, but do not alter the wastewater impact analysis.

Please also see Response 6-1.

Response 6-6: As discussed in Response 6-3 and Impact 4.13-4, the WWRTF would have sufficient capacity to serve the full Specific Plan as well as other development in the proposed WWTRF service area. Plan Area 1 is a subset of the full Specific Plan, so the WWRTF would have sufficient capacity for Phase 1. Please also see Response 6-3.

Response 6-7: As requested, the first sentence under **Cumulative Impacts and Mitigation Measures** on page 4.13-37 is clarified as follows:

> The cumulative context for wastewater treatment includes buildout development within the service area of the WWTRF, including the City of Auburn, Placer County SMD 1 service areas, the Bickford Ranch service area, and/or a portion~~s~~ of Placer County located in the area adjacent to SR 193 between the Lincoln SOI and Sierra College Boulevard., ~~and possible flows from Placer Nevada Wastewater Authority communities.~~

This clarification does not alter the amount of wastewater that could be treated by the WWTRF, so the cumulative wastewater analysis would not be altered.

Response 6-8: Please see Responses 6-4 and 6-5.

Response 6-9: The first sentence in the first paragraph under Cumulative Effect of Programmatic Portion on page 4.13-38 is clarified as follows:

> The WWTRF design includes site planning for an expansion of up to approximately 34.4 mgd dry weather flow to accommodate flows generated by the General Plan area (approximately 25 mgd), which includes the Village 1 Specific Plan planning area, and the possible regional flows from outside the City (see Impact 4.13-3). ~~Placer Nevada~~

~~Wastewater Authority (approximately 8 mgd).~~

This clarification does not alter the amount of wastewater that could be treated by the WWTRF, so the cumulative wastewater analysis would not be altered.

Please also see Response 6-5.

Response 6-10: The "other projects" that are referenced in the last paragraph of Impact 4.13-5 are listed throughout the section (as revised). No additional clarification is needed.

Response 6-11: The volumes shown for these two locations were incorrect in Figure 4.14-9. Corrected volumes are provided in Revised Figure 4.14-9 in Chapter 2, Draft EIR Errata and Modifications. The corrected volumes were assumed in the traffic analysis, so no changes to the impacts would result from these modifications.

Response 6-12: The traffic analysis has been modified to include a traffic signal at this location under future scenarios. The first bullet under 2050 Conditions on page 4.14-59 is modified as follows:

- *Sierra College Boulevard and English Colony Way* – This Placer County intersection is currently controlled by a stop sign on English Colony Way, and since no funding has been identified to construct a traffic signal, it is assumed to remain stop sign controlled in 2050. Without the project, average delay is projected to be ~~116.1~~ 0.81 seconds per vehicle (LOS ~~F~~ D) by 2050. The addition of the proposed project would increase the delay at this intersection significantly, to ~~191.3~~ 0.96 seconds (~~still~~ LOS E ~~F~~).

In addition, Tables 4.14-16 Table 4.14-17 were modified to reflect the updated LOS methodology at this location (see Chapter 2, Draft EIR Errata and Modifications). These modifications do not alter the conclusions of the Draft EIR because the delay would still be substantial (over 5 seconds) at this intersection, and the same mitigation would be required.

Response 6-13: The County's Corporation Yard is located in the programmatic area of Village 1, and would be rezoned and developed during a subsequent phase. On August 22, 2012, City staff and the applicant met with County staff. According to County staff, the County does plan to relocate the Corporation Yard at some time in the future, and that the County is not opposed to including the site within the Village 1 boundaries.

Response 6-14: Virginiatown Road would be improved through the plan area to meet City standards, which would ensure that safety concerns were adequately addressed. The Specific Plan provides for two 21-foot vehicle lanes, sidewalk and 12.5-foot public utility easement west of Oak Tree Lane, and two 12-foot vehicle lanes, eight-foot shoulders, and ten-foot easements east of Oak Tree Lane. In addition, a 25-foot landscape corridor with six-foot sidewalk would be provided on the south side of Virginiatown Road east of Oak Tree Lane.

Response 6-15: The portion of Virginiatown Road adjacent to the Village 1 plan area is proposed to be annexed. No portion of Sierra College Boulevard is proposed to be annexed.

Placer County
Health and Human Services Department

Richard J. Burton, M.D., M.P.H.
Health Officer and Department Director

Ken Stuart, M.S.E.H., R.E.H.S.
Environmental Health, Interim Division Director

MEMORANDUM

DEPARTMENT OF HEALTH & HUMAN SERVICES
ENVIRONMENTAL HEALTH SERVICES

To: Rod Campbell, Director, City of Lincoln Development Services Department

From: Laura Rath, REHS
Land Use and Water Resources Section

Date: June 6, 2012

Subject: **Village 1 Specific Plan Draft EIR**

Environmental Health Services has the abovementioned draft EIR and has the following comments:

1. On Page 4.7-3 the property known as the Lincoln Landfill at Virginiatown and Hungry Hollow is discussed. The property had been used as a municipal landfill by the City of Lincoln from the early 1950's to the mid 1970's. This site is proposed as a public facility in the Specific Plan. Any proposed post- closure land use of this historic landfill will require approval from multiple agencies. The following language should be added to this section in order to reflect this requirement: "Any proposed post-closure land use of the historic Lincoln Landfill will require approval of the Local Enforcement Agency (LEA), the Department of Resources Recycling and Recovery (CalRecycle), and the Central Valley Regional Water Quality Control Board (CVRWQCB). The LEA will forward the proposal to CalRecycle and the CVRWQCB for concurrent approval of post-closure land use of the Lincoln Landfill prior to utilization of the site." 7-1

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LETTER 7: LAURA RATH, REHS, ENVIRONMENTAL HEALTH SERVICES, PLACER COUNTY

Response 7-1: As requested, the following language is added to the end of the third paragraph under Phase 1 Component of the Specific Plan on page 4.7-3.

> Any proposed post-closure land use of the Lincoln Landfill will require approval of the Local Enforcement Agency (LEA), the Department of Resources Recycling and Recovery (CalRecycle), and the Central Valley Regional Water Quality Control Board (CVRWQCB). The LEA will forward the proposal to CalRecycle and the CVRQWCB for concurrent approval of post-closure land use of the Lincoln Landfill prior to development of the site.

This information addresses administrative procedures, and would not alter the impact analysis.

PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Ken Grehm, Executive Director
Brian Keating, District Engineer
Andrew Darrow, Development Coordinator

July 9, 2012

Rod Campbell, Director
City of Lincoln
Development Services Department
600 Sixth Street
Lincoln, CA 95648

RE: Village 1 Specific Plan / Draft EIR

Rod:

We have reviewed the Draft Environmental Impact Report (DEIR) dated May 2012 for the subject project and have the following comments.

1. Per the DEIR, increases in peak flow runoff due to this development will be adequately mitigated through overbank excavation and roadway culvert constrictions. The District requests the opportunity to review the most recent version of the *Village 1 Specific Plan, City of Lincoln, Drainage Master Plan.* 8-1

2. The applicant is also proposing to mitigate for the proposed project's increases in volume runoff. The DEIR indicates that the Village 1 Specific Plan development will increase volumetric runoff by 125.2 acre-feet. If available, these increases will be mitigated within the Lakeview Farms Volumetric Mitigation Facility (LFVMF). If the LFVMF is not operational at the issuance of the first final map, onsite retention storage will be provided onsite. 8-2

3. The DEIR appears to adequately address the impacts of placing fill with the Auburn Ravine 100-year floodplain. However, does not appear to address the proposed increases, and related impacts, to the Ingram Slough 100-year floodplains. The District requests that future project-specific EIRs address this impact. 8-3

The District requests the opportunity to review future environmental documentation for the Village 1 Specific Plan area. Please call me at (530) 745-7541 if you have any questions regarding these comments.

Andrew Darrow, P.E., CFM
Development Coordinator

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LETTER 8: ANDREW DARROW, P.E., CFM, PLACER COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Response 8-1: The Drainage Master Plan has been provided to the PCFCWCD for review. The PCFCWCD has stated that they have reviewed the Drainage Master Plan, and have no concerns (letter from Andrew Darrow, Development Coordinator, PCFCWCD, to Rod Campbell, Development Services Director, City of Lincoln, September 6, 2012).

Response 8-2: The comment reiterates information provided on pages 4.8-37 through 4.8-39 and 4.8-48.

Response 8-3: Changes in Ingram Slough are addressed throughout Section 4.8, Hydrology and Water Quality, including Impacts 4.8-1 through 4.8-3.

City of Rocklin

3970 Rocklin Road
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June 12, 2012

Rod Campbell, Director
City of Lincoln Development Services Dept.
600 Sixth Street
Lincoln, CA 95648

SUBJECT: Comments on Village 1 Specific Plan Draft EIR

Dear Rod:

Thank for you the opportunity to review the above-referenced Draft EIR document. Per the Draft EIR, the Village 1 Specific Plan project proposes 5,639 residential units and a mixture of other uses (retail, office, public/semi-public facilities, parks and open space) on approximately 1,832 acres located immediately east of the City of Lincoln limits, generally bounded by the Twelve Bridges Specific Plan on the south and west, the City of Lincoln on the west, Virginiatown Road on the north, and undeveloped land in unincorporated Placer County on the east (State Route 193 bisects the project in an east-west direction). The City of Rocklin has completed its review and has the following comments:

1. Table 4.14-12 represents Placer County Residential Land Use Assumptions and includes statistics for the City of Rocklin. However, the statistics represented in that table are not consistent with the statistics used by the City of Rocklin in its recent General Plan Update and associated Draft EIR. Specifically, the number of Single Family Dwelling Units for the years 2030 and 2050 are noted in Table 4.14-12 as 19,262, but the correct number is 19,899; the number of Multi-Family Dwelling Units for the years 2030 and 2050 are noted in Table 4.14-12 as 6,787, but that number is 8,210, and the Total Dwelling Units for the years 2030 and 2050 are noted in Table 4.14-12 as 27,223, but that number should be 29,283. Such discrepancies may have affected the accuracy of the traffic analysis and the resulting identification of traffic impacts. 9-1

2. Table 4.14-13 represents Placer County Non-Residential Land Use Assumptions and includes statistics for the City of Rocklin. However, the statistics represented in that table are not consistent with the statistics used by the City of Rocklin in its recent General Plan Update and associated Draft EIR. Specifically, the number of Retail KSF for the years 2030 and 2050 are noted in Table 4.14-13 as 6,878, but the correct number is 8,894; the number of Office KSF for the year 2008 is

noted in Table 4.14-13 as 979, but the correct number is 1,067, and the number of Office KSF for the years 2030 and 2050 are noted in Table 4.14-13 as 3,514, but the correct number is 7,043; the number of Industrial KSF for the years 2030 and 2050 are noted in Table 4.14-13 as 3,745, but the correct number is 5099; the number of Total KSF for the year 2008 is noted in Table 4.14-13 as 7,107, but the correct number is 7,195, and the number of Total KSF for the years 2030 and 2050 are noted in Table 4.14-13 as 14,137, but the correct number is 21,036. Such discrepancies may have affected the accuracy of the traffic analysis and the resulting identification of traffic impacts.

9-1 cont.

3. The future intersection of Valley View Parkway and Sierra College Boulevard should have been included in the analysis of intersection impacts, particularly given the potential use of Valley View Parkway as a route to the future Placer Parkway and in light of the fact that impacts were identified in the Village 1 Specific Plan Draft EIR both north and south of the Sierra College Boulevard/Valley View intersection at Sierra College Boulevard/English Colony Way and Sierra College Boulevard/King Road, respectively.

4. In summary, we request that the correct residential and non-residential land use assumptions for the City of Rocklin be used in the traffic analysis, and that the intersection of Sierra College Boulevard/Valley View Parkway be analyzed for impacts as a result of the proposed project's traffic.

If there are any questions or need for clarification on any of these comments, please contact David Mohlenbrok at (916) 625-5160. Thanks again for the opportunity to comment.

Sincerely

Sherri Abbas
Community Development Director

cc: Rick Horst, City Manager
City Council Members

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LETTER 9: SHERRI ABBAS, COMMUNITY DEVELOPMENT DIRECTOR, CITY OF ROCKLIN

Response 9-1: The comment requests that intersections under its jurisdiction be analyzed using the Rocklin's 2030 travel demand model, developed for the Rocklin 2030 General Plan Update. This model includes buildout of all updated General Plan land uses within the City of Rocklin and 2030 assumptions outside the City of Rocklin. As discussed in more detail below, these assumptions differ somewhat from the assumptions in the Placer County model used to analyze the impacts of Village 1 within the City and surrounding jurisdictions. As requested, intersections within Rocklin have been analyzed using Rocklin's model and LOS methodology. Because Rocklin's General Plan Update is based on 2030 conditions, Rocklin Intersections are not analyzed under 2050 conditions.

Rocklin's General Plan Update 2030 travel demand model includes buildout of land uses within the City of Rocklin consistent with the Rocklin's General Plan Update. However, because the Rocklin 2030 model includes a portion of Lincoln's General Plan SOI expansion (including a portion of Village 1) the "no project" model had to be modified by removing all land uses within the Village 1 boundaries. This ensured a proper plus project to no project comparison for Village 1. This updated analysis focuses on 2030 conditions (and not 2050) as Rocklin's General Plan has a 2030 horizon year. As requested, the intersection of Sierra College Boulevard and Valley View Parkway has been analyzed. Changes at that location were not substantial. However, service levels at two intersections along Wildcat Boulevard would degrade from LOS C to LOS D, which exceeds Rocklin's, LOS threshold (see Revised Table 4.14-16 in Chapter 2, Draft EIR Errata and Modifications.

The Rocklin analysis has been incorporated into the full traffic analysis, as specified below. Note that while the updated analysis does result in modification of the one impact and a mitigation measure, the modifications are not great enough to result in a new impact, or to be considered a substantial increase in the severity of the impact identified in the Draft EIR.

The following paragraph is inserted after the second paragraph on page 4.14-19:

> The City of Rocklin has requested that intersections under its jurisdiction be analyzed utilizing the City's 2030 travel demand model, developed for the Rocklin 2030 General Plan Update. This model includes buildout of all updated General Plan land uses within the City of Rocklin and 2030 assumptions outside the City of Rocklin. Therefore intersections within Rocklin have been analyzed using Rocklin's model and LOS methodology. Because Rocklin's General Plan Update is based on 2030 conditions, Rocklin Intersections are not analyzed under 2050 conditions.

The following text paragraph is added after the second paragraph under **Future Development Assumptions** on page 4.14-41:

> As discussed under Methods, the City of Rocklin has requested that intersections under its jurisdiction be analyzed utilizing the City's 2030 travel demand model, developed for the Rocklin 2030 General Plan Update. Because Rocklin's General Plan Update is based on 2030 conditions, Rocklin Intersections are not analyzed under 2050 conditions.

The first paragraph under Impact 4.14-7 on page 4.14-59 is modified as follows:

> Buildout of the Village 1 Specific Plan land uses and roadways would increase traffic on some local roadways while decreasing traffic on others. Under existing conditions, all of

the study intersections outside of the City of Lincoln operate at LOS C or better (see Table 4.3-9). Level of service analysis was calculated at study area intersections outside of Lincoln under 2030 conditions without and with buildout of the proposed project, as shown in Table 4.14-16. Under 2030 conditions without the project, cumulative traffic increases would result in ~~three~~ two intersections operating at ~~LOS D, which would~~ service levels that would exceed the applicable thresholds for those intersections (see Table 4.14-16). With the addition of project traffic ~~would exacerbate congestion at these~~ ~~three~~ five intersections would exceed the thresholds. At one intersection, Sierra College Boulevard and Taylor Road, the increase would not be considered substantial, because it would not exceed 5 seconds. The project-related increase at the following ~~two~~ four intersections would be substantial:

The following bullets are added after the second bullet on page 4.14-59:

- *West Stanford Ranch and Wildcat Boulevard* – This Rocklin intersection is currently controlled by a traffic signal, and as such, is assumed to be signalized in 2030. Without the project, this intersection would operate at LOS C, with a V/C ratio of 0.78. The addition of the project would increase the V/C to 0.81 and result in LOS D.

- *Wildcat Boulevard and Ranch View Drive* – This Rocklin intersection is currently controlled by a traffic signal, and as such, is assumed to be signalized in 2030. Without the project, this intersection would operate at LOS C, with a V/C ratio of 0.76. The addition of the project would increase the V/C to 0.85 and result in LOS D.

The paragraph under Mitigation Measure on page 4.14-61 is modified to read:

The following mitigation measure would reduce the project impact on Sierra College Boulevard to a less-than-significant level by providing enough capacity for project traffic. For intersection of Sierra College Boulevard and English Colony Way, which is in the unincorporated county, a fee program is in place (SPRTA). Providing separate westbound right and left turn lanes, as well as an acceleration lane on northbound Sierra College Boulevard would mitigate the impact to a less than significant impact. However, this specific improvement is not included in SPARTA, and the City of Lincoln cannot compel the County to ~~restripe~~ add lanes at the intersection. The intersection of Sierra College Boulevard and King Road is located within the Town of Loomis. There is no fee program at present for City projects that affect Loomis roadways. Even if a fee program were in place, the City could not compel the Town of Loomis to restripe the intersection. The intersection of West Stanford Ranch and Wildcat Boulevard could be mitigated by eliminating southbound U-turns on Wildcat and providing a right turn "overlap" signal phase on westbound West Stanford Ranch. This would result in LOS B. The intersection of Wildcat Boulevard and Ranch View Drive could be mitigated by providing a second eastbound left turn lane on Ranch View Drive. This would result in LOS B. However the City of Lincoln cannot compel the City of Rocklin to implement these improvements. Therefore, the impact would remain *significant and unavoidable*. If and when the other jurisdictions decide to implement these improvements, the City of Lincoln would work toward entering into a fair share agreement to assist in funding the improvements at these locations.

Items (c) and (d) and associated text are added after the second line on page 4.14-62:

c) *The proposed project shall contribute its fair share toward eliminating southbound U- turns on Wildcat Boulevard and providing a right turn "overlap" signal phase on westbound West Stanford Ranch Road (2030).*

The intersection of West Stanford Ranch Road and Wildcat Boulevard is projected to have a large number of vehicles making a westbound right turn. Providing a westbound right overlap phase (where westbound right turns get a green arrow while southbound left turns have a green arrow) would improve the PM peak hour level of service to LOS B. However, this would require the prohibition of southbound U-turns at this intersection. The City of Rocklin may or may not choose to implement this improvement. If the City of Rocklin decides to implement this improvement, the Cities of Lincoln and Rocklin would need to negotiate a fair share contribution by Village 1 toward the improvement.

d) *The proposed project shall contribute its fair share toward providing a second eastbound left turn lane on Ranch View Drive at its intersection with Wildcat Boulevard (2030).*

The intersection of Wildcat Boulevard and Ranch View Drive is projected to have a large number of vehicles making an eastbound left turn. Providing a second eastbound left turn lane on Ranch View Drive would improve the PM peak hour level of service to LOS B. The City of Rocklin may or may not choose to implement this improvement. If the City of Rocklin decides to implement this improvement, Lincoln and Rocklin would need to negotiate a fair share contribution by Village 1 toward the improvement.

WESTERN PLACER
UNIFIED SCHOOL DISTRICT
600 Sixth St, Suite 400, Lincoln CA 95648
Ph: 916-645-6350

June 14, 2012

Rod Campbell, Director
Development Services Department
City of Lincoln
600 6th Street
Lincoln CA 95648

RE: Notice of Draft Environmental Impact Report for the Village 1 Specific Plan

Dear Mr. Campbell:

Thank you for the opportunity to respond to the addendum to the Notice of Draft Environmental Impact Report (EIR) for the proposed Village 1 Specific Plan Project. The Western Placer Unified School District (WPUSD) responded to the original Notice of Preparation of Environmental Impact Report for Village 1 in a letter dated October 29, 2010, and March 29, 2011 Addendum, which are both attached.

While the Draft EIR does speak in greater volume to the funding issues that face the District and covers the concerns of the District in the phasing plan in relation to the phasing in the area surrounding the proposed school site, it is still woefully deficient in mitigating the significant problems with this development in relation to the District, and does not even cover the impacts relating to serving students from this project. WPUSD is of the opinion that this Draft EIR is not in compliance with California Environmental Quality Act (CEQA) and requests that it be re-drafted prior to final review and adoption. Our findings are detailed below: 10-1

School Facilities

The Draft EIR Summary, under 'Project Description', finalizes the project to have a total of 5,639 residential units. Utilizing the planning student generation rate that WPUSD has implemented (.60 students per dwelling unit) this would see approximately 3,383.4 new students to WPUSD that would be served by an already impacted district. 10-2

In Section 4.12 page 14, under 'Standards of Significance' it specifically states that impacts on public schools are considered significant if "the proposed project would result in the construction or modification of school facilities, the construction or modification of which could cause significant environmental impacts, in order to maintain acceptable serve ratios for school services". Yet, contrary on Page 16, 10-3

under the same section, the EIR states "impacts related to schools would be less than significant". It is assumed that because the Developers attempt to hide behind SB 50 to ignore the glaring truth of lack of funds to construct school facilities, that somehow the impacts are less than significant. Simply because the funding is less than significant, doesn't mean that the issue is. An additional 3,383.4 students would greatly impact the current school facilities and that number also necessitates the construction of further school facilities. Therefore, in the EIR's own wording, the impacts to public school facilities ***are*** in fact significant, and the EIR should be drafted to reflect as such.

It could be stated that WPUSD should plan currently only for Phase I of the proposed specific plan for Village 1, as the EIR often refers to. The proposed 1,135 residential units in Phase I would still result in approximately 681 new students to the district all on its own. These 681 students, even with the District's increase site sizes outlined in the 2010 Facilities Master Plan, would constitute the construction of another elementary school at the very least. Phase I even on its own could be considered to have "significant" impacts on WPUSD.

10-3 cont.

Since the state is not currently apportioning construction dollars, a statewide bond will not be placed on this November's ballot and the funding programs are all experiencing changes to qualifications and rules; the fail-safe of having a portion of the costs to construct new facilities provided to districts is gone. WPUSD currently holds no capital outlay money available to fund future projects, and therefore by no means can cover the deficit remaining after state funding is gone. While WPUSD is justified to collect State of California Level II Stirling Fees, and does, that in itself does not provide adequate housing for students, nor does it fund the construction of a new school site.

While the EIR is correct in stating on Page 16 of Section 4.12 that the WPUSD has no legal authority to withhold any services, or a will-serve letter as the case may be, it does not deflect the District from stating that while we cannot refuse services, we are in no position to provide quality services to students who come to our District without full school facility mitigation. If WPUSD is forced to serve new students from developments based solely on mandated Level II residential construction fees, WPUSD will not be able to construct any new schools within this plan area and will have to transport students to any other school within the District that has space available to place even more portable classrooms and student seating.

Interim Housing

The EIR does give allowance to housing students based on the currently justified Level II Fee structure, and also notes that WPUSD cannot hold them accountable for any further fees under SB 50. However, nowhere in the EIR are there allowances for the environmental impacts for the construction of any interim housing on all current

10-4

sites to accommodate students from Village 1 Specific Plan while funding is found to construct a school within their attendance area.

While it is expected that any middle school students would attend current middle school sites, and high school students would attend the current high school site, the incoming elementary school students from this development would be placed in what is deemed as 'interim housing' in possibly any or all of our current seven (7) elementary school sites.

Many of our current sites have a long history, and a few were constructed even prior to California Department of Education approval process for school sites. Housing that many new students on various sites would not preclude WPUSD from claiming an exemption from CEQA nor would we qualify for a Negative Declaration. This means that any additions of interim housing for these students will set into motion a full CEQA process for the District itself and mitigation measures yet to be determined.

10-4 cont.

For this EIR to be considered complete under CEQA, it needs to comply with California Government Code Section 65996 and speak to all impacts that it will cause, including environmental impacts for all interim housing that will be necessary.

Transportation

Section 4.14 'Transportation and Circulation' of the EIR is 72 pages of mitigations and impacts regarding traffic all around the proposed project and direct effects on surrounding roadways.

However, after extensive searching WPUSD still does not find where the traffic impacts for bussing and transporting students to interim housing sites is mentioned at all. In order to serve students from this development, prior to construction of a school within the development, the elementary students would have to be offloaded to any or all of the current district elementary school sites.

10-5

Busses and parents self-transporting 3,383.4 students twice a day throughout the school year will no doubt have significant impacts on current traffic flow and the condition of roadways throughout the boundaries of WPUSD. This includes Highway 65 to Sheridan and the small roads within the town of Sheridan.

The true significant impacts to school facilities, interim student housing on current sites and transportation of 3,383.4 students to and from interim school housing is left completely out of this proposed EIR. Despite the payment of statutory fees, all impacts to the local school district must be considered. It is because of this WPUSD requests that the EIR be withdrawn, or refused, and one that adequately covers what is legally required under CEQA be drafted. 10-6

Sincerely,

Heather Steer, Facilities Planner
Facilities Department

Attachments:
WPUSD Response to NOP of EIR for Village 1 Specific Plan, October 29, 2010
WPUSD Response to Addendum to NOP of EIR for Village 1 Specific Plan, March 29, 2011

c: Scott Leaman, Superintendent, WPUSD
Joyce Lopes, Assistant Superintendent, WPUSD
Jim Estep, City Manager, City of Lincoln
Michael Roberts, Chair, City of Lincoln Planning Commission
Bill Lyons, Vice-Chair, City of Lincoln Planning Commission
Dan Cross, City of Lincoln Planning Commission
Vic Freeman, City of Lincoln Planning Commission
E.J. Ivaldi, City of Lincoln Planning Commission
Michael "Mick" McCartney, City of Lincoln Planning Commission
Rob Wolf, City of Lincoln Planning Commission
Kristina Berry, Executive Officer Placer County LAFCO
Ron Treabess, Chair, Placer County LAFCO
Joshua Alpine, Vice-Chair, Placer County LAFCO
Robert Weygandt, Placer County LAFCO
Jim Holmes, Placer County LAFCO
Carol Garcia, Placer County LAFCO
Gray Allen, Placer County LAFCO
E. Howard Rudd, Placer County LAFCO
Tony Frayji, Frayji Design Group

WESTERN PLACER
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March 29, 2011

Rod Campbell, Director
Development Services Department
City of Lincoln
600 6th Street
Lincoln CA 95648

RE: Addendum to Notice of Preparation of Environmental Impact Report for the Village 1 Specific Plan

Dear Mr. Campbell:

Thank you for the opportunity to respond to the Addendum to the Notice of Preparation of an Environmental Impact Report for the proposed Village 1 Specific Plan Project. The Western Placer Unified School District (WPUSD) responded to the original Notice of Preparation of Environmental Impact Report for Village 1 in a letter dated October 29, 2010, which is attached.

With this addendum, WPUSD continues to maintain the position that any new students resulting from new development within the school district need to be mitigated for in full. The fact that WPUSD is without local funding to assist with construction of future student housing for students from the Villages is evident. As such, the Villages will all be requested to mitigate fully the cost to construct appropriate school facilities to house all elementary, middle and high school students that come from each subsequent development. New students without proper mitigation could only negatively impact the current sites and student learning environment.

The previous NOP indicated 4,680 residential dwelling units proposed for Village 1. Utilizing a base student yield rate of .60 students per single family residential unit, it was projected there would be 2,808 K-12 grade students who will need new school facilities. The amended NOP now calls for an even higher density of dwelling units within this project, with a new proposition for 5,641 units. This new unit count would increase the projected number of students to 3,385, adding an additional 577 students to WPUSD from this singular Village.

The cost of mitigation of Village 1 to provide necessary school facilities for the 3,385 students now projected from this development equates to roughly $27,949 x 4,680

SFR Units = $157,660,309.00. This is the number which needs to be included in the Draft EIR as the real impact on the WPUSD in light of this addendum.

The area of concern addressed in the District's original response dated October 29, 2010 regarding the location of the elementary school in relationship to the areas of proposed development phasing becomes more of a concern with an increased number of students being generated from this project. Our concern is that the proposed school site, although well thought out and located within the Village 1 boundary, is in an area not scheduled for early development. The potential impact of this is the delay in construction of the elementary school to the point that impact fees collected during the initial stages of development will be used to construct portable facilities on existing campuses to handle the impaction of elementary students caused by this development. Again, this scenario could lead to a shortfall of funds available to build the elementary proposed in Village 1.

With this addendum to the NOP, our concerns and requests outlined in the original response only become more urgent. Any additional homes constructed in this project will ultimately generate more students to be served by WPUSD and would demand realistic mitigations and concessions. WPUSD continues to request that the impacts be addressed in any EIR prior to City of Lincoln Planning Commission and subsequent Council approval.

Sincerely,

Heather Steer, Facilities Planner
Facilities Department

Attachments:
Copy of WPUSD October 2010 response to NOP of EIR for Village 1 Specific Plan

c: Scott Leaman, Superintendent
Cathy Allen, Assistant Superintendent
Paul Carras, Board President
Brian Haley, Board Vice President
Kris Wyatt, Board Clerk
Paul Long, Board Member
Damian Armitage, Board Member

WESTERN PLACER
UNIFIED SCHOOL DISTRICT
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October 29, 2010

Rod Campbell, Director
Development Services Department
City of Lincoln
600 6th Street
Lincoln CA 95648

RE: Notice of Preparation of Environmental Impact Report for the Village 1 Specific Plan

To Whom It May Concern:

Thank you for the opportunity to respond to the Notice of Preparation of an Environmental Impact Report for the proposed Village 1 Specific Plan Project. Although a school site is indicated in the proposed development, the impacts of this project on the Western Placer Unified School District need to be clearly defined. In order for future information and environmental impact reports to be accurate, WPUSD is submitting this letter and informational attachments for the City of Lincoln's records.

WPUSD adopted its School Facilities Master Plan in June 2010 based on the concepts defined in the City of Lincoln's 2050 General Plan Amendment. Previous discussions between WPUSD and the Village 1 Specific Plan creators have identified probable locations for an elementary school within Village 1 that will be necessary to house and educate kindergarten through fifth grade school students resulting from the development of Village 1 in its entirety. Elementary students from the development, including the proposed Turkey Creek Estates project would attend that elementary school. In addition, any middle and high school aged students that live within Village 1 would attend existing middle and high schools until such time as a new middle school is constructed in Village 2 and a new high school is constructed in Village 3. However, capacity at existing sites would need to be increased to house students generated from the proposed development.

WPUSD maintains the position that any new students resulting from new development within the school district need to be mitigated for in full. The un-debatable fact that WPUSD is devoid of local funding to assist with

construction of future student housing for students from the Villages is evident. As such, the Villages will all be requested to mitigate fully the cost to construct appropriate school facilities to house all elementary, middle and high school students that come from each subsequent development.

Many financial advisors and developers are familiar with California Proposition 1A/Senate Bill 50. It states that the statutory requirement imposed by SB 50 of a developer is deemed to be full and complete mitigation. The perception that paying SB 50 fees adequately mitigates the cost of site acquisition and subsequent school construction is far from accurate and is not considered satisfactory to WPUSD. An EIR, by its definition, must state the real impacts of a project. The real impacts of Village 1 housing units, or any portion thereof, on WPUSD will not be covered by citing SB 50 and stating the project is mitigated when SB 50 will cover less than 50% of the impacts caused by Village 1.

SB 50 was based on the perception that the State of California would provide school facilities money to help districts build new schools. Historically, the State has provided about 36% of the money to help districts build new schools (not the previously touted 50%). In WPUSD that true percentage has been even less than 36% because of various costs that were incurred in the building of recent schools due to construction climate and the costs of materials at time of build. The State of California Office of Public School Construction has, or will shortly, run out of Proposition 55 school bond money. This means no money will be available to California schools for any percentage of construction costs. While SB 50 includes a last resort plan of Level III fees, it is very uncertain if Level III fees would ever be sanctioned by the State Allocation Board and/or approved for collection by local school districts, or if Level III fees would cover the true cost of construction.

Currently, the WPUSD operates under the SB 50 program; however, within the next year the District will have exhausted all of its remaining capital outlay funding to meet the needs of incoming students for the 2009-2010 and 2010-2011 school years. At that time the District *may* qualify for Financial Hardship if, indeed, the program still exists and remains in its current form. Schools built under Financial Hardship are typically portable in nature and, due to the funding limitations imposed by the State under the program; do not include many of the components needed to provide an appropriate learning environment. The Draft EIR, when prepared, needs to address the uncertainty of future State monies provided to eligible school districts. Even if a 2012 state-wide bond were to be successful there will be such a backlog of projects and with the Pooled Money Investment Board's (PMIB) concern about the State's bonding

capacity and credit rating, funding for projects that have yet to start will be in jeopardy. The EIR for the Village 1 Specific Plan must outline a plan for school facilities mitigation which contains not only full mitigation with exception of any available state monies, but also the real possibility of 100% funding should the State of California have no funds available to assist with approved school construction projects. This can be accomplished by a written mitigation agreement between the landowners and WPUSD which spells out 100% mitigation. Future State funding, if and when it becomes available, would be considered part of the mitigation agreement.

In addition to not having guaranteed State of California school bond funds to share in the cost of new school construction, the EIR will need to address that not all expenses necessary to build a school to state standards are reimbursed by the state. Many items required prior to and during construction are expected to be paid for by completely by the school district. To expect that WPUSD be held 100% financially responsible for these items as well does not effectively mitigate the costs of building schools in the State of California.

There are 4,680 residential dwelling units proposed for Village 1. Utilizing a base student yield rate (**See Exhibit A**) of .60 students per single family residential unit, it is projected there will be 2,808 K-12 grade students who will need new school facilities. Houses are built for 50 plus years and so are schools. Thus Village 1 will impact and continue to impact the WPUSD for decades to come. The appropriate school facilities must be in place to serve this ongoing student population. Because students will go to elementary, middle and high schools, costs can be established on a per student basis for the many decades that the dwelling units will exist. Based on the construction costs of building the three types of new schools in 2009 and a recently created School Facility Funding Shortfall Analysis (**Exhibit A**), the District has identified a cost per single family residential unit of $27,949. Also, attached is **Exhibit B** which breaks down the 2009 cost of constructing the three grade configuration of schools utilized by the WPUSD. These figures were averaged using construction costs on 30 different school projects from surrounding areas within the past few years.

The cost of mitigation of Village 1 to provide necessary school facilities for the 2,808 students projected from this development equates to roughly $27,949 x 4,680 SFR Units = $130,801,320. This is the number which needs to be included in the Draft EIR as the real impact on the WPUSD. This number can, and will adjust as the cost of land changes and construction costs inflate or deflate. The District is currently collecting $4.21/square foot in Level II Developer Fees under SB 50. Using 2100 square feet as an average, roughly

$41,375,880 could be collected at time of building permit issuance. That leaves a shortfall of approximately $9,500 per single family home in 2010 dollars. This shortfall is assuming a state share of $9,742 average per K-12 student. Since the state is not currently apportioning construction dollars, this amount is unreliable at best. As mentioned earlier, the District has no capital outlay money available to fund this shortfall and will need to rely on developers to mitigate the impact of future projects. Also, Level II fees are updated annually and could go up or down which will increase or decrease the shortfall.

WPUSD will continue to pursue alternate financing methods to mitigate necessary school building costs, as long as the developer understands that whatever methods are agreed upon cannot cause any financial impact to WPUSD.

Although current regulations prevent a school district in California from refusing to issue a document commonly known as a "will serve letter", the WPUSD is in no position to issue any such letter on Village 1 until we know we can serve the students by building the appropriate school facilities. Until WPUSD has a School Mitigation Agreement in place, the landowners and proponents of Village 1 need to be aware that WPUSD cannot and should not take on any more students than the current facilities can handle.

Another area of concern is the proposed location of the elementary school in relationship to the areas of proposed development in the 'near' future. There are two specific areas within Village 1 that are currently in the EIR preparation process; Turkey Creek Estates and the Project-Specific Component mentioned in the Notice of Preparation. Together, these two areas will result in 1,302 single family residential units yielding approximately 781 students. Of these, 229 students will be kindergarten through fifth grade. Our concern is that the proposed school site, although well thought out and located within the Village 1 boundary, is in an area not scheduled for early development. The potential impact of this is the delay in construction of the elementary school to the point that impact fees collected during the initial stages of development will be used to construct portable facilities on existing campuses to house the estimated 229 elementary students. This scenario could lead to a shortfall of funds available to build the elementary proposed in Village 1.

Since Village 1 is scheduled for development over a ten to twenty year time frame, it would be best if the EIR addressed the timing of areas of development within Village 1 and the infrastructure improvements delivered to the site that are needed to construct and operate the school. Another way of looking at this scenario is perhaps there should be a trigger point during the development of Village 1 where the necessary infrastructure is completed prior

to residential development south of Highway 193 (where the school site is proposed). The above would only pose a problem if it is anticipated that the earliest residential development in Village 1 will happen north of Highway 193.

Another other option, although not preferred, is to reconsider the location of the elementary school site to an area of the Village that is anticipated to be developed earlier rather than later.

Enclosed is a copy of the District's narrative response to the City of Lincoln's General Plan Update of February 2008 (identified as Letter N). The response further details the efforts of the District to accurately portray its needs and the steps necessary to adequately house students of future developments.

In closing, the EIR for this project must cover the known and projected impacts of this project on the school district. WPUSD has worked hard to establish what the impacts are projected to be for the Villages, inclusive of Village 1 (which includes Turkey Creek Estates). WPUSD respectfully requests that the impacts be addressed in any EIR and a realistic mitigation plan be put in place for Village 1 prior to City of Lincoln Planning Commission and subsequent Council approval.

Sincerely,

Cathy Allen

Cathy Allen, Assistant Superintendent,
Facilities & Maintenance Services

Attachments:
Exhibit A - School Facility Funding Shortfall Analysis 2010
Exhibit B - WPUSD Estimated Costs of New Schools 2009
Copy of 2006 written response to EIR, Lincoln General Plan Update 2008 (Letter N)

c: Scott Leaman, Superintendent
Paul Carras, Board President
Ana Stevenson, Board Clerk
Paul Long, Board Member
Brian Haley, Board Member
Terry Gage, Board Member

EXHIBIT A

Meeting Materials/Discussion Tables

The Economics of Land Use

School Facility Funding Shortfall Analysis

Prepared for:

Western Placer Unified School District

Prepared by:

Economic & Planning Systems, Inc.

October 25, 2010

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Table 1
School Facilities Funding Analysis
New School Facilities Costs Per Unit (2010 $s)

Facility Type	2010 $s Total Costs	School Capacity	Students Generated Per SFR Unit [1]	% of Capacity Per SFR Unit [2]	Cost Allocation Per SFR Unit
	a	*d*	*e*	*f = e/d*	*g = c * f*
Elementary School	$29,146,248	800	0.294	0.0368%	$10,711
Middle School	$52,878,000	1,100	0.138	0.0125%	$6,634
High School	$112,378,816	1,800	0.168	0.0093%	$10,489
Total Costs	**$194,403,064**				$27,834
Support Facilities Costs per Unit					**$115**
Total School Facility Costs Per Unit					**$27,949**
					"costs"

[1] From **Table 4.**
[2] This is the per single family residential average student capacity for each school. This factor is used to determine per single family residential unit cost allocation.

Source: School Facility Consultants

Table 2
School Facilities Funding Analysis
Net Per Unit Cost for School Facilities and Funding Shortfall

Item	Source	Level II	Level I
Facilities Costs (2010 $S)	From Table 1	$27,949	$27,949
Less Fee and Grant Revenues			
Developer Fees	From Table 5	($8,841)	($6,237)
Per Student Grants	From Table 6	($9,742)	($9,742)
Total Fee and Grant Revenues		($18,583)	($15,979)
Net Funding Shortfall per SFR Unit		$9,366	$11,970
Annualized Costs			
Net Funding Shortfall		$9,366	$11,970
Annual Debt Service Payment	30 yrs @ 8%	$832	$1,063
Admin Costs	2%	$17	$21
Special Tax Coverage	10%	$83	$106
Total Annualized Costs		$932	$1,191

"shortfall"

Table 3
School Facilities Funding Analysis
Uses and Sources of Funds

Item	Level II Fees	% of Total	Level I Fees	% of Total
Uses				
Facilities Costs [1]	$27,949		$27,949	
Sources [2]				
State Grants	$9,742	35%	$9,742	35%
Local Revenue Sources	$8,841	32%	$6,237	22%
	$18,583		$15,979	
Net Funding Shortfall [3]	**$9,366**	**34%**	**$11,970**	**43%**

"sources"

[1] From **Table 1.**
[2] From **Table 2.**
[3] This is the net amount, and percentage of total, of additional funding required to fund the cost of constructing K-12 schools.

Table 4
School Facilities Funding Analysis
Estimated Total Students Generated per Household by Facility Type

Land Use	K-5	6-8	9-12	Totals
Student Generation Rates (SGRs)				
Single Family Residential [1]	0.294	0.138	0.168	0.600
Percent of all Students [2]	49%	23%	28%	100%

"students"

[1] This analysis is using the 0.60 student generation rate for K-12. Developer's school consultant had agreed that using the statewide average for K-12 of 0.70. Rocklin USD hasa student generation rate of 0.60. The District believes this rate is close to what historical student generation rates have been within the District.

[2] The allocation of the 0.60 to the three types of school facilities is based on percentages derived by Western Placer USD.

Table 5
School Facilities Funding Analysis
Calculation of School Mitigation Fee Revenues

Item	Total Bldg SF	Fee Per Bldg SF	Total Fees
Level II Fees [1]			
Residential Building Square Feet	2,100	$4.21	$8,841
Level I Fees [1]			
Residential Building Square Feet	2,100	$2.97	$6,237

"fee_rev"

[1] Assumes the average residential unit is 2,100 building square foot.

Source: School Facility Consultants

Table 6
School Facilities Funding Analysis
Per Student State Grant Revenues

Item	Facilities Cost [1]	Assumed Grant [2]	Total Grants	Students/ Site [1]	Grant/ Student	Students/ Household [3]	Grant/ Household
	a	*b*	*c = a * b*	*d*	*e = c/d*	*f*	*g = e * f*
K-6 Student Grants	$29,146,248	35%	$10,201,187	800	$12,751	0.294	$3,749
7-8 Student Grants	$52,878,000	35%	$18,507,300	1,100	$16,825	0.138	$2,322
9-12 Student Grants	$112,378,816	35%	$39,332,586	1,800	$21,851	0.168	$3,671
Total Student Grants			**$68,041,072**				**$9,742**

[1] From Table 1. *"student_grant"*

[2] Based on analysis of current student grant amounts with relation to the District's cost of constructing schools.

[3] From Table 4.

Source: School Facility Consultants

EXHIBIT B

WESTERN PLACER UNIFIED SCHOOL DISTRICT
ESTIMATED COSTS FOR NEW SCHOOLS

Standards for Square Footage per Student: K-5 = 72; Middle = 85; High School = 106

Acres Needed for School Sites: K-5 = 12; Middle = 22; High School = 50

Cost for Land per Acre is Estimated to be $300,000 in 2009

Costs for Developing the School Sites per Acre is Estimated to be $339,000

Student Size of Schools: K-5 = 800; Middle = 1100; High School = 1800

Actual Building Construction Cost/Sq.Ft: K-5 = $283; Mid = $322; High School = $333

	Elementary	Middle	High School
Land (12, 22 & 50):	$3,600,000	$6,600,000	$15,000,000
Land Development:	4,068,000	7,458,000	16,950,000
Building Costs:	16,301,000	30,107,000	63,537,000
*Support Costs:	5,177,000	8,713,000	16,892,000
Total Costs:	**$29,146,000**	**$52,878,000**	**$112,379,000**

Breakdown of Support Costs Above for the Three Levels of Schools

Architects/Engineers:	$1,952,000	$3,842,000	$8,831,000
Fees and Permits	980,000	1,591,000	3,346,000
Inspectors	175,000	215,000	350,000
C.M. and Testing	750,000	1,250,000	2,100,000
Furniture, Tec & Equip.	900,000	1,200,000	1,600,000
EIR and Planning	110,000	150,000	200,000
Buses (2, 3 & 3)	310,000(2)	465,000(3)	465,000(3)
***Total Support Costs:**	**$5,177,000**	**$8,713,000**	**$16,892,000**
Average Cost/Sq.Ft:	$506	$566	$589
Average Cost/Student:	$36,433	$48,071	$62,433

Ronald L. Feist, Ed D.
Feist Education Consulting Services
Estimates Made January, 2009

LETTER N

Lincoln
All-America City
2006

November 15, 2006

WESTERN PLACER UNIFIED SCHOOL DISTRICT

810 J Street
Lincoln, CA 95648

(916) 645-6350
FAX

Scott Leaman

Rodney Campbell
Community Development Director
City of Lincoln
640 Fifth Street
Lincoln, California 95648

Regarding: Written Comments on Draft EIR for New Lincoln General Plan

Dear Mr. Campbell:

The Western Placer Unified School District (WPUSD) would like to thank you and the City of Lincoln for the opportunity to respond to the Draft EIR for the New General Plan. It is obvious a significant amount of work and time went into the 538 page Draft EIR. The WPUSD appreciates the thought given in the EIR in mentioning the need for future schools in the seven Villages and Special Districts. Public Facilities **Section 6.9** outlines past enrollment and school facilities. The comments included in this response will help the City update the information with current data and show our projected enrollment and future facility needs of the District.

As you are aware, the WPUSD has been working on a new Facilities Master Plan and has been waiting to see the number of dwelling units proposed in the New General Plan to continue the District's planning process. Our goal is to have the WPUSD Facilities Master completed and adopted by the Board of Trustees by June 30, 2007. The Facilities Master Plan will include all the students projected from the current General Plan and the New General Plan. N-1

Because of all the planning to date, WPUSD is in good position to respond to the Draft EIR and provide information which should be of help to the City of Lincoln in the planning process as the City grows to the projected 130,000 people. Attached is **Exhibit A** which utilizes the projected housing units and the District's recent student yield rate study to establish the anticipated number of elementary (K-5), middle school (6-8), and high school (9-12) students for each of the seven proposed Villages and the two Special Districts which contain dwelling units. Exhibit A (Total Students Projected from Draft EIR) matrix shows a total of 18,416 new K-12 students are projected to be generated from the 33,731 new housing units proposed in the Draft EIR. The Project Description **Section** page **2-10** mentions schools as being one of the key features for each Village. WPUSD appreciates the City's acknowledgement that schools, along with other necessary public facilities will be needed in the seven Villages.

Exhibit B shows the relationship of the anticipated 18,416 students to the number of school sites projected to serve the estimated 34,000 new dwelling units. Twenty-four new school sites will be needed in the seven Villages to serve the 18,416 new students. These sites will require approximately 430acres of useable land. The costs to purchase land, develop the sites and construct the schools are estimated to be $1,199,866,000 utilizing 2006 costs. Because the New General Plan spans a period of over 40 years, the actual costs for the school facilities will be substantially higher due to inflation and other economic factors that take place over time. The tremendous cost of these new school facilities needs to be a high priority in the planning process for the WPUSD, the City of Lincoln and the developers who will work in the home building arena for the seven Villages and Special Districts. Page 2-11 of the EIR discusses that "*The development and quality of life for the City is dependent on the availability of adequate public facilities and services.*" The WPUSD is recommending the number of school sites and the 2006 costs of these new school facilities are included in the New General Plan to make all parties aware of the projected need for schools in order to maintain the quality of life in the City.

N-1 continued

Table 2-3 of the Draft EIR outlines the proposed increase of land to accommodate the New General Plan. The Table lists an increase of 333 acres for public use beyond the parks. The WPUSD is projecting a need of 430 usable acres just for the school sites necessary for the seven Villages and Special Districts. The 333 acres is not enough land. The District recommends that the EIR reflect the need for 430 acres in the Villages for schools.

N-2

As clearly outlined in the EIR, additional work will be necessary to plan the facilities needed in each Village to serve the public. The **Executive Summary ES-11** states, "*This EIR has been prepared as a program EIR*". However, the analysis does not examine in detail the localized effects of potential site-specific projects that may occur under the overall umbrella of the program in future years. The Draft EIR mentions parks, fire stations, libraries, schools and other public facilities will need to be specifically located in the Villages to provide quality services for the citizens. The WPUSD stands ready to work with the City of Lincoln and the development community to locate school sites and strive to have schools built in a timely manner.

N-3

The District appreciates the comments in the Draft EIR Health and Safety Sections 8-21 & 8-22 that discuss the difficulties in getting a school site approved by the State of California because of all the restrictions. The reality is that these restrictions will only increase over time and make it even more difficult and expensive to receive approval from numerous state agencies and acquire the sites needed for the proposed build-out. The District will work with the City to make the site selection process as smooth as practical. **Exhibit C** is a preliminary attempt to indicate the school sites projected and potential acres needed in each Village. Each school site will need to be at the top of the consideration list when the Village goes through its planning and EIR process. The WPUSD will try to include in its Facility Master Plan the general location of all future school sites which should help facilitate this process. It will be very important in the planning process to protect the concept of neighboring students staying together as they move from elementary to middle school and on to high school. N-4

In addition to the school facilities needed to accommodate the anticipated growth in the New General Plan, the District is trying to stay up with the needs of the current General Plan. The projection is that WPUSD will need to accommodate 9,456 students generated in the current General Plan before adding the 18,416 proposed in the new General Plan. Please see **Exhibit D** which outlines the District's 2006-2007 enrollment and new students still expected from the current City Plan. Without question WPUSD will at some point in time become the largest school district in Placer County. A tremendous amount of planning and financial resources will be necessary to provide the school facilities for so many students. N-5

The Western Placer Unified School District Board and staff greatly appreciate the excellent working relationship which has been developed over the years with the City of Lincoln. The leadership of the City has been instrumental in partnering with the District to provide outstanding school and recreational facilities throughout the district. The City of Lincoln has several polices and procedures in place to help the WPUSD accommodate growth. Page 6-47 of the Draft EIR states that "*This increased population will result in increased student generation and the need for additional WPUSD elementary, junior high and high school facilities.*" The comments and Exhibits contained herein will provide additional information to the City during the EIR process in order to understand the magnitude of the impact of growth on school facilities. N-6

The Public Facilities & Service Element PFS-9.9, page 6-48, added to the Draft EIR is greatly appreciated by WPUSD. This policy, along with PFS1-1; PFS 9.1; 9.2; 9.7; 9.8, will certainly help the City and District with the goal of meeting the needs of current and future students anticipated from the New General Plan. The statements included in PFS-9.9 "*To the extent allowed by State law, the City will continue to ensure that future development projects mitigate impacts on school facilities,*" and "*The City will also work with the school districts, developers and public to evaluate alternatives to funding/providing adequate school facilities,*" will provide much needed assistance in achieving our goals. N-7

Continuing in the spirit of our joint efforts of trying to fund adequate school and recreational facilities, the WPUSD is suggesting that there are concepts and strategies which would help the District and City strive to meet the challenges of the projected growth. Many of these strategies are already in place in the City of Lincoln. The following is an outline of how the City and District can continue to work together to help mitigate, manage and potentially reduce the costs of developing new schools and parks. Money for school facilities is never easy to obtain; thus the continuation and consideration of the following strategies should be considered as part of the New General Plan. N-8

1. **Joint School and Park Sites in the City of Lincoln**

   The City and District should jointly work to plan, purchase and develop schools and parks together. It is reasonable to assume that both the City and District could reduce the total acreage needed by providing for joint use of facilities for the community. Athletic fields, multipurpose buildings, parking lots, etc. could be designed to serve the students *and* the public needs. The costs savings could be significant in land and development costs. It is feasible that the 430 aces projected for school sites could be reduced as part of this strategy. N-9

2. **City Working with the Development Community Provides Opportunities to Purchase School Sites Early in the Approval Process and Development of a Village** N-10

It is anticipated land costs will escalate as development in the Villages moves forward. If school and park sites could be identified and acquired early, a significant cost savings could be realized as land costs escalate beyond normal C.P.I. type increases. The WPUSD may consider developing a Land Bank Program to provide the developer with money for school sites early in the process, provided the school site can be purchased at a reasonable price. This concept could be a win-win for the District and a specific developer who wants early cash to help in the development of the project.

N-10 continue

3. **Developer of a Village Provides the Streets and Utilities which serve the Schools and Parks**

As developers are constructing the major infrastructure such as streets, sewer, water, electricity etc. for the Villages, the infrastructure should be brought to the school and park sites. Developers can construct these items more economically than any public agency and the increase cost to the developer would, in most cases, be insignificant in relation to the infrastructure development of an entire Village. This advance work could lead to significant cost savings for the City and WPUSD when development in a plan area warrants construction of school and park facilities.

N-11

4. **City of Lincoln Requires Developers of Villages to Include Schools and Parks in their EIR**

Appropriate schools and parks must be identified in the Villages during the review of the new City General Plan. WPUSD will provide the data necessary to help establish the school sites needed in each Village. **Exhibit C** of this response will assist in the identification and location of future school sites. Once the General Plan is complete and individual Villages are being planned, the developer(s) should include the location of specific school and park sites within their projects in the development's EIR document. A Phase I review from the Department of Toxics and Substance Control (DTSC) should be completed by the developers for each school site in each Village to speed up the approval process. If schools and parks are included in the General Plan and each Village during the EIR process, WPUSD and the City will save significant

N-12

money and time when preparing a third level EIR for a specific school and park site. N-12 continued

5. **City of Lincoln Supports the WPUSD in Establishing and Collecting the Fees/Mello Roos/Mitigation, Bond Measures, Facilities Districts and other Funding Mechanisms Necessary to Assure that Schools are Built in a Timely Manner.**

As outlined in the Draft EIR, there will be significant financial impacts on the WPUSD by adding the seven Villages to the current City General Plan. WPUSD will continue to need strong support and guidance from the City in establishing the appropriate mitigation funding measures to provide the resources in order for schools to be constructed in a timely manner to meet the needs of the students, staff and community. Several different funding mechanisms will need to be considered in order for the District to be able to provide the facilities in the expected rapid growth environment. WPUSD will continue to seek State School Facilities money whenever it is available to help pay for the costs of providing schools within the District's boundaries. N-13

The City needs to be commended for including Public Facilities Policies as stated on page 6-48 of the Draft EIR to address the impacts on WPUSD as the City grows. The present and future citizens of Lincoln will expect the schools to be in place as needed. It is very important that the City of Lincoln and the District continue to work together to do our best to make sure the schools are ready for the students. Clear messages need to be sent to the development community and builders that they will participate in the programs to help provide the necessary schools and parks in a timely manner. Unique strategies should be considered by the District, City and developers in an effort to accommodate the anticipated rapid growth. For example, WPUSD would be willing to consider developer-built schools under State laws that currently allow this approach to providing school facilities. It is in the best interest of home developers to have schools ready for students, which would increase the marketability of the development.

As the City of Lincoln moves forward with the approval process for the new General Plan, WPUSD stands ready and willing to work with City staff to N-14

help prepare for the future. It is important that the projected facilities needs of the WPUSD be included as much as practical in the EIR process and the New General Plan to provide all parties ample notice early in the planning stages. It is anticipated with the growth projected within the City of Lincoln that WPUSD will become the largest single school district in Placer County. The District looks forward to working with the City of Lincoln in providing the schools and, where practical, recreational facilities for the citizens. The excellent working relationship over the years should serve the city and WPUSD well as both agencies strive to provide the services and programs expected of a top notch City and School District.

N-14 continued

Sincerely,

Scott Leaman
Superintendent

Cathy Allen
Director of Site Development

LETTER 10: HEATHER STEER, FACILITIES PLANNER, WESTERN PLACER UNIFIED SCHOOL DISTRICT

Response 10-1: Please see Responses 10-2 through 10-5, below.

Response 10-2: The student generation rates used in the Draft EIR were provided by WPUSD staff in August 2011, as stated on in Footnote 22 on page 4.12-13. The rates used in the Draft EIR differentiate between single family and multifamily and between different grade levels (K-6, 7-8 and 9-12). While the estimated total number of students in the Draft EIR differs from the comment (2,906.5 students per Table 4.12-4 of the Draft EIR versus 3,383.4 in the comment letter, a difference of 16 percent), the difference would not alter the conclusions of the Draft EIR for the reasons stated in Response 10-3.

Response 10-3: As discussed on pages 4.12-14 through 4.12-7 of the Draft EIR, the proposed project would generate demand for school services within the Western Placer Unified School District. The number of students within the Specific Plan area would increase over time, so the total number of students would not arrive at once. Phase 1 is not expected to build out before 2019 (see page 2-23 of the Draft EIR). The full Specific Plan could take up to 40 years to buildout (see page 2-20 of the Draft EIR). Therefore, there will be time for the District to plan how best to serve these students. The manner in which these students are housed will depend on a number of factors, such as enrollment patterns in the WPUSD, changes in property values, availability of State funds, and the success of bond initiatives. Enrollment levels ebb and flow, so some schools experience reduced enrollments, while others see enrollment increase. For example, the WPUSD has recently concluded that a middle school planned for the Lincoln Crossing Specific Plan is no longer needed. This allows school districts to shift students from over- to under-capacity schools. Like most government services, school districts have experienced recent reductions in property tax revenues; as the economy improves, property values and therefore property taxes should increase. State revenue would also improve when the economy improves which could lead to more State funding for schools. Bond funding could also be pursued. In any case, under SB 50, new residential development must pay fees toward school facilities, and the Legislature has mandated that payment of applicable development fees is adequate to result in a less-than-significant impact on schools, even if the collected fees are not adequate to fully fund school facilities, as discussed on pages 4.12-12 and 4.12-13 of the Draft EIR. Therefore, the Draft EIR, consistent with State law, concludes that the impact on schools is less-than-significant impact. As noted in the Draft EIR on page 4.12-15, specific requirements concerning fees contributed towards schools will be set forth in the Development Agreement for the project. The City and applicants have expressed a willingness to consider funding options as part of the overall fiscal evaluation of the project.

Response 10-4: As discussed on in Response 10-2, there are a number of ways in which students of new development can be accommodated until new schools are constructed, such as temporary buildings or adding classrooms at existing schools, increased class size, and shifting students from over-enrolled schools to under capacity schools. As discussed in Response 10-2, the student enrollment at individual schools ebbs and flows as the demographics of the surrounding neighborhoods change. For students from Village 1, the WPUSD would determine the best approach to serve new students. Placement of those students within existing school sites would have minimal impacts on the environment. The school sites are largely developed with buildings, paved areas, playfields and landscaping. Therefore, the addition of temporary buildings would not be expected to result in the loss of biological, other natural or cultural resources. As discussed in Response 10-5 below, the traffic generated by additional students is addressed in the traffic model, so impacts related to traffic, including traffic noise and air emissions, have been addressed in this EIR. There would be minor increases in the demand

for water and sewer services, but these would not be substantial.

Response 10-5: As discussed in Responses 10-2 and 10-3, the Specific Plan would bulidout over many years, and there are a number of different strategies that the WPUSD could use to house students from the plan area. The specific timing, location and design of new school construction and school expansions are not known at this time. These projects would be the subject of separate CEQA review. At this time there are however, programmatic assumptions that have been included in the Draft EIR analysis, particularly for traffic.

The traffic model analyzes the impact of additional students at existing offsite schools. The travel demand model used to analyze the traffic impacts of the project assigns a certain number of trips to each land use within the plan area (see Table 4.14-7 on page 4.14-21 of the Draft EIR). For residential land uses, the model assigns 9 trips to each single-family residence and 6.5 trips to each multifamily residence. The model makes additional refinements by determining that a portion of those trips will be for school, work, shopping and so on. These assumptions are made not only for project residential units, but also for existing and future (cumulative) residential development throughout the study area. The model "sends" the school trips to the nearest existing or future (for the cumulative analysis, based on the General Plan) school sites in the model. When the total trips to the nearest schools reach the typical maximum level for those schools, the model distributes any remaining school trips to the next known school site, and beyond if necessary. Since, the model "captures" all of the projected trips from residential development within and outside of the project area, including trips to and from schools, the indirect impacts of project residents travel to schools is included in the traffic impact analysis. The air and noise analyses that use data from the traffic model would also reflect the school trips.

Regarding the elementary school site within the plan area, the Draft EIR provides a programmatic analysis of the school as with all other proposed land uses. For example, the school is assumed in the traffic analysis for the Specific Plan. As with other land uses outside of Phase 1, a more detailed CEQA analysis will be required, and will only be possible, when the detailed plans for the school are prepared.

Response 10-6: Please see Responses 10-2 through 10-4.

WESTERN PLACER
WASTE MANAGEMENT AUTHORITY

June 29, 2012

Rod Campbell, Director
City of Lincoln Development Services Department
600 Sixth Street
Lincoln, CA 95648

RE: VILLAGE 1 SPECIFIC PLAN – DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

Dear Mr. Campbell:

Thank you for providing us with the opportunity to review the above mentioned DEIR. The Western Placer Waste Management Authority (Authority) is a regional agency comprised of Placer County and the Cities of Roseville, Rocklin and Lincoln. The Authority provides recycling and waste disposal opportunities to those communities as well as the cities of Auburn and Colfax and the Town of Loomis.

The project proposes a mix of residential, retail, office, and public facilities, including 1,135 residential units that will be constructed as part of the first phase of development. The project would generate solid waste that would require landfill space at the Western Regional Sanitary Landfill (WRSL). In addition, the solid waste would be first delivered to the Materials Recovery Facility (MRF), where the waste is processed, and recyclables recovered, prior to disposal. 11-1

We respectfully submit the following comments on the Solid Waste impact analysis:

1. Page 4.13-51 – Solid Waste Setting
   a. Regarding the landfill statistics quoted in the third paragraph, please note the following updated information: "The results of a 2011 capacity study completed by the WPWMA show a remaining capacity of approximately 26,278,330 cubic yards. 11-2
   b. The fourth paragraph refers to the completion of the compost facility expansion in the future tense. Please note the expansion has been completed and now is estimated to have sufficient capacity through 2035. 11-3
2. Page 4.13-54, 55 – Project Impacts and Mitigation Measures
   a. In a few instances, the DEIR references the City's achievement of a certain diversion rate, indicating it would lessen the actual amounts of waste sent to the WRSL and MRF. It is not accurate because much of the City's diversion is achieved at the MRF. 11-4

Thank you again for the opportunity to review the DEIR. Should you have any questions, please do not hesitate to call me at 530-886-4965.

Sincerely,

Chris Hanson
Senior Planner

CH:lm

LETTER 11: CHRIS HANSON, SENIOR PLANNER, WESTERN PLACER WASTE MANAGEMENT AUTHORITY

Response 11-1: Comment noted.

Response 11-2: The comment provides updated information on landfill capacity. Therefore, the third sentence of the fourth paragraph on page 4.13-51 is updated as shown:

> The results of a ~~2007~~ 2011 capacity study completed by the WPWMA show a remaining capacity of ~~23,800,000~~ 26,278,330 cubic yards (approximately 65 percent).

Given that the more recent study indicates that there is more capacity than identified in the prior study, this change would not alter the conclusions of the impact analysis.

Response 11-3: The comment provides updated information on the expansion of the Material Recovery Facility. This information confirms the assumption provided in the Draft EIR. In order to be up to date, the last two sentences of the last paragraph on page 4.13-51 are modified to read:

> WPWMA ~~is in the process of constructing~~ recently completed construction of additional pad space~~, which is anticipated to on line in 2012~~. With the expansion, the compost facility ~~would be~~ is estimated to have sufficient ~~for development to~~ capacity through 2035.

Response 11-4: The statements on page 4.13-54 and 4.13-55 that the estimated daily waste does not include diversions for recycling are simply meant to explain that the estimates of waste in the Draft EIR represent a "worst case".

BERNAU DEVELOPMENT CORPORATION

VIA E-MAIL ATTACHMENT

July 9, 2012
Mr. Rod Campbell, Director
City of Lincoln Development Services Department
600 Sixth Street
Lincoln, CA 95640

RE: Village 1 Specific Plan EIR

Dear Rod:

Thank you for taking the time to answer my questions at the Village 1 Specific Plan EIR property owners' meeting held at the City of Lincoln City Hall on June 5, 2012. The property owner, Layne Curnutt and I both attended that meeting. In addition, Layne and I appreciated the time you took at a subsequent meeting in your office on June 15, 2012 to further discuss these issues. Based on your recommendation, I also met with Tony Frayji of Frayji Design Group, Inc. in his office on July 3, 2012.

As you may recall, I represent the Curnutts who own 55 acres in the Village 1 Specific Plan area (APN: 021-274-024, 021-274-025 and 021-274-027). The two issues that are most concerning to the Curnutts are the new proposed road alignment that would allow access to the Curnutt properties and the amount and configuration of the open space on their properties.

12-1

A. Road alignment

As we discussed, access to the Curnutt properties from the Lincoln-Newcastle Highway (Highway 193) is via Oak Tree Lane and a 50' road and utility easement that has provided access for and/or across the neighbors' properties to the north for at least the last 40 years. However, on page 2-10 of the Project Description, the Roadways exhibit Figure 2-3 shows a dashed line representing a future right of way from Oak Tree Lane to the Curnutt properties crossing the Drummond property (APN: 021-274-028) to the northwest.

The Curnutts oppose this relocation of the access to their property for the following reasons:

1. There is no existing right to cross the Drummond property where the future ROW is indicated on the Roadways plan.

2. Cost and time to acquire the future ROW for the proposed alignment could prohibit the timely development of the Curnutt property.

12-2

915 Sutter St., Suite 110 Folsom, CA 96530 Phone 916.355.1333 FAX 916.355.1334

3. Since the existing roadway already crosses the drainage area, it would appear that the environmental impacts to the drainage area would be less utilizing the existing road alignment as compared to building a new road across the same drainage area to the west. 12-3

4. The future ROW alignment appears to impact more oak trees than widening the existing road in the existing alignment. 12-4

5. Since the future ROW does not serve developable property to the west, the cost of the road per developable lot is increased as compared to utilizing the existing roadway that is located in the center of the Curnutt property. 12-5

6. The new road alignment would not provide access to the Deloach property (APN: 021-274-026) that is located to the north of the Curnutt property. 12-6

The environmental document does not adequately address and/or compare the impacts of relocating the existing road and utilities easement that serves the Curnutt property to a new alignment to the west as shown on the Roadways Figure 2-3. We respectfully request that the current road alignment serving the Curnutt properties be maintained rather than planning to build a new road to the west. 12-7

B. Open Space

As we discussed, only .87 acre of wetlands have been delineated on the Curnutt properties. Yet, the Village 1 Specific Plan appears to allocate between 14 to 15 acres of Open Space to the Curnutt properties. While the ultimate development plan for the Curnutt properties will likely preserve and provide buffers for much of these wetlands and preserve much of the oak woodland, the Curnutts are concerned that the boundaries of the Open Space remain flexible in order to accommodate site specific land planning and the protection of higher value wetlands, vegetation and habitat whether located on the Curnutt properties or throughout all Villages 1-13.

Instead of a fixed amount and/or percentage of Open Space per parcel or per Village, do the Village 1 Specific Plan and EIR clearly encourage, allow and adequately address the preservation and protection of higher value wetlands, vegetation and habitat in Open Space areas spread throughout all Villages 1-13 in the Lincoln General Plan? If not, the Curnutts would respectfully request that this flexibility is provided. 12-8

Sincerely,

Jeremy Bernau, President
Bernau Development Corporation

LETTER 12: JEREMY BERNAU, PRESIDENT, BERNAU DEVELOPMENT CORPORATION

Response 12-1: Please see Responses 12-2 thorough 12-8.

Response 12-2: The comment addresses a project component—a future roadway—rather than the adequacy of the Draft EIR. Figure 2-3 in the Draft EIR shows the proposed Specific Plan circulation plan. At this scale, the roadway network is conceptual for all but Phase 1. The actual roadway alignments and rights-of-way south of SR 193 will be determined as subsequent projects are proposed. Nonetheless, the roadway alignment has been modified to better match the existing easement, as shown in Revised Figure 2-2 in Chapter 2, Draft EIR Errata and Modifications.

Response 12-3: The impacts of the roadway alignment proposed in the Specific Plan are addressed programmatically. The project-specific impacts of crossing drainages to access the southern portion of the plan area will be determined when specific proposals for that area are submitted to the City. The impacts of a new crossing, or widening an existing crossing if the current alignment is used, would be minimized through the Streambed Alteration Agreement process and mitigation identified in the Draft EIR (see for example Mitigation Measures 4.4-12 and Mitigation Measure 4.8-1). Please also see Response 12-1.

Response 12-4: The impacts of the roadway alignment proposed in the Specific Plan are addressed programmatically. The project-specific impacts of crossing drainages to access the southern portion of the plan area will be determined when specific proposals for that area are submitted to the City. The specific improvements have not been designed, so a specific number of trees that could be lost due to the drainage crossing cannot be calculated at this time. Consequently, a comparison of impacts with other potential crossings cannot be made at this time. When a specific proposal is made that includes the crossing, the impact on trees will be calculated, and mitigation will be required pursuant to the Oak Woodland Mitigation and Management Plan (see Impact 4.4-14 on page 4.4-44 and 4.4-45 in the Draft EIR). Please also see Response 12-1.

Response 12-5: Please see Response 12-2.

Response 12-6: Please see Response 12-2. Also, the roadways shown in Figure 2-3 represent the backbone circulation system. Additional roads would be provided as need throughout each area as it developments. Pursuant to State law, the proposed project could not remove access to a parcel without ensuring an alternative access was available. Nonetheless, as discussed in Response 12-1, the roadway alignment has been modified to better match the existing easement.

Response 12-7: Please see Response 12-2.

Response 12-8: By creating plan-wide open space designations throughout the plan area, the Village 1 Specific Plan does encourage preservation of the much of the oak woodlands. The Oak Woodland Mitigation and Monitoring Plan (OWMMP), described on pages 4.4-44 and 4.4-45 of the Draft EIR, and appended to the Specific Plan, is intended to protect oak woodlands. The OWMMP provides flexibility by allowing removal of oak woodlands within parcels designated for development, with mitigation requiring replacement of lost woodlands.

Letter 13

Jim Cutler
2473 Swainson Lane
Lincoln, Ca. 95648

June 13, 2012

Rod Campbell
City of Lincoln Development Services Department
600 Sixth Street
Lincoln, Ca. 95648

RE: Village 1 Specific Plan DEIR

Dear Mr. Campbell,

I have taken the opportunity to review the DEIR. There are a number of procedural issues I wish to discuss as well as to comment on the document itself.

PROCEDURAL ISSUES WITH OBTAINING A DEIR

1. An initial notice was received dated May 7, 2012. The subject was "Availability of Notice of Preparation for the Village 1 Specific Plan EIR". Subsequently, a second notice was sent out with an errata change of review date to June 22, 2012. It also referenced the Availability of a Notice of Preparation. Because of the subject material referenced on the letter, I paid no mind since I had already responded to a prior NOP. Two weeks later I read the body of the notice and it stated that there was a DEIR available. I called planning and asked if there was really a DEIR available. Staff said there was. I urged a revised notice be sent out clarifying that a DEIR existed. Lincoln planning staff sent out a 3rd notice on the correct subject that a DEIR was available. Unfortunately, this notice did not extend the review date.

   That means that in reality citizens were not given an adequate review period as called for by CEQA. 13-1

2. I had previously responded the NOP request for comments within the request timeline. Even though I took that effort I did not have any of these Notice of Availability of the DEIR mailed to me. If someone else had not given me a copy of this Notice, I would not have known of the DEIR until the time line had passed. A copy of the DEIR was apparently not sent to anyone that bothered to respond to the NOP. 13-2

3. All three notices referred the reader to an on-line address to receive the DEIR. That address was http;//www.ci.lincoln.ca.us/undex cfm?page=260392. I tried that address three times: it doesn't work. This notice also referred the reader to the Lincoln Home Page, Development Services Division/Environmental Services. This reference did work. The two pages attached, are what are shown on that site as of May 29, 2012. 13-3

You will see that the DEIR chapters are mixed in with other documents including Village 7, the Meadowlands project, a gravity sewer project and all sorts of stuff. The Chapters are not in correct order within that list. **MOST IMPORTANTLY** the DEIR listed here is **NOT COMPLETE.** The 317 pages of appendices are not found on this website. Is a member of the public really expected to wade through all these listing to put a DEIR together? Even then it would still be an incomplete document.

4. Consequently, I went to the Planning Office to try to get a DEIR copy. I was informed that the Planning Department had no hard copies available for the public. (Presumably, hard copies were mailed to public agencies and adjacent homeowners associations. I have not been able to verify this.) Planning staff suggested I could page through this 964-page document at the front counter if I wanted. I was given the same choice at the library. If their open hours weren't so short this might have been an option. The Planning staff did give me a CD of the DEIR. That option was not listed in their three notices on this project. I asked staff to get me a price of a printed copy of the document. One week later they called to tell me they still had not received a cost to print the report. I took the disk to Staples and printed a copy in black and white. For a mere $96.40 they printed me a copy. Then I spent an hour printing all the color maps on my computer from the CD; then I replaced the color maps with the black and white in my copy and only three days later I was ready to start to read this DEIR. **I do not believe Lincoln has met the citizen participation requirements of CEQA.**

13-3 cont.

VILLAGE 1 SPECIFIC PLAN DEIR

First some General Comment on my views of this projects potential. Village 1 is probably the most exciting of the Villages in the City General Plan to develop. It has interesting topography. It is close to downtown. It abuts the well-done developments of Mount Azul and Sun City Lincoln Hills. Additionally, the potential for great design is easier in the rolling hills than on open the flatlands. I was hopeful to read a well-done DEIR.

13-4

The DEIR is well written from a grammatical point of view. The limited information available to the authors or that could be discussed because draft documents the DEIR was to cover had not been finalized and released to the public. That clearly constrained what the EIR consultants could accomplish.

Now to specifics:

5. Page 5 of the DEIR states that the proposed Specific Plan identifies numerous objectives listed on pages 5 and 6.

   The problem is that there was NO draft specific plan available to the public. My response to the City's NOP on this project dated March 29, 2011 is found in Appendix B. My first comment on the NOP dealt with the lack of project detail on which to provide meaningful comments on what needs to be in a DEIR. In 2011, no Draft Specific Plan had been released. Nor was a conceptual lotting pattern available

13-5

not appear below, please contact the Development Services Department at 916-434-2470.

Contacts

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Downloads

Draft EIR for the Village 7 Specific Plan (pdf) 46625k

Village 1 DEIR - 4.11 PEH (PDF) 74k

Village 1 DEIR - table of contents (pdf) 56k

Village 11 Notice of Availability (PDF) 84k

Village 1 DEIR - 3.0 Summary (pdf) 367k

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Village 1 DEIR - 4.04 Biological Resources (pdf) 1827k

Village 1 DEIR - 2.0 Project Description (pdf) 1475k

Initial Study Mitigated Negative Declaration for Gravity Sewer and Reclamation Project (pdf) 10392k

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Village 1 DEIR - 4.12 Public Services (pdf) 120k

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13-5 cont.

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13-5 cont.

to reflect the details needed for a project level DEIR. **WE ARE NOW ONE YEAR AND TWO MONTHS LATER AND ARE STILL IN THE SAME SITUATION.** It is nice that these objectives on pages 5 and 6 are shared with us, but where are the details this Specific Plan described! The Government Code outlines what is required in a specific plan. No effort has been undertaken to provide that detail. Additionally, in *Napa Citizens for Honest Government vs. County of Napa,* the court held the specific plan frustrated the General Plan's goals and policies by failing to include specific commitments to mitigate the specific plans effect. While not directly on legal point, this lawsuit highlighted the necessity of factual and verifable DEIR

13-5 cont.

6. The description of Phase 1 includes one paragraph and one table. **NO MAP THAT GOES BEYOND THE PROGROMATIC LEVEL OF DETAIL IS TO BE FOUND!** This is a non-description. A map of the lotting pattern, traditionally found in a project level DEIR, is not provided anywhere in the document.

13-6

7. On page 2-23 it states this project also covers a General Plan Amendment. That amendment is not described. It also says it will cover a General Development Plan; also not described. It says it will cover Tentative Maps, for a project level in Phase 1. No explanation is included and no lotting pattern is mapped. It references Annexation and Pre-zoning; the zoning is not described here. Project descriptions are needed to frame what is to follow. Not done here.

13-7

In fairness, these items are somewhat discussed in the Land Use Chapter. That is hundreds of pages later in the document.

THIS PROJECT DESCRIPTION FAILS MISERABLY IN FRAMING THE PROJECTS TO BE COVERED IN THE REMAINDER OF THE REPORT.

8. Chapter 4.1 deals with Aesthetics and Visual Quality. The photographs tell an interesting story of the site today. They also lay the foundation for what an exciting project this could be. Great design does not just occur; it has to be fostered. Viewpoint 2 shows a significant rock outcropping on Figure 4.1-2. At a programmatic level I would not expect that each significant outcropping would be identified. However, at a project level review (Phase 1), I would expect these to be shown on a map within areas to be considered for development. The same is true for any stock ponds, which may exist in the project area. These become design opportunities for the City to consider. On page 4.1-12 the DEIR states "There are an existing number of rock outcroppings, but such features are found throughout the Sierra Foothills." It goes on to say these are NOT significant. One could as easily state that Auburn Ravine is one of many creeks in the State and therefore not significant.

13-8

The Lincoln General Plan includes policy LU-12-2. It reads "The City shall respect the natural setting of the hillside area by encouraging hillside development to incorporate landscape features." One only has to look at the Mount Azul, Twelve

Bridges, or the Lincoln Hills projects to see clearly that this cavalier comment of keeping such features is part of planning actions in Lincoln as well as good business. View lots of such features command premium prices. The standard of significance for Lincoln would include protection of such outcroppings if feasible. At a project level review, only by mapping these features can City Council BE in a position to make these decisions on significance.

13-8 cont.

9. Chapter 4.2 deals with Agriculture. On page 4.2-10 it states, that there is a 149-acre Williamson Act contract that will not expire until 2016 within Village 1. For those that will argue there is a need to speed this project through the approval project, four years out provides a time buffer to carefully consider this project.

13-9

10. Chapter 4.4 deals with Agricultural Resources. This is an important topic when doing design work on the Specific Plan Area. Table 4.4-1 on page 4.4-7 contains some important data dealing with Phase One background studies. Unfortunately, the data is unusable as included. There is no map to this point in the DEIR that shows where Walkup Ranch is in relation to the Epick or La Bella Rosa properties discussed in this section. Not only is there no property ownership map here but nowhere in the DEIR.

13-10

11. One would have expected a Phase 1 map that shows this area overlaying the air photo of the property if the purpose was to go to a project level of detail analysis. This discussion is therefore a distraction at best. This is symptomatic of the entire DEIR that is not written at a project level of detail.

13-11

12. Figure 4-4.3 shows Phase1 Wetlands and Waters of the United States. This is the only map that is more specific to Phase 1 within the entirety of the DEIR. By having an unsurveyed area within Phase 1 raises substantial issues of on if land use entitlements should be granted anywhere within Phase 1 until that the missing studies are accomplished. Either the City is treating Phase 1 as a unit or it is not. The mitigation measures need to be specific to which sub-phases they cover based upon the phasing plan.

13-12

13. Figure 4.4-3 shows an open space corridor on the map that does not reflect the existing 100-year flood plain shown on Figure 4.8-1 nor the existing habitat areas on Figure 4.4-3. There are several Lincoln General policies that relate to these maps.

    Among the relevant policies are:

    "Policy LU-12-4 Creek Natural Edges. Where feasible, the City should preserve the existing natural edges along the City's creek system and wetland areas and restore impacted creeks by planting natural vegetation."

    "Policy OSC-1.4 100 Year Floodplains. The City will apply open space designations to all lands within the 100 year floodway as shown on the FIRM panel or as demonstrated by a project drainage plan and approved by the City Engineer/Director

13-13

of Public Works. The City will also apply open space designations to all 100-year floodplains fringe areas, and/or remaining floodplain fringe areas as determined by a project drainage plan identifying fringe encroachment area, and quantifying their impact along with other improvements to show a zero (0) net impact to the upstream, downstream and adjacent properties. Open space designations will apply to all land located within a minimum of up to 50 feet from a center channel on all perennial and intermittent streams and creeks providing natural drainage, and to areas consisting of riparian habitat. In designating these areas as open space, the city is preserving natural resources and protecting these areas from development."

13-13 cont.

These policies imply that Ferrari Ranch Road should be moved southerly away from Auburn Ravine and the riparian vegetation and flood plain. Amazingly the DEIR contains Figure 4.8-2 which is entitled 100-Year Floodplain (Full Specific Plan, Mitigated). The English language is fascinating. How one can fill in the flood plain the Lincoln General Plan policy discourages, cut down the riparian vegetation the policy encourages maintaining and then call it mitigation. As a planner I can envision circumstances where this argument could be made, e.g. doing a massive revegetation program within the Ravine. However with the information provided within the DEIR this cannot be assumed. From the information provided, this could be a "devastation" and not a "mitigation".

The encroachment into the Auburn Ravine by Ferrari Ranch Road and related development is one of the biggest environmental issues that effect the Phase 1 area. A further in-depth reevaluation of this issue is required. This can only be accomplished after a tentative map or pattern of lots is available so that the environmental analysis is based on-site issues and not more generalized "engineering theology".

13-14

14. This second policy above also requires the location of perennial and intermittent streams to be analyzed. No map showing the on-site hydrology or watersheds is found in the DEIR for Phase 1.

13-15

15. In the NOP letters found in Appendix E, the U.S. Fish and Wildlife Service referenced that Fish Species of concern and to be analyzed include delta smelt, Central Valley steelhead, and winter-run Chinook salmon. Local groups have recorded both steelhead and salmon in Auburn Ravine. There is a major effort in Auburn to take actions to bring these species further upstream. The issue of salmon and steelhead are critical to communities in the foothills, especially, in Western Placer County. There are both Federal and State programs dealing with migratory fish species. The DEIR address steelhead only and not salmon.

13-16

The discussion on page4-4-40 about Auburn Ravine reduces the problem and the proposed mitigation measures to engineering type concerns. Obviously, biological factors such as the health of adjacent riparian vegetation and shading of the water are also factors. How are the applicants proposing to improve the bed and bank of Auburn Ravine to improve fish habitat?

With the construction of the proposed Oak Tree Lane Bridge a gap will be placed within the riparian canopy. The number of trees to be lost to this effort needs to be described. Also the impacts of the bridge foundation on wildlife movements along the stream corridor. One alternative is to provide replacement trees in the areas along the ravine and thus provide a bigger buffer zone. This bridge crossing alone could be the subject of a Supplemental EIR.

Obviously a bridge is needed here. The City's Initial Study on page 24 states that a full discussion of the bridging of Auburn Ravine will be analyzed in the DEIR. The DEIR presents a conclusion that a 400-foot span will be required for this bridge. Without a Draft Specific Plan available where did this design come from? The initial study said this issue would be discussed; it hasn't. Bridge Design also will have an aesthetic impact. The original twelve bridges of the area might yield a historic design concept. The bridge design should also require a mitigation that will allow for public hearing specifically dealing with aesthetics. 13-17

16. Oak woodland mitigation is discussed on page 4.4-44. The second sentence of section 4.4-14 states, "Protected oak trees have documented in Phase 1,..." Where is this documentation, Certainly not in this report. Later in this section there is discussion of an "Oak Woodland Mitigation and Management Plan" Is this part of the Administrative Draft of the Specific Plan. Because that document has not been released, it is hard to accept that it as a mitigation measure since it cannot be reviewed. The lack of a public Draft Specific Plan continues to be a problem. 13-18

On page 4.4-45 the report suggests that payment to the City's tree mitigation fund could be utilized to offset oak loss. The City's record on expending the money already within the fund is minimal at best. No one seems to recall that **ANY** oak project having been funded from this fund. One problem is that the ordinance requires any funds collected to be expended within the City. Given LAFCO annexation requirements on annexations to cities, this severely minimizes the use of this program. Compliance with this ordinance on site would solve this problem. 13-19

17. There is no discussion on if cattle ponds on the site have been inventoried for red or yellow-legged frogs. These ponds can also be a design feature and should be have mapped, especially within Phase 1. 13-20

18. Figure 4.5-1 Area Sensitivity for Known Cultural Resources. Most times you won't find cultural resources if you do not look for them. I am more familiar with the concept of identifying lands in terms of suitable to have cultural resources found on them. In that approach almost all lands along Auburn Ravine or Indian Slough would have high suitability, not low. Native Americans located their villages based on good real estate principles: location, location, and location. For practical reasons they used waterfront locations. The presence of vegetation along Auburn Ravine will make finding them more difficult but this needs to be done for areas to be disturbed for improvements, grading, or used as a mitigation measure. 13-21

A more in-depth review of the Ferrari Ranch Road Extension for cultural resources needs to be addressed and creating additional land for development. 13-21 cont.

19. In the Cultural resources there is discussion of ranches but no map has been provided to show where they are located within the project. The FEIR should locate the historic ranch properties and facilities discussed in this chapter. Obviously the location of native artifacts should not be mapped in this document. 13-22

20. Page 4.5-22 describes the level of detail of cultural resource evaluation done for the entirety of Phase 1. Because studies have not been completed for all of Phase 1, it is incorrect to have mitigation measures on Phase 1 as a unit. Clarity on which sub-phases of Phase 1 are covered by the mitigation is needed. This is a problem throughout the report. **RATHER THAN DISCUSSING PHASE 1, THIS SHOULD HAVE POSSIBLY BEEN DESCRIBED BY THE SUBPHASES SHOWN ON THE PHASING PLAN MAP. SPECIFIC MITIGATIONS OR ENVIRONMENTAL CLEARANCES CAN ONLY APPLY TO SPECIFIC SUB-PHASES OF PHASE 1 DUE TO LACK OF BACKGROUND STUDIES HAVING BEEN COMPLETED. WHEN ACCESS IS DENIED FOR DOING STUDIES THESE AREAS IN FACT BECOME PART OF THE PROGRAMATIC DISCUSSION.** 13-23

21. Chapter 4.6 on greenhouse gas emissions has the issue that plagues the entire report. The discussion on page 4.6-15 describes a Specific Plan that does not yet exist as a public document. None of the discussion on what the Specific Plan says can be verified. Worse, since this was written, the promised concepts found in that Administrative Draft Specific Plan could have been modified or deleted. This is the problem of not having a released plan. 13-24

22. Chapter 4.7 on Hazardous Materials is very informative. Page 4.7-3 discusses a a closed landfill. The site has a proposed designation of Public and Semi-public. Who owns this facility? What uses is allowed on the closed facility? Are they are limited to open space uses or can structures be built on this site? Should it be shown as Public or Semi-public or Open Space? The text states this is located in the "northern part of the phase 1 component". This statement is in error; the site is north of Phase 1. How would the closed facility affect the proposed adjacent residential land uses? Are setbacks from it encouraged? Will this affect the unit count or adjacent proposed land use designations? Closed landfills can cause problems for adjacent properties that need disclosure, possible on deeds. This review may yield new significant impacts. 13-25

23. Conveniently, the Proposed Land Use Plan shows the County owned land as the Community Park. The discussion in this chapter clearly shows progress on dealing with on site contamination at the old Titan Missile complex now owned by the County. It also makes it clear that more work needs to be accomplished. The County letter in response to the NOP found in the Appendix A clearly asks for 13-26

analysis dealing with relocation of the public uses existing on this property. There are land acquisition costs of moving County facilities, as well as, the construction of new facilities, cost of CEQA compliance, etc. The DEIR does not deal with the issues of what happens if the costs of remediation are extremely expensive or where relocation of these County facilities would be placed. Since the entirety of the parks compliance to City parkland standards rests upon whether hazardous chemicals cleanup and relocation of County facilities occurs, substantial more discussion on what happens if these action do not happen or become price prohibitive. Are their liability issues for the City if the land is transferred to the City from the County? In short, the ability of implementing the Proposed Land Use Plan is directly tied to this distressed property and relocating existing uses. The FEIR need to spend considerable effort discussing this issue. 13-26 cont.

This was a good DEIR chapter; it brought issues to light.

24. Chapter 4.8 Hydrology and Water Quality was very hard to review. It discussed watersheds, which were not mapped (page 4.8-2) and detailed discussion of flood plain zones AE (page4.8-7), also not mapped. My biggest problem was this an engineers approach to dealing with hydrology. Auburn Ravine is a living and exciting place. It is not only a hydrological system but also a biological one. From this write-up one would never know that. This Chapter has acronyms everywhere; it makes this section harder to understand. 13-27

On page 4.8-47 under Phase 1 discussions, it states the Auburn Ravine would "remain undeveloped open space." That is not a correct statement. Portions of the Auburn Ravine lands are proposed to be modified to construct Ferrari Ravine Ranch Road and to add land for development as previously discussed. This clarification should be made. 13-28

25. The Chapter 4.9 deals with Land Use. It is interesting to note that this chapter has the same length as the Noise chapter given the relative importance of these two subjects. I was encouraged to read on page 4.9-1 that "As an environmental document, the EIR does not address ways in which the project might be revised to better implement General Plan policies. However, such suggestions are provided to the decision makers for their consideration." This promises a robust discussion of the draft plan of the draft land use plan. It did not happen. Since all impacts flow from the land use plan, improvements here would affect the entirety of the project. I am still looking for where specific suggestions were made relative to Lincoln General Plan polices in this chapter. There is a brief discussion of land issues but no such suggestions are offered and the discussion is done in less than two pages. 13-29

Page 4.9-4 is revealing. It states, "The General Plan land use designations that are proposed for Village 1 are defined below." It appears that the land use plan categories for the General Plan and the Specific Plan are identical. State laws requires the Specific Plan to be consistent with the General Plan. Specific plans, however, usually fine tune the ranges allowed within the general plan or cap the number of units within the range. The purpose of a specific plan is to provide for the systematic implementation of the general plan. This DEIR covers a range of 13-30

locations and densities at a general plan level of detail. This Specific Plan Proposed Land Use Map is in essence a general plan amendment land use map. Since the Project Description section did not address what the general plan amendment was to be, can we assume this is what the plan amendment will consist of?

Are there other elements of the general plan that may be amended? If so what is the nature of those amendments. Now is the time to clarify the nature of the proposed general plan amendment.

13-30 cont.

26. On page 4.9-15 there is now reference to an additional document that is presumably in Administrative Draft form: A Village 1 General Development Plan (GDP). This has also not been released to the public and may be being further modified after the writing of this DEIR. Are there other documents out there that are not available to the public that are being floated around? Let's get them all listed somewhere.

13-31

27. On page 4.14-40 there is an ever so short reference to NEV use. In my response to the NOP dated March 29, 2011, I stated, "Lincoln rightly prides itself for being Neighborhood Electric Vehicles (NEV) friendly. Will this project follow that tradition? What roadways will be designated for NEV use? Will NEVs be allowed to cross SR 193? For example, will they be allowed from Phase 1 to cross SR 193 to get to the Village Center by State Highway regulations. If not, will an NEV undercrossing be needed to allow for such a trip? If needed, will it be built as part of the SR 193 widening project?" It appears that for homes north of SR193, they could not legally cross the road in an NEV to go to the mixed-use area. Conversely, residents south of SR193 could not legally take their NEV to Turkey Creek Country Club.

13-32

The brief DEIR discussion states that NEVs will be allowed on all roads with a posted speed limit of 35 mph or less. It appears that the answer is that no NEVs will be allowed to cross SR 193 under today's rules. Please answer yes or no. I presume that more than a speed limit is involved on SR 193. The Transportation Chapter states that this road is a truck route.

Recently, I have seen golf cart overcrossings over roads associated with golf courses. They do work well. To further this discussion, do State regulations allow or prohibit over or undercrossing for NEVs? If not prohibited, the FEIR should examine which one of these options could be considered by City Council.

28. I could not figure out who will be responsible to fund certain improvements to SR 193. Were it not for Village 1 being built, improvements to SR 193 will not be needed in the short run. How will funding or responsibility be handled where no development is presumed to occur such as the Turkey Creek Country Club. For example, will Village 1 projects be responsible to fund 4 lanes from Ferrari Ranch Road to Oak Tree Lane since Lincoln Hills is built out south of SR 193. In a similar vein, who will build or fund the 4-lane work from the west edge of the project to Sierra College Road. The City deleted this area from its SOI because this area was

13-33

not likely to develop. Please explain this issue without too much jargon or lawyer talk.

29. It further was not clear if these improvements would be handled all at one time or in smaller segments. What I am trying to get a sense of for SR 193 upgrades is how long will disruption affect the community. I use the phrase, **"the one lane left behind program"** to describe circumstances where small segments of road are done as frontage improvements rather than a long reach of roadway. When small segments or roads are built or built on 1 side of a road little roadway capacity generally occurs at that time. Capacity only occurs when the improvements are substantial enough to allow traffic to separate and remerge safely. Otherwise these small segments are a location for all too frequent merging accidents. Many jurisdictions do actually discourage these small areas from opening up after they are constructed through use of traffic control devices or by simply not the striping these as additional lanes. How are road improvements on SR 193 proposed to be done-all at once or piece-meal? Discuss the impacts or the proposed scenario. 13-33 cont.

30. The DEIR uses at the traffic model buildout time lines (2030 and 2050 are used in this document). The real world environmental effects can vary greatly in a shorter time line. My specific question is will a requirement to build a 4-lane road from Ferrari Ranch Road to Sierra College Road be an obligation tied to Phase 1? What are the thoughts on if construction will require a road closure? The FEIR needs to discuss the real world environmental effects of SR 193 on capacity, construction disruption, aesthetic implications and, timing and safety issues until the whole 4-lane improvement is completed. 13-34

31. Construction impacts from this highway widening project need to be discussed in terms of dust, noise and hours of construction. What State requirements will have to be met of this State Highway. How will CEQA review be done for these State improvements. 13-35

32. The County letter on the NOP (Appendix A) asked if the new roadway proposed to enter Sierra College at the eastern end of the project is located to match up with the adopted location from Bickford Ranch. If it does not, the FEIR need to address the impacts of this misalignment. For example, can the public look forward to two separate traffic signals along Sierra College to accommodate both projects? Will a third signal be needed for safety reasons where Twelve Bridges Road joins Sierra College Road? Add a map showing the precise locations of these three potential intersections to Sierra College Road that need to be discussed in the FEIR. A discussion of this potential new impact is required. 13-36

33. Chapter 6.0 General Plan Policy Consistency enumerates the existing policies, which need to be applied to this project, where relevant. The Lincoln General Plan has clean concise policies which is a real advantage to the public and staff in reviewing projects and City Council on determining how to proceed. It would have been more productive if these policies were discussed with the relevant chapters of the 13-37

documents. They should also have been considered when determining Levels of Significance for environmental review within the chapters. Rather than discussing the Consistency Analysis section item by item, I will provide an example of the difficulty in using the approach use in this chapter.

13-37 cont.

The first consistency analysis is found on page 6-3. It uses the example of having the Country Estates designation "along the northern and eastern project edges to provide a transition with the adjacent rural properties in the county." By coupling that policy with the policy on Agricultural Buffers (Policy OSC-2.1) states " The City will provide open space or other appropriate buffers, to protect agricultural operations located adjacent to the City planning boundaries, when reviewing land uses from each areas."

13-38

When these two policies are integrated, the result might yield a different conclusion. Next to those agricultural lands a small buffer zone (Open Space designation) could be established, and then transition to the Country Estates designation. I might point out that the original design shown to the public way back on December 15, 2008 presented an Open Space map that did provide more perimeter buffering than the current proposal. As I have hammered away at in this letter, the danger of using Administrative Draft documents for CEQA is that projects do evolve over time outside of the public arena.

34. On page 6-4 another new Administrative Draft document is raising its head. We now have Administrative Draft Design Guidelines. Whether they cover all project densities and structure types and all properties is unknown to me. Once again, it has not been made available to the public.

13-39

35. Chapter 7.0 Project Alternatives There is much to say here. In my letter in response to the NOP in March or 2011, I urged that the **alternatives** to be developed vary from those found in a most DEIR "that do standard alternatives like "Reduced Density Alternative." This EIR needs real alternatives such as insuring places for residents to congregate in...." What did we get? We got a simplistic Reduced Density Alternative and a Reduced Footprint Alternative. CEQA encourages realistic alternatives to be developed.

13-40

When staff wants to create an alternative that they want to discredit, they create a **POISON PILL** to place within it. This is the case for the Reduced Footprint alternative; the poison pill was the conclusion that the reduced footprint area, which is not shown for development, would not annex to the City. Thus it does not meet project objectives. That overlooks two simple factors. Annexations almost always occur for parcels of land NOT remnants. Consequently, the split parcels would be annexed in any case. More importantly, these fringe parcels have their legal access through lands that go to SR 193 or Sierra College Road. After development, their access would be across new roads built to serve the development. It would not take them long to determine that these islands of unincorporated lands would be better served through annexation to the City. LAFCO dislikes creating islands of

13-41

unincorporated lands and LAFCO law strengthens this dislike. This poison pill taints this whole analysis of this alternative.

It would have been more straightforward to show the reduced footprint area in another Lincoln General Plan category; that of Agricultural Lands. There is only one area in the City that has that designation. It is City owned property on the Old Sewer Plant property. This agricultural land area could develop into large lot estates, which generate substantial property taxes relative to the cost of City services. Lincoln is lacking in this type of housing (think Granite Bay). Now you probably have the most Environmentally Superior alternative beyond the No Project Alternative. The FEIR should clean up the write-up on the Alternative.

13-41 cont.

MY PREFERRED ALTERNATIVE

Village 1 is a great place to develop! As I have pointed out neither the land use chapter nor other chapters map where specific property ownership's are located within the project area. Such a map should be provided. Existing property ownerships can affect how this development will play out. When the proposed land use plan and the alternatives are examined, it becomes clear they have not been designed based on the land forms but on who owns what. The straight lines on the Proposed Land Use Plan give this away. While I am speculating on this, it is probable that no real builder is involved in the process. It appears to be a land developer-staff run operation. That is fine but does have drawbacks in terms of financial realism. What developers are pushing this Specific Plan effort? Who is funding this effort?

13-42

By my count there are around 40 individual parcels. The number of ownership interests is unknown to me.

FINANCIAL CONSOLIDATION

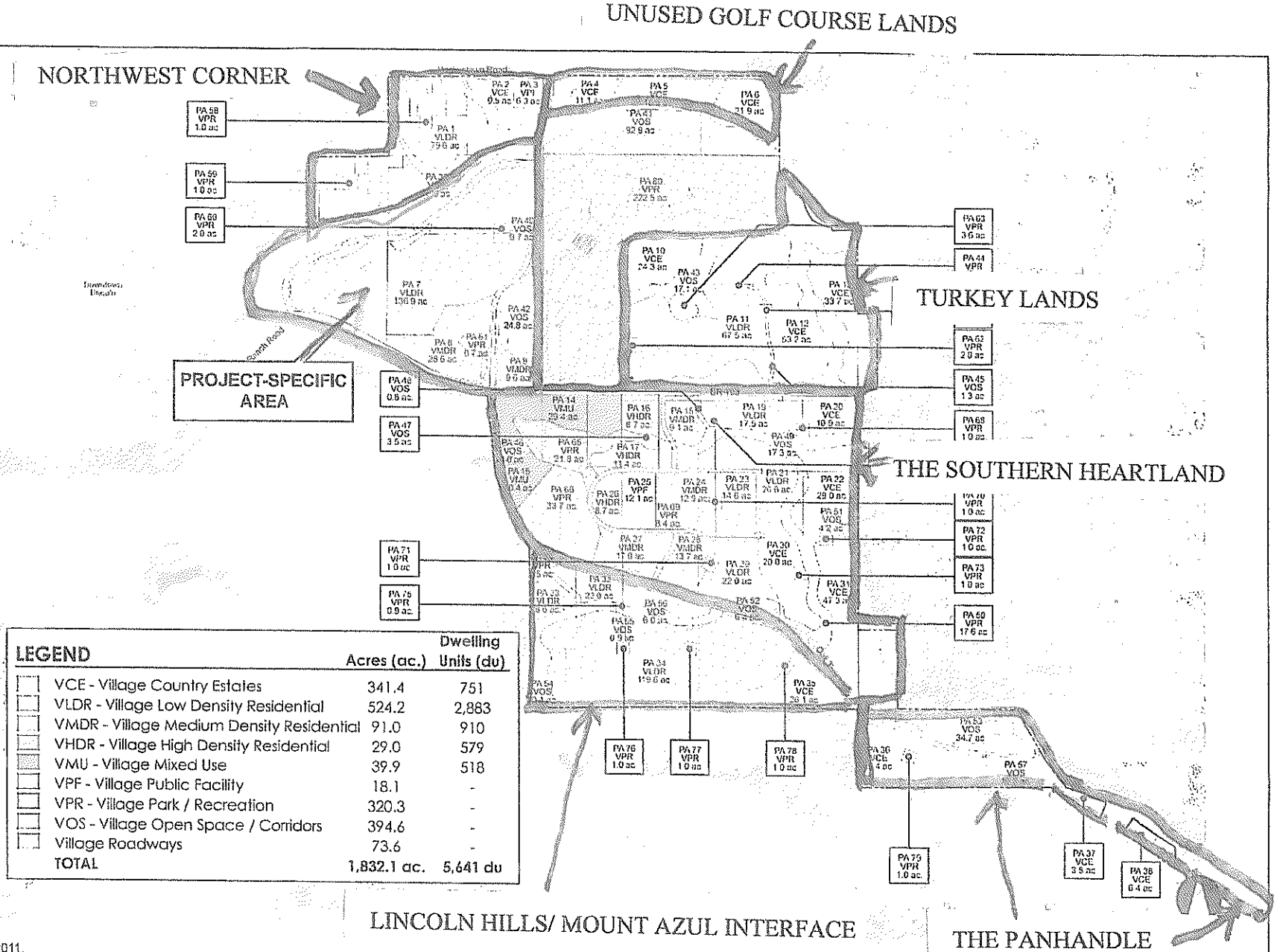
In my **preferred alternative**, financial arrangements would be developed to share in the costs for the whole project or for larger unique areas of the project. This would include providing credits for those portions of the site, which would be better served by being preserved as open space. A year ago, for the NOP I prepared a map of LOGICAL PLANNING SUBAREAS to encourage that type of analysis in the DEIR. A copy of that map was found in Appendix A. I am resubmitting this idea and map so individual portions of this planning area could be discussed to reflect their unique characteristics.

13-43

The lack of a Draft Specific Plan being available to the public leaves many important issues to be handled very vaguely in the DEIR. Specific Plan law requires a Specific Plan to contain a PROGRAM OF IMPLEMENTATION MEASURES INCLUDING REGULATIONS, PROGRAMS PUBLIC WORKS PROJECTS, AND FINANCIAL MEASURES TO CARRY OUT THESE MATTERS.

FIGURE B

GEOGRAPHIC SUBAREAS



LEGEND	Acres (ac.)	Dwelling Units (du)
VCE - Village Country Estates	341.4	751
VLDR - Village Low Density Residential	524.2	2,883
VMDR - Village Medium Density Residential	91.0	910
VHDR - Village High Density Residential	29.0	579
VMU - Village Mixed Use	39.9	518
VPF - Village Public Facility	18.1	-
VPR - Village Park / Recreation	320.3	-
VOS - Village Open Space / Corridors	394.6	-
Village Roadways	73.6	-
TOTAL	1,832.1 ac.	5,641 du

Source: KTGY, 2011.

FIGURE 2
Proposed Land Use Plan

100011231

In my alternative, a master builder/financial **reimbursement** program would be required before each of these sub-areas could move forward toward development. The entirety of the Specific Plan would all be required to work together on funding mechanisms that affect the whole area. Right now this process must be like herding cats. Without this consolidation, timing conflicts and impacts can occur. Quality of design may suffer. In my alternative most of all financial arrangements and obligations can be shared. Can a City force these kinds of "marriages"? Sure they can. I have done it. In this alternative, subdivision maps can now be prepared without regard to existing parcel lines. Zoning can really becomes form based. After the Specific Plan is adopted. The City would consider no development proposals until this financial structure is complete. That will force the issue and cooperation. While I am sure that some cooperative issues have been discussed, there is no indication in the DEIR that a consolidated and legally enforceable approach has been agreed to. If it had, that would be touted in the DEIR.

13-43

BUFFER AREAS

In reviewing the Reduced Footprint Alternative, I thought this reduced the acreage to much. As discussed above Lincoln's Open Space Policy 2.1 requires the City to provide buffer zones on the eastern end of the project area. My alternative would include a minimum 100-foot buffer on all properties on the eastern edge of the property. It would be shown as Open Space on the Proposed Land Use Plan. When the City requested LAFCO to delete the lands from the City SOI between the eastern edge of Village 1 and Sierra College Road, it made a statement, the City ends at the new SOI boundary. This buffer would lock in that City Council decision! It would also be an amenity to the new homes to the east of the property.

13-44

A similar 100 foot buffer on the south, east, and north where not already proposed, would complete the buffer zone separating Village 1 from the existing developments in the area. These buffer zones should also include a perimeter trail, which will be more fully discussed below.

Lastly, my buffer would include having the other property owners work together to acquire the remaining 35 acres slated for 1-acre lots, on the most easterly parcel of Village 1. This property should be developed as a low intensity use community park. This facility would connect to the existing Mt Azul trail. City park dedication funds could be used to help in its development. Such preservation would reinforce the agricultural lands to the north. It would help provide a small greenbelt along the western side of Sierra College Road. If Bickford Ranch does build, this break between these two areas would be an oasis of green between the City and that project, while supporting the property owners to the north lifestyle. NOTE: It would also provide a safety valve in case portions of the County owned land are harder to remediate than currently thought. The Oak Tree Lane Extension will provide easy access to this facility

This area should be designated as Community Park and is on my Proposed Land Use Plan. Due to graphics issues I have reflected these proposals on a MODIFIED Parks, Recreation, and Open Space map.

13-44 cont.

OAK MITIGATION

Oak woodland currently flourishes in the eastern part of the plan area. The mitigation requirements for elimination of hundreds of acres of oak woodland will be substantial. We know that to date the existing Lincoln fee based program has not been even partially successful.

The Lincoln General Plan discussion of Village1 on page 4-24 states, "Retain the mature canopy of trees to the extent feasible" From my point of view no real attempt has been made accomplish this.

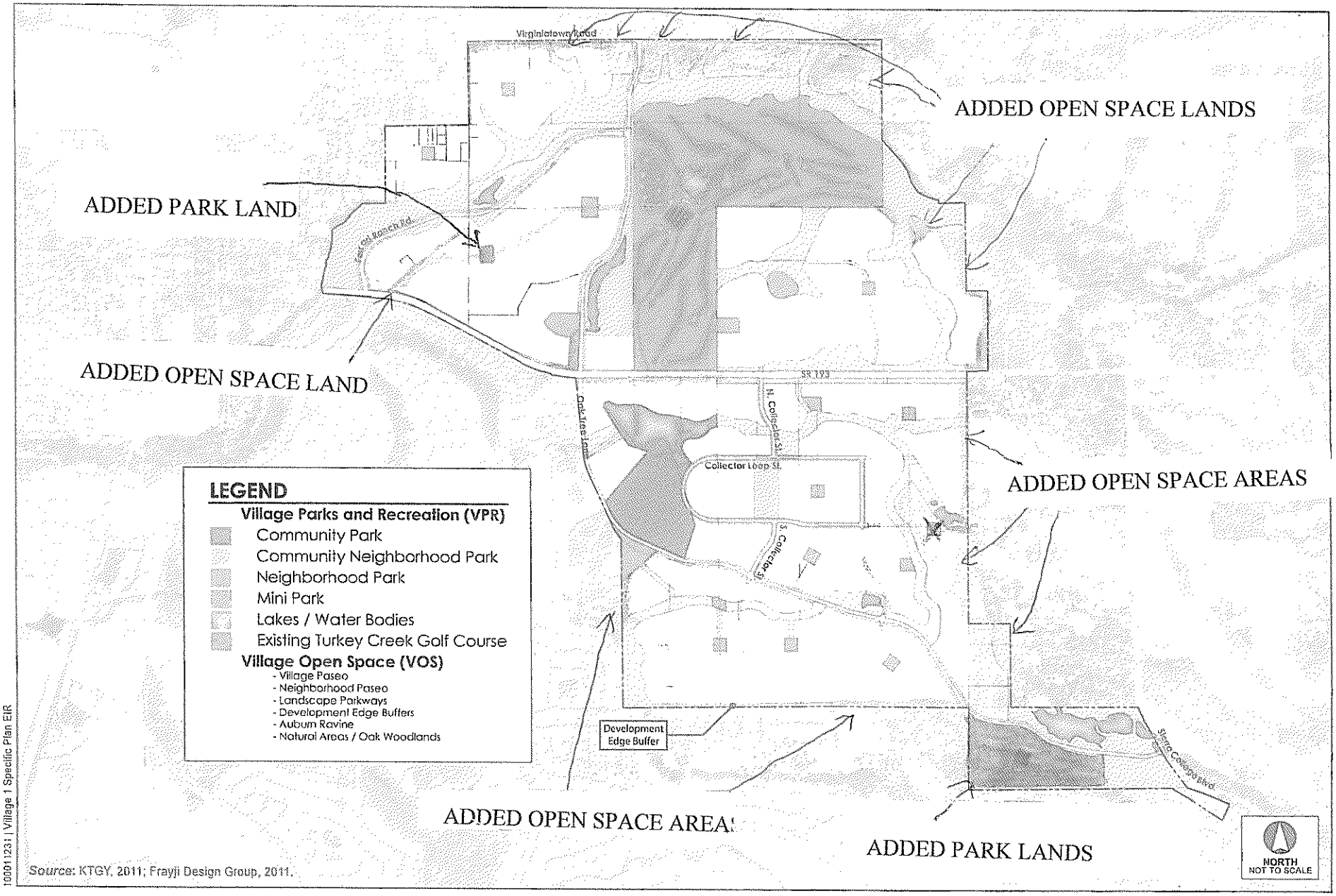
Figure 4.4-1 Project Area Habitats and Figure 4.8-1 Existing 100-Year Flood Plains show several concentrations of oaks that the Proposed Land Use Plan does not provide preservation for. The most important of these areas is the Northeast edge of the property above Auburn Ravine. This area should be preserved as Open Space! Figure 2-5 Pedestrian Facilities already shows the main trail along Auburn Ravine north of it in this area. Further north parallel to Virginia Town Road a meandering trail could be added in lieu of a standard City sidewalk and connect to that Auburn Ravine Trail to create a loop trail system in this area. Low intensity facilities such as benches and picnic tables could be allowed. As a bonus this would provide an effective transition and buffer from the County agricultural areas to the north. It also would probably garner support for the project from the area residents.

13-45

On the eastern border of the site are additional areas with concentrations of mature oak canopy. Small locations along the eastern edge of the City staff ProposedPlan area are shown as Open Space to protect wetland features. The oak woodland on-site are clearly identified on Figure 4.4-2 entitled Full Specific Plan Wetlands and Waters of the U.S. A small amount of these oak woodland areas are already shown on the Proposed Land Use Plan as Open Space. Under my alternative they would be expanded substantially.

When oak mitigation areas are coupled with the buffer zones described above, a wider buffer zone results.

I propose that these areas should be reimbursed for their oak mitigation land. With the financial arrangements described above property owners that would benefit from being able to develop their parcels will be responsible for funding these oak mitigation preservation areas through their mitigation fees. The whole project area will benefit from the oak mitigation and buffer zone program; whole specific plan area should share in the costs of its oak preservation!



Source: KTGY, 2011; Frayji Design Group, 2011.

100911231 | Village 1 Specific Plan EIR

Figure 2-9
Parks, Recreation and Open Space

CUTLER PROPOSED LAND USE PLAN MODIFICATIONS
(ADDING OPEN SPACE LANDS AND PARKLANDS)

ATKINS

The FEIR needs to consider this Alternative to the proposal in addition to those already completed. It should be evaluated in terms of the General Plan compliance discussion as the other alternatives. 13-46

TRAILS

The Lincoln General Plan policies repeatedly support trails as a means of transportation. When discussing the village development review process LU-15.5 states, "New villages shall provide connectivity to other villages and the developed portions of the City. This connectivity shall be in the form of roadways, transit connections, and pedestrian linkages."

Existing Figure 2-5 Pedestrian Facilities shows a program that is extremely limited in fulfilling this policy.

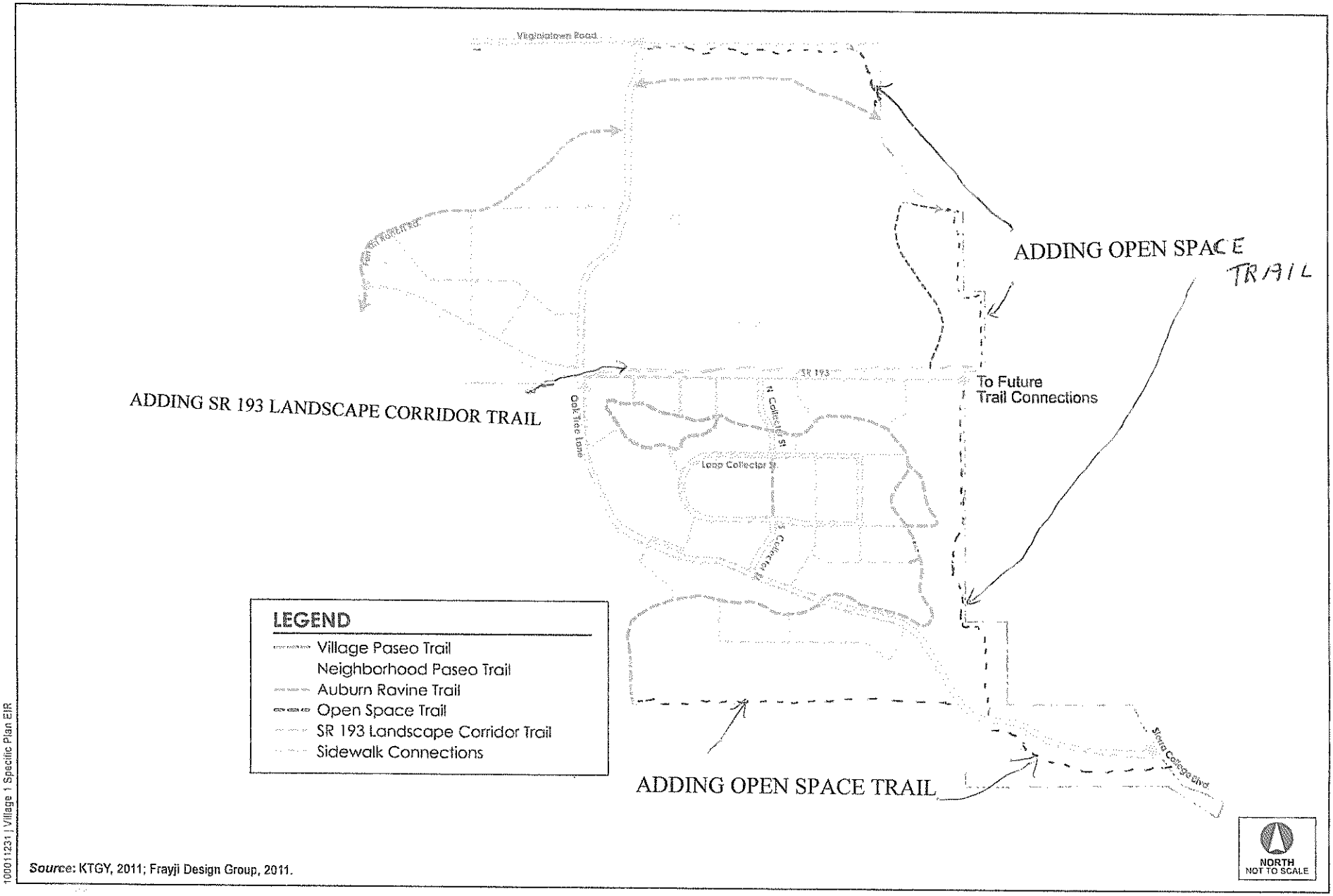
By placing a trail through the proposed buffer zones/ oak mitigation on my alternative this effort can come closer to Lincoln General Plan policy.

Specifically, this map should be modified to include:

- A northern loop trail through the oak mitigation/buffer zone. It will connect to a trail on the northern SR 193 r-o-w to connect with Phase 1 trails. The trail would become a sidewalk segment along the Turkey Creek Country Club. 13-47
- A southern loop trail through the oak mitigation/buffer zone should be built and connect to the existing City Mt. Azul Trail.
- A connection from the southern buffer trail along the Oak Tree Lane Extension to Sierra College Road (which will be 4 lanes and no doubt have sidewalks).
- A loop trail through what I propose is preserved as Open Space on the land north the golf course.

These loop trails will be important features of the project as well as selling points for Village 1. The need for the trails along both sides of SR 193 is to connect this project from east to west. With the elementary school to be in the south part of the project, a safe way to get across to the school at one of the two traffic signals is critical. SR 193 will be a barrier to village unity between the southern and northern components of Village 1. So two independent trails systems will join together at the two signalized intersections.

My version of a revised Pedestrian Facilities map is shown on the next page. The FEIR should examine my version pedestrian plan against the original proposal in terms of general plan compliance issues.



Source: KTGY, 2011; Frayji Design Group, 2011.

Figure 2-5
Pedestrian Facilities

CUTLER PROPOSED PEDESTRIAN FACILITIES

ATKINS

SMART GROWTH

Lincoln's General Plan policy LU-1.13 states. "In order to implement smart growth principals the City will utilize form-based zoning in the designated village areas." 13-48

To implement smart growth requires attention to the details of that philosophy. One such principle of smart growth is centrally located parklands. The staff proposed land use plan shows parks located internally in most areas. The big exception is Village 1. The parks to serve this area are all on the east side of the village. Lincoln's General Plan has policies that require parks within one-quarter mile from the residents it serves. My alternative has one centrally located park within Village 1. 13-49

The following page has a short listing of smart growth principles. In my alternative these would be described in the Specific Plan. Compliance to these simple principles should be discussed in that document but also presently in the EIR. Not having the Draft Specific Plan I can not really go further on how my alternative would vary further from what the staff has yet to release. 13-50

My alternative map was included previously. I accept the draft designations except for where I have specifically recommended changes where I propose additional buffer lands or mitigation. It is taken from the DEIR map and shows where I suggest changes. I request that the FEIR provide analysis on this alternative in a consistent fashion with the alternatives already discussed in the DEIR. 13-51

LAST THOUGHTS

36. **I FEEL THAT THE CITY SHOULD STRONGLY RECONSIDER RECIRCULATION OF THIS DEIR AFTER THE DRAFT SPECIFIC PLAN AND RELATED DOCUMENTS ARE FINALLY MADE PUBLIC.** This revised document could them reference specific plan recommendations rather than just a few maps. It would give time to the developers of Phase 1 to put together specific development proposal that could be related to the Draft Specific Plan and the City's General Plan. All these documents could then be reviewed as a package. This would give time to resolve the procedural issues associated with this process to date. Keep in mind this is a three square mile area with over 5000 homes. 13-52

I have spent 5 five full days reading the report and preparing these comments on the DEIR. I prepared them during the shortened time frame due to the errors in city noticing.

I am preparing to leave on a long scheduled vacation, I received a call from the Lincoln Planning Department at noon on June 6th informing me that the staff has finally released the Draft Specific Plan as of that date.

AMES SMART GROWTH ALLIANCE

When we build, let us think that we build forever.

Principles of Smart Growth

Thu, 05/07/2009 - 21:41

1. Mix Land Uses. New, clustered development works best if it includes a mix of stores, jobs and homes. Single-use districts make life less convenient and require more driving.
2. Take Advantage of Existing Community Assets. From local parks to neighborhood schools to transit systems, public investments should focus on getting the most out of what we've already built.
3. Create a Range of Housing Opportunities and Choices. Not everyone wants the same thing. Communities should offer a range of options: houses, condominiums, affordable homes for low income families, and "granny flats" for empty nesters.
4. Foster "Walkable," Close-Knit Neighborhoods. These places offer not just the opportunity to walk—sidewalks are a necessity—but something to walk to, whether it's the corner store, the transit stop or a school. A compact, walkable neighborhood contributes to peoples' sense of community because neighbors get to know each other, not just each other's cars.
5. Promote Distinctive, Attractive Communities with a Strong Sense of Place, Including the Rehabilitation and Use of Historic Buildings. In every community, there are things that make each place special, from train stations to local businesses. These should be protected and celebrated
6. Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas. People want to stay connected to nature and are willing to take action to protect farms, waterways, ecosystems and wildlife.
7. Strengthen and Encourage Growth in Existing Communities. Before we plow up more forests and farms, we should look for opportunities to grow in already built-up areas.
8. Provide a Variety of Transportation Choices. People can't get out of their cars unless we provide them with another way to get where they're going.More communities need safe and reliable public transportation, sidewalks and bike paths.
9. Make Development Decisions Predictable, Fair, and Cost-Effective. Builders wishing to implement smart growth should face no more obstacles than those contributing to sprawl. In fact, communities may choose to provide incentives for smarter development.
10. Encourage Citizen and Stakeholder Participation in Development Decisions. Plans developed without strong citizen involvement don't have staying power.When people feel left out of important decisions, they won't be there to help out when tough choices have to be made.

Navigation

Schools

What is Smart Growth?

Principles

This is way too late for the public to utilize the document. In any case, if the document meets State law requirements, the DEIR would need to be revised to provide that information on how the project will proceed. This tardy release highlights the procedural problems Lincoln has had in dealing with the Village 1 Specific Plan!! It should have been out prior to the NOP. Arguably, the City could have released it with the DEIR. The other documents referenced in this letter have not been released yet. We still have a failure of procedures.

13-52 cont.

That I received a call on the subject of plan release is because I make repeated attempts to find out how to get these reports. By calling me and putting the report on their web site is not notification to the public that this report is now available. **THAT ONLY OCCURS WHEN NOTICE IS SENT THAT THE DOCUMENT IS AVAILABLE.** Presumably, the City expects me to down load this report of unknown length at my expense. It is common for jurisdictions to give out copies of this type of reports or DEIR to interested participants. It is not like the City should pay for these reports. Traditionally, that cost falls to the project proponents to cover this cost.

Sincerely yours,

Jim Cutler

LETTER 13: JIM CUTLER

Response 13-1: As indicated in the comment, the first Notice of Availability (NOA), dated May 7, 2012, for the Draft EIR contained an error in the subject line. A second NOA (dated May 9, 2012) corrected the review date, but did not change the subject line. However, both NOA clearly stated in the body of the text that the Draft EIR was available for review. A third NOA corrected the subject line on May 23, 2012. Nonetheless, as requested by the commenter, the comment period was extended to July 9th, providing 47 days after the corrected notice, for a total review period of over 8 weeks.

Response 13-2: CEQA Guidelines Section 15082 requires that the Notice of Availability be sent to all organizations and individuals who have previously requested notice in writing. The City maintains a list of those requesting to be informed of the project and or CEQA documents for the project, and the Notice of Availability and subsequent notices were sent to the parties on that list. In addition, a notice was posted in the Lincoln News Messenger, which is the local newspaper. The commenter did submit a letter in response to the NOP, but did not request to receive future mailings. The commenter has now been added to the mailing list and will receive all public notices related to the Village 1 Specific Plan and EIR.

Response 13-3: The City has met and exceeded the requirements for making a Draft EIR available for public review. As required by CEQA, the Draft EIR was available for public review at City offices, and at the local public library (CEQA Guidelines Section 15082). In addition, compact disks were available for purchase at the City Development Services Department. Although not required, the body of the Draft EIR was also posted to the City's website, as indicated in the comment. Limitations within the City's website precluded grouping the Village 1 DEIR chapters together. Nonetheless, as shown in the comment's attachment, all of the DEIR chapters were available on the website. The appendices were not initially posted on the website, but were available for review or on compact disk at the City Development Services Department. After receiving the comment, the City also posted the appendices on the website.

Response 13-4: The comments regarding the advantages of the Village 1 area are noted. As discussed in more detail in the following responses, the EIR consultants and the public had access to complete versions of pertinent documents needed to conduct an adequate analysis of the project impacts.

Response 13-5: As required by CEQA Guidelines Section 15032(i), the Village 1 NOP included "sufficient information describing the project and the potential environmental effects to enable the responsible agencies to make a meaningful response," including a description of the full Specific Plan and Phase 1, exhibits showing the location of the project, and discussion of the potential project impacts (see Appendices A and B in the Draft EIR). The pertinent information regarding the scope of the environmental analysis included the number of dwelling units, square footage and acreage for each land use, and a description of infrastructure needed to serve the plan area. CEQA Guidelines 15082(a) states that the NOP should be circulated once it is determined that an EIR is warranted for a project. That determination does not require the complete Specific Plan.

Response 13-6: The impact of Phase 1 has been thoroughly analyzed. The Draft EIR assumes that all roadways and development parcels will be graded and developed. The Small Lot Tentative Map would place lots and roads within these areas. If anything, the Draft EIR overstates the impact, because when lotting occurs, it may encompass a smaller footprint than shown in the Draft EIR, but not a larger footprint.

Response 13-7: Chapter 2, Project Description, of the Draft EIR describes the physical changes that would occur as a result of the proposed project in enough detail to understand the components of the project, including the land uses that would be developed throughout the plan area if the Specific Plan were approved. Additional information is provided as appropriate in the various technical sections. As stated on page 2-23, the EIR is intended to cover a number of entitlements that would be required for the plan area to be developed, including a General Plan amendment, General Development Plan, Tentative Maps, Specific Development Plans/Development Permits, Development Agreement, Annexation/Pre-zoning and Grading Permits. The General Plan would be amended to redesignate the project site as indicated in Figure 2-7. The General Development Plan is available on the City's website. The plan area would also be prezoned to be consistent with the land use designations. All actions taken subsequent to approval of the Specific Plan (e.g., annexation, zoning, and tentative maps) must be consistent with the Specific Plan and EIR assumptions, or a Specific Plan amendment and/or additional CEQA analysis could be required (CEQA Guidelines 15162).

Response 13-8: The rock outcroppings described in the DEIR occur primarily in the eastern and southern portions of the plan area. No unusual rock outcroppings were identified in Phase 1. There are a number of photographs that are used to augment the description of the Phase 1 site (view points 4 through 7 in Figures 4.1-2 through 4.1-5). As stated on page 4.1-12, these rock outcroppings are typical of those found throughout the region, and are not visually unique or significant. Some of the outcroppings would be preserved in open space.

The comment does not indicate why stock ponds, which are agricultural rather than natural, should be shown in the visual section, as they are not typically considered visual amenities.

Response 13-9: Comment noted. Mitigation Measure 4.2-2 requires that development not be permitted on land under Williamson Act Contract until the contract expires or is cancelled.

Response 13-10: Table 4.4-1 on page 4.4-7 identifies and quantifies wetlands by type within Phase 1. The wetlands are broken down by property name because separate reports were prepared for the subject properties, all of which are shown in Figure 4.4-2. The two parcels that were not surveyed are identified on Figures 4.4-3 and 4.5-1.

Response 13-11: The resources found in Phase 1 are depicted in numerous exhibits, some of which focus just on Phase 1 in order to provide additional detail (for example, Figure 4.4-3, Phase 1 Wetlands and Waters of the U.S.). It is not clear from the comment how an aerial exhibit would add information needed for the CEQA analysis.

Response 13-12: As stated on page 4.4-7, a small portion of the Phase 1 area could not be surveyed. However, that area is easily visible from the fence line. The habitats in those areas are shown in Figure 4.4-2. Therefore, there is enough information available at this time to characterize the impacts of developing all of Phase 1. Further, mitigation measures have been identified to ensure that if any resources or hazards are present in the unsurveyed areas, then they will be addressed prior to development of those parcels.

Response 13-13: Village 1 is consistent with the General Plan comments cited in the comment. Figure 4.8-1 shows the existing 100-year floodplain. The proposed project would fill a portion of the 100-year floodplain as evaluated in Impact 4.8-3 on page 4.8-39 and 4.8-40 of the Draft EIR. In addition, the project drainage system would alter onsite flows. The post-project floodplain, shown in Figure 4.8-2, would be located entirely within open space. The entire

stretch of Auburn Ravine through the project area is located within the Open Space corridor which is wide enough to encompass land within 50 feet of the corridor.

Response 13-14: Please see Response 13-6.

Response 13-15: The Draft EIR fully analyzes the impacts of Phase 1 on perennial and intermittent streams. The existing drainage conditions for Phase 1 are depicted in Figure 4.8-1. The future watersheds are shown in Figures 4.8-2 and 4.8-3. Phase 1 has the same watersheds as the full Specific Plan.

Response 13-16: Appendix E in the Draft EIR is a list of special-status species obtained from agency databases. These databases extend beyond the Village 1 plan area. For example, as explained in Table 4.4-2 on page 4.4-50, delta smelt are limited to the Sacramento-San Joaquin Delta, and would not occur in Auburn Ravine, even though this species occurs in the database search.

The information provided Appendix E is not "NOP letters" requesting analysis of specific species, as suggested by the commenter. No federal or state agency submitted comments in response to the NOP indicating which species should be evaluated in the EIR.

Table 4.4-2 in Section 4.4, Biological Resources, in the Draft EIR includes Central Valley spring-run and winter-run Chinook salmon, noting its federally threatened status and low potential for occurrence.

Table 4.4-2 (on page 4.4-51 under the "Fish" subheading) has been modified as follows to add information about fall and late fall run species.

Information about Central Valley fall and late fall run Chinook salmon is also added to page 4.4-15 in the Draft EIR following the first paragraph:

> Central Valley fall and late fall run Chinook salmon (*Oncorhynchus tshawyscha*) is a Federal Species of Concern and a State Species of Special Concern. The Central Valley fall/late fall run evolutionarily significant unit (ESU) includes fall run and late fall run Chinook salmon in the Sacramento and San Joaquin rivers and their tributaries. Historically, Chinook salmon were widely distributed throughout all major streams of the Central Valley drainage. Central Valley fall run and late fall Chinook salmon adults migrate from the Pacific Ocean from mid-July through November to freshwater spawning habitat. Spawning occurs in the Sacramento River and numerous tributaries from late September through December. Central Valley fall-run and late fall Chinook require clean, cold water over gravel beds with water temperatures between 6 and 14 C for spawning. Eggs incubate approximately eight weeks before hatching. Juveniles rear for three to six months before emigrating downstream from their natal waters through the Sacramento River, Delta, and San Francisco Bay to the Pacific Ocean.

Impact 4.4-11 on page 4.4-40 in the Draft EIR is modified as follows to address salmon, in addition to steelhead. Mitigation Measure 4.4-11(a) and (e) is also modified. The incorporation of this information does not change the conclusions of the analysis or the severity of the impact concerning fish species in Auburn Ravine. In particular, Mitigation Measure 4.4-11, as modified, would protect both steelhead and salmon.

TABLE 4.4-2

SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE VILLAGE 1 SPECIFIC PLAN PROJECT SITE

Scientific Name **Common Name**	**Status Fed/State/Other**	**Habitat Requirements**	**Likelihood of Occurrence in Project site**
Fish			
Hypomesus transpacificus delta smelt	FT/none/none	Sacramento-San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait and San Pablo Bay. Seldom found at salinities less than 10 ppt., most often at salinities less than 2 ppt.	**None:** No suitable habitat in the project site.
Oncorhynchus mykiss Central Valley steelhead	FT/none/none	Requires beds of loose, silt-free, coarse gravel for spawning. Also needs cover, cool water and sufficient dissolved oxygen. Passes through the San Francisco Bay during migrations to upstream spawning habitat.	**Moderate to High:** Suitable habitat present in Auburn Ravine in the project site.
Central Valley steelhead Critical Habitat	FX/none/none	N/A	**Known:** Portions of Auburn Ravine passing through the project site are within critical habitat for this species.
Oncorhynchus tshawytscha Central Valley spring-run Chinook salmon	FT/none/none	Spawns in the Sacramento River but not in tributary streams. Requires clean, cold water over gravel beds with water temperatures between 6 and 14 C for spawning. Passes through the San Francisco Bay during migrations to upstream spawning habitat.	**Low:** Not known to occur in Auburn ravine, though potential spawning habitat exists there.
Oncorhynchus tshawytscha winter-run Chinook salmon	FE/none/none		
Oncorhynchus tshawytscha Central Valley fall and late fall run Chinook salmon	none/none/CSC		**High:** Known to present in Auburn Ravine

4.4-11 The proposed project would result in the modification of stream corridors, disrupting the associated habitat, and potential changes in surface water quality that could affect Central Valley steelhead and/or Central Valley fall and late fall run Chinook salmon.

Full Specific Plan/Phase 1

The reach of Auburn Ravine that passes through both the Phase 1 and programmatic portions of the project site is designated as Critical Habitat for Central Valley steelhead and represents migration and possibly spawning habitat for this species. Central Valley fall and late fall run Chinook salmon (*Oncorhynchus tshawyscha*), which may be present in Auburn Ravine, is a Federal Species of Concern and a State Species of Special Concern. However, there is no designated Critical Habitat. The proposed project includes a series of modifications to Auburn Ravine within this reach. These modifications include…

Construction of these drainage improvements and proposed bypass channel improvements could affect Central Valley steelhead and/or Central Valley fall and late fall run Chinook salmon in Auburn Ravine and its tributaries by potentially affecting water quality. Once constructed, the channel improvements would carry post-construction stormwater flows that could contain urban pollutants. Central Valley steelhead is listed as threatened under FESA and take of this species or its habitat is prohibited. Central

Valley fall and late run Chinook salmon is a special-status species, but it is not subject to federal or state take species or habitat prohibitions that apply to steelhead. Damage to, or loss of Central Valley steelhead or Central Valley fall and late fall run Chinook salmon or their habitat through excavation, siltation or other pollution of the habitat, the potential loss of individual Central Valley steelhead or Central Valley fall and late fall run Chinook salmon or their habitat would be considered a significant impact.

Mitigation Measure

Implementation of the following mitigation measures would reduce this impact to a *less-than-significant level* by protecting Central Valley steelhead and Central Valley fall and late fall run Chinook salmon and their habitat in Auburn Ravine through avoidance of the low-flow period and protection of water quality.

(a) *Restrict work in Auburn Ravine to low-flow periods between June 15 and October 15 to avoid effects on adult or juvenile steelhead or salmon life stages during their migratory seasons.*

(e) *If dewatering is necessary along portions of Auburn Ravine, use appropriate temporary coffer dams to dewater the construction sites and divert water through the area during the construction period to prevent impeding creek flow or water flow through the work areas. If dewatering at a site is required, a qualified biologist shall be present during the dewatering period to inspect and ensure that steelhead and salmon will not be trapped within the temporary coffer dams. If steelhead or salmon are found, a qualified biologist will capture and relocate these fish to an appropriate area away from the construction site. The project applicant or their representative shall submit for approval the dewatering and fish capture and relocation plans to the NOAA and CDFG once the design plans are finalized.*

Response 13-17: The bridge across Auburn Ravine would be constructed as part of the full Specific Plan, not Phase 1. Therefore, the Draft EIR evaluates the impacts of the bridge at a programmatic level. For example, the bridge is specifically discussed in Impact 4.4-11 on page 4.4-40, which discusses potential effects of the bridge and other project features on steelhead habitat. Mitigation Measure 4.4-11(m) specifically addresses bridge construction. Impact 4.4-12 on page 4.4-42 addresses interference with the movement of wildlife species, and Mitigation Measure 4.4-12(a) on page 4.4-43 requires that the bridge crossing be designed to minimize restriction of wildlife movement through the project site.

The bridge is proposed to be a broad span (400 feet) with columns at 60 feet. One purpose of a span design is to minimize impacts on the stream corridor. The amount of habitat that would be disturbed by the bridge will be determined after the bridge design is submitted to the City, and will be subject to subsequent CEQA review. The nature of the review would depend on the type and severity of impacts associated with the bridge.

Response 13-18: As stated on page 4.4-5, Tree surveys conducted in 2007 and 2008 documented 908 oak trees greater than 6 inches diameter at breast height (dbh) on two of the properties within Phase 1. There are only a small number of oak trees on the portion of Phase 1 that was not surveyed. The loss of these oak trees would be addressed through Mitigation Measure 4.4-14, which requires compliance with the Village 1 Specific Plan Oak Woodland Mitigation and Monitoring Plan.

Response 13-19: The Oak Woodland Mitigation and Management Plan (OWMMP) is provided in Appendix C to the Draft Specific Plan, which is available from the City of Lincoln and/or on the City's website. The OWMMP provides for preservation, enhancement and replacement of oak woodlands within the plan area. Replacement options include new planting on or off site and/or payment of the City's tree mitigation fee, which could be used to support oak tree propagation anywhere in the City, including within the over 700 acres of open space, parks and landscape corridors within Village 1. Because the OWMMP would be implemented as portions of the plan area are annexed to the City, no LAFCO action would be involved in OWMMP activities.

Response 13-20: As shown in Table 4.4-2, a search of the California Natural Diversity Data Base indicated that California red-legged occurred within the region. The project site does contain some habitat that could support the red-legged frog, but the potential for the species to occur on site is considered none to low due to its known distribution. Therefore, no onsite surveys are necessary. The yellow-legged frog was not reported in the CNDDB as potentially occurring in the region so it was not addressed in the DEIR.

The comment that the ponds could be a design feature is noted, but addresses project design rather than the Draft EIR analysis, so no response is required.

Response 13-21: Figure 4.5-1 is based on surveys conducted within the plan area. The majority of Phase 1 is identified as having a low frequency of recorded cultural resources based on surveys conducted on approximately 260 acres within Phase 1. Four historic resources were identified, but after evaluation they were determined not to meet standards for historic significance. One pre-historic resource was also identified and determined to be historically significant (see pages 4.5-8 through 4.5-11).

The cultural resource surveys were conducted on the parcels that contain the alignment of Ferrari Ranch Road. No historically significant resources were identified in the vicinity of the road alignment. Furthermore, as discussed in Chapter 2, the alignment of Ferrari Ranch Rod has been relocated to the edge of the Open Space area.

Mitigation Measure 4.5-2 requires that all areas of the plan area that have not been subject to surveys be surveyed prior to approval of any small lot tentative map, grading or improvement plan. These surveys would identify cultural resources within the plan area.

Response 13-22: The historic resources within the Phase 1 areas were found not to be historically significant, and are on private property. It is not clear what benefit would result from depicting the resources on an exhibit.

Response 13-23: As stated on page 4.5-19 of the Draft EIR, the unsurveyed portions of Phase 1 represents approximately 8 percent (33 acres) of the project total. This area is visually accessible from nearby areas, and the only structure on this portion of the project site is not old enough to be considered historically significant (see page 4.5-10 of the Draft EIR). Therefore, it is not expected that there would be historic resources in that area. Mitigation Measure 4.5-2 requires that the 33 acres be surveyed for prehistoric resources prior to approval of a small lot tentative map, or grading or improvement plans. If any resources are discovered, they are required to be treated following standard professional procedures, including, but not limited to avoidance, protection, data recovery and documentation. Given that only a small portion of Phase 1 has remains to be surveyed, and that mitigation has been provided to ensure proper treatment of any resources that might be present, the analysis for Phase 1 is adequate to support a project-specific approval.

Response 13-24: The Specific Plan and General Development Plan referenced on page 4.6-15 are available to the public at City Hall and on the City website.

Response 13-25: As discussed on page 4.7-3, the landfill was operated by the City from the early 1950s to the mid-1979. As stated on page 4.7-3, there is no indication that the site poses an environmental risk. The site is regularly monitored in accordance with State regulations.

The comment is correct that the landfill is not located within Phase 1. Therefore, the first sentence in the third paragraph under Phase 1 Component of the Specific Plan on page 4.7-3 is corrected to read:

> ~~in the northern part of the Phase 1 component, north of Auburn Ravine,~~ The City operated an approximately 6-acre municipal landfill from the early 1950s to the mid-1970s located south of Virginiatown Road in the northern portion of the plan area.

As shown in Revised Figure 2-2 in Chapter 2, Draft EIR Errata and Modifications, the site is proposed to be designated Village Open Space (VOS), so the parcel would not be developed with urban uses.

Surrounding uses are proposed to be residential and open space. Because the landfill has been regularly monitored and there are no ongoing environmental concerns, it would not adversely affect residences, and there is no need for setbacks or other restrictions.

Response 13-26: The regional park site would not be needed, and is not planned to be developed, in the near term, because it will take time for Village 1 to develop to the point where the resident population is large enough to warrant and/or fund a regional park. The City expects that soil remediation would be complete by the time at which the City was ready to purchase the park site.

The County is currently remediating the lead-contaminated soils at the park site. The City would not purchase the park site before the soils had been remediated, consistent with Mitigation Measure 4.7-2. As discussed on pages 4.7-5 and 4.7-6 of the Draft EIR, a RAP has been completed for groundwater remediation. Pursuant to Mitigation Measure 4.7-2 would ensure that the project would not interfere with groundwater remediation, and that there would not be a risk of exposure to contaminated groundwater.

The County would be responsible for relocating the County facilities. Please see Response 6-13.

Response 13-27: The Draft EIR is a multi-disciplinary document, addressing a wide range of issues that vary in technical complexity. Section 4.8, Hydrology and Water Quality, addresses issues related to flooding, drainage and water quality, as indicated by the CEQA Environmental Checklist. These issues are largely focused on Auburn Ravine, as it is one of the major drainages in the region. As indicated by the comment, there are many facets to Auburn Ravine, which is why it is also addressed in other sections of the EIR, such as 4.1, Aesthetics and Visual Quality, and 4.4, Biological Resources.

The hydrology analysis is by necessity technical, as it must provide the information that supports the findings related to flooding and drainage impacts. These impacts are evaluated through hydrologic modeling. The EIR authors strive to explain the flooding and drainage

setting in impacts that is both clear enough to be understood by a wide audience and technical enough to fully convey the findings of the model.

The first time that acronyms and abbreviations are used in any chapter, they are preceded by the full text. They are also defined in Chapter 8, Acronyms and Abbreviations.

Response 13-28: As stated on page 4.8-47, the area adjacent to Auburn Ravine is designated open space (see Response 13-13). Ferrari Ranch Road would be located at the edge of this open space (see Revised Figure 2-2 in Chapter 2, DEIR Errata and Modifications). As discussed in Response 13-17, the bridge is not part of Phase 1. The bridge, which is proposed as part of programmatic portion of the Specific Plan, is proposed to be a 400-foot wide span with columns set at 60 feet to enable the bridge to minimize alterations to the stream corridor.

Response 13-29: The length of each technical section in the Draft EIR is dependent on the amount of information necessary to be presented to understand existing conditions, methods of analysis, impacts and mitigation measures. Section 4.9, Land Use, examines the compatibility of the proposed project with surrounding uses and consistency with the City's General Plan land use policies and LAFCO annexation policies. Chapter 6, General Plan Consistency, provides an evaluation of the project's consistency with all applicable General Plan policies. That chapter is 29 pages long. In addition, where appropriate, General Plan policies are used as the basis for standards of significance and/or mitigation in some sections, such as Section 4.14, Transportation and Circulation, and 4.10, Noise.

The statement on page 4.9-1 that "suggestions are provided to the decision makers for their consideration" refers to comments regarding land use that were received in response to the Notice of Preparation. As stated earlier in that paragraph, "As an environmental document, the EIR does not address ways in which the project might be revised to better implement General Plan policies." Rather, suggestions regarding ways in which the project could be improved (where significant project impacts are not involved) are provided to the decision makers for consideration.

Response 13-30: The 2050 General Plan designates the Village 1 plan area as Village (V-1) and, where the County facilities are currently located, Public Facilities, as shown in Figure 4.9-1. The Specific Plan provides more specific land use designations throughout the entire plan area, as shown in Figure 2-2. The General Plan will be amended to incorporate these more detailed designations in the General Plan land use map. The definitions of the land uses are consistent with the General Plan. As discussed in Chapter 6, General Plan Consistency, with mitigation the Specific Plan will be consistent with General Plan policies. Therefore, no amendments to General Plan policies are proposed.

Response 13-31: The General Development Plan is not an Administrative Draft document, and is available on the City's website and at City Hall. All of the documents that were used in the Draft EIR analysis (in addition to the Specific Plan and General Development Plan, which are part of the project) are listed in Chapter 10, References.

Response 13-32: As shown in Figure 2-4, Bikeway and NEV Routes, and described on page 2-9, NEV routes would be provided along the major roadways within the plan area, including McBean Park Drive/SR 193, Ferrari Ranch Road and Oak Tree Lanes. On McBean Park Drive/SR 193, NEVs would share an 8-foot shoulder with bicycles. In addition, NEVs would be allowed to share vehicle lanes on roads that have speed limits of 35 mph or lower, which would include most internal minor streets in Village 11.

NEV's would be able to cross McBean Park Drive/SR 193 where the cross street (such as Oak Tree Lane) provides an NEV route. These crossings would be signalized, so an over- or under-crossing would not be needed for the NEVs.

Response 13-33: Improvements to SR 193, which include the addition of the third and fourth lanes, additional traffic signalization and a landscaped median, will be funded by new development through the City's Public Facilities Element (PFE) Fee Program. The decisions regarding the timing and staging of these improvements are anticipated to be made as the project proceeds through phases of development based upon the location of new development and traffic conditions. Determinations regarding the scope of improvements, safety issues and traffic control will be made during the review of specific phases of development. It is not anticipated that all of the improvements will be made to SR 193 at one time. Please also see Response 1-13.

Response 13-34: Phase 1 will not be responsible for widening McBean Park Drive from Ferrari Ranch Road to Sierra College Boulevard. Please see Response 13-33 for a discussion of the timing of SR 193 improvements.

Response 13-35: Construction impacts for roadways and development are addressed in Impacts 4.3-1 (air emissions) on pages 4.3-18 through 4.3-22 and 4.10-2 (construction noise) on pages 4.10-15 and 4.10-16. At this time, it is anticipated that improvements to SR 193 would be made by the City as the City limits are expanded to incorporate Village 1. Regardless of jurisdiction, subsequent CEQA review would be required, as for any project within Village 1 (other than Phase 1). If the State undertakes improvements to SR 193, then those improvements would be subject to CEQA review. Subsequent to certification of the Village 1 Specific Plan EIR and adoption of the Specific Plan, the CEQA analysis for roadway improvements within the plan area could be tiered from the Village 1 EIR.

Response 13-36: The extension of Oak Tree Lane is planned to be approximately 1/2 mile from the future Bickford Ranch connection to Sierra College Boulevard, so the two roads would not be in alignment.

The planned (SPRTA) signal at Twelve Bridges Drive and the project-added signal at Oak Tree Lane would be about 1,800 feet (approximately 1/3 mile) apart. Assuming two northbound left turn lanes at Oak Tree Lane (which was assumed for the EIR analysis) yields anticipated average northbound left turn queues of less than 150 feet and an 85th percentile northbound left turn queues of less than 250 feet under 2050 Plus Project conditions. Northbound through queues are estimated to be significantly shorter. Therefore it is unlikely that northbound (left or through) vehicles would cause an impact on the intersection at Twelve Bridges Drive. Because there is no eastern leg to the Oak Tree Lane intersection, there is no issue of southbound left turn queues impacting the stop controlled intersection at Lower Ranch Road.

Response 13-37: Many General Plan policies do not address environmental concerns, and there are not always policies that address specific environmental effects. The General Plan policies were considered in the development of standards of significance, and do provide the basis of standards of significance where appropriate (e.g., traffic service level impacts within the City, acceptable noise levels).

The commenter's preference for evaluating General Plan consistency is noted. This is a comment on format rather than the content of the environmental analysis, so no response is necessary.

Response 13-38: The Draft EIR analyzes the Specific Plan as proposed, not prior versions of the plan or other proposals. As stated on page 6-5, the combination of the Village Country Estates designation, which has a minimum of one-half acre lots, and open space provides an appropriate buffer between the denser land uses within Village 1 and surrounding agricultural activities, which, for the most part, are relatively low intensity (i.e., grazing).

See also Response 13-29.

Response 13-39: The Design Guidelines referenced on page 6-4 are part of the General Development Plan available on the City's website and at City Hall.

Response 13-40: As stated on page 7-1 of the Draft EIR, the primary intent of the alternatives evaluation is to include those alternatives that could feasibly accomplish most of the basic objectives of the project while avoiding or lessening one or more significant impacts. Because the significant impacts of the project are primarily related to conversion of undeveloped land to urban uses and introducing a large new population into the City, the appropriate alternatives for lessening project impacts are reducing the acreage that is developed (reduced footprint) and/or reducing the amount of development (reduced density).

Response 13-41: The Reduced Footprint Alternative (pages 7-12 through 7-22 of the Draft EIR) would include development of approximately 1,300 acres, compared to approximately 1,800 acres under the proposed project. The 500 acres that would not be developed are assumed to remain in the County, because they would not require City services. In order for this to occur, some parcels (but not all) would need to be split. There are mechanisms in the City and County for splitting parcels, so this requirement would not render the alternative infeasible. Furthermore, the entire development area would be contiguous, without creating any islands or peninsulas of unincorporated land (see Figure 7-2).

Under the Reduced Footprint Alternative, annexing the remaining 500 acres of the plan area into the City with a designation of Agricultural Lands would not be materially different from the alternative as described, because that land would remain as an agricultural use. With a minimum parcel size of 20 acres, annexation to the City and designation of the 500 acres Agricultural Land could result in an additional 25 parcels at most (the actual number would depend on the configuration of parcel), which would add slightly to the unit count for the Reduced Footprint Alternative, an increase in the potential unit count of less than one percent. This could provide only a slight benefit to the City in terms of property tax revenue.

Response 13-42: Property ownership is shown in Exhibit 1.3 of the Specific Plan. Lake Development is acting as the primary applicant for the Specific Plan at this time. Ownership and funding of the planning effort do not affect the environmental impacts of the project as proposed.

Response 13-43: The comment addresses financing mechanisms for development of the plan area, rather than the adequacy of the Draft EIR. Financing mechanisms are addressed in Chapter 7, Administration and Implementation Program, of the Specific Plan.

Response 13-44: The comment proposes an alternative that would require 100-foot buffers along the eastern, southern and northern edges of the plan area. Such an alternative would not substantially reduce project impacts, particularly compared to the alternatives evaluated in the Draft EIR. As discussed on pages 4.9-17 and 4.9-18, the proposed land uses would be compatible with surrounding uses, so additional buffers are not necessary.

Furthermore, the City of Lincoln retracted its Sphere of Influence from Sierra College Boulevard in recognition that County zoning had permitted this area to subdivide into 5 acre residences that would be unlikely to request City services and incorporation. The General Plan policies regarding agricultural buffers, LU-5.4 and OSC-2.1, are designed to preserve agricultural operations in the County located adjacent to the City's ultimate boundaries. Regarding the eastern portion of the Village 1 Specific Plan the area adjoining the existing 5 acre residences in the County has been assigned a Village Country Estates land use. This classification allows for density range of 1 to 2.9 units per acre providing opportunities to develop a buffering system. Currently this portion of the project has been reviewed at a programmatic level. When specific development plans are submitted for these areas a review of the need for buffering will be undertaken as part of the detailed design.

Response 13-45: The Specific Plan provides over 250 acres of natural open space, including oak woodlands throughout the plan area. Additional individual oak trees and oak woodlands may be preserved on individual parcels as subsequent proposals are proposed in the programmatic area. The OWMMP provides for the replacement of woodlands that are lost to development. Ultimately the OWMMP and Specific Plan in combination would result in preservation of about 600 acres of oak woodlands (see page 4.4-45 of the Draft EIR).

The recommendation that additional oak woodlands be preserved is noted and is forwarded to the decision-makers for their consideration.

Response 13-46: Please see Response 13-40.

Response 13-47: The comment suggests additional trails to better implement General Plan Policy. This is not a comment on the adequacy on the Draft EIR. Please also see Responses 13-29 and 13-46.

Response 13-48: Form-based zoning is proposed by Village 1, particularly within Mixed Use areas, where the form of the development will be guided by Development Standards and Design Guidelines, regardless of the uses within the development.

Response 13-49: The General Plan does not require that parks be located within ¼ mile of all residences. General Plan siting criteria for neighborhood parks recommends that the service area be ¼ mile to 2 miles. Nonetheless, as discussed on page 6-23 of the Draft EIR, the Specific Plan identifies a wide range of parks throughout the plan area, including miniparks, so most Village 1 residents would live within ¼ mile of a park, paseo, trail and/or open space area.

Response 13-50: The comment does not address the adequacy of the Draft EIR. Nonetheless, it should be noted that the Specific Plan as proposed does incorporate the smart growth principles appended to the comment.

Response 13-51: Please see Responses 13-37 and 13-41.

Response 13-52: CEQA Guidelines Section 15162 identifies the circumstances under which recirculation of an EIR is required:

1. Substantial changes are proposed in the project which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, as complete or the negative declaration was adopted, shows any of the following:

    a) The project would have new or more significant effects not discussed in the previous EIR or negative declaration;
    b) Significant effects previously examined would be substantially more severe than shown in the previous EIR;

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the proposed proponents decline to adopt the mitigation measures or alternative; or

    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adapt the mitigation measure or alternative.

As discussed in Chapter 2, Draft EIR Errata and Modifications, minor changes have been made to the proposed project, but those changes would not create any new significant effects or make previously identified impacts more severe because the area of disturbance and amount of development would be almost identical to the project analyzed in the Draft EIR. In a small number of cases, new information has been added, such as the completion of Materials Recovery Facility (see Response 11-3). For the most part, this information did not alter the impact analyses or mitigation measures. In a small number of cases, shown in Chapter 2, the discussion of impacts and/or portions of mitigation measures were updated and/or modified in response to comments received on the Draft EIR. The applicant has agreed to all mitigation measures, as modified in Chapter 2. In no case was a new significant impact identified, nor were any of the previously identified significant impacts made substantially more severe. No new alternatives were identified that would achieve the project objectives while substantially lessening project impacts. For these reasons, recirculation of the Village 1 Specific Plan Draft EIR is not warranted.

Please also see Response 13-1 regarding the length of the comment period.

Proposed Lincoln Village

Re: 968 Virginiatown and adjacent parcels

I believe the proposed zoning on my property is inappropriate. It appears that the proponents have placed high densities on properties they control and lower densities on other properties such as mine. I do not see any other rationalization for the lower densities on the Virginiatown properties

Low densities on Virginiatown would result in a few large lots homes being built. These lots would not be attractive to purchasers because of the poor soil quality. On my property, adjacent to the old city dump, except for the area where the NID ditch runs, the soil is hardpan. The soil is so hard that a backhoe with a toothed bucket can only scrape a fraction of an inch per shovel. This is no place to be building single family homes where the individual owners would expect to be able to install a pool and landscaping. A better use would be high density residential plan, such as upscale condominiums, with smaller overall common landscape where the extreme landscaping costs could be spread over more units.

14-1

Richard Ryan
916 796-5674
6/18/12

LETTER 14: RICHARD RYAN

Response 14-1: The comment addresses the land use plan rather than the adequacy of the Draft EIR.

As shown in Figure 2-3, higher density uses are proposed to be consolidated in the Village core, consistent with General Plan policies LU-1.6 and LU-1.8. The higher density areas would be located in proximity to transportation corridors and public services. Lower density development is generally located around the perimeter of the plan area (including the parcel cited in the comment) in order to provide a transition to agricultural and other lower density uses located outside of the plan area. Nonetheless, the comment's recommendation that higher density uses be located along Virginiatown Road is forwarded to the decision makers.

Proposed Lincoln Village

Development concerns as they effect my property

RECEIVED
JUN 18 2012
City of Lincoln
DEV SVCS

I have the following concerns regarding the Lincoln Village proposal.

1. The Road location is contrary to the original location. The proposed road location would separate my property from the golf course and would adversely affect its character. This is one of the most beautiful pieces of property anywhere and the proposed road locations would destroy its beauty . 15-1
2. I have planned my home to be constructed along the golf course adjacent to the Ravine. The location was selected to provide maximum the peace and tranquility to the home while preserving the rural beauty of the ravine. I have already installed bridge pad and septic system. The road location would intersect the entirety of the property from the golf course and wildlife area along the ravine. 15-2
3. I am concerned with the loss of the wildlife and natural beauty of the property the road and development would cause. 15-3
4. I do not believe adequate measures have been taken to counteract the adverse effect of water drainage and runoff into the ravine and ponds. 15-4
5. Inadequate measures have been taken to protect the property from trespassers who will be encouraged to enter onto the property from the proposed roads. 15-5
6. Inadequate noise and visual barriers are designed into the project to maintain the peaceful nature that now exists. 15-6

Richard Ryan
916 796-5674
6/18/12

LETTER 15-1: RICHARD RYAN (SECOND LETTER)

Response 15-1: The comment addresses the land use plan rather than the adequacy of the Draft EIR, and is forwarded to the decision makers for their consideration.

It should be noted that the proposed extension of Oak Tree Lane would affect only a small portion of the parcel referenced in the comment. A substantial portion of the parcel is proposed to be preserved as open space, because it is part of the Auburn Ravine corridor. The open space designation would preserve much of the parcel's visual quality.

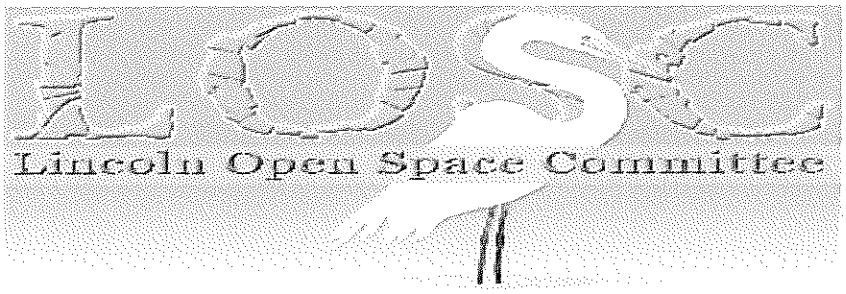
Response 15-2: The comment addresses the land use plan rather than the adequacy of the Draft EIR, and is forwarded to the decision makers for their consideration.

Response 15-3: Changes in visual character are evaluated in Section 4.1, Aesthetics and Visual Quality. Loss of wildlife habitat is addressed in Section 4.4, Biological Resources.

Response 15-4: The comment does not specify what additional measures would be needed to protect water quality. Section 4.3, Hydrology and Water Quality includes a thorough discussion of the project effects on water quality and how those impacts would be addressed. As discussed on pages 4.8-16 through 4.8-22, extensive regulations are in place to protect water quality. In addition, the Specific Plan requires Best Management Practices and Low Impact Development measures, which would also minimize degradation of water quality. Mitigation Measures 4.8-4 would further minimize impacts on water quality (see pages 4.8-43 and 4.8-44 of the Draft EIR.

Response 15-5: Trespassing is an illegal activity subject to enforcement by the Police Department, not an environmental concern. Furthermore, the comment does not indicate what element of the proposed project would lend itself to an atypical incidence of trespassing, given that residential and other development is located in proximity to roads and drainages throughout the City.

Response 15-6: As discussed on pages 4.10-14 through 4.10-22 of the Draft EIR, the proposed Specific Plan would increase noise levels. However, feasible mitigation measures have been identified to lessen those noise impacts to a less-than-significant level.



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RECEIVED
JUN 14 2012
City of Lincoln
DEV SVCS

June 14,2012

Mr. Rod Campbell
Lincoln Community Development Department
600 Sixth Street
Lincoln, Ca. 95648

RE: Village 1 Specific Plan DEIR

Gentlemen:

Our Committee commented upon the NOP on this project. The noticing on the Availability of a Draft EIR was very confusing at best. We were surprised that no DEIR was mailed to us since we responded to the NOP. Fortunately, we were able to borrow a copy of the DEIR and give a cursory review of selected Chapters. There was not enough time for a full review of this document. The length of the document and noticing problems should have led to a longer review period. That way we could have reviewed the entire document. 16-1

The City of Lincoln has determined in its General Plan to utilize "smart growth" principals in reviewing the Villages within the General Plan. We support the General Plan approach that the City Council decided to require. From our review of the DEIR, it does not seem that the EIR consultants understand the basis of planning for the Villages required by the General Plan. "Smart growth" is not mentioned at all in the DEIR. 16-2

Smart growth emphasizes the use of trails to discourage car travel. It encourages mixed densities within areas of the project. It requires destinations that people can walk to and congregate. In encourages interesting architecture. A big component is buffering adjacent projects and open space area from the impact of the project. It supports the preservation of the important environmental features and resources of the site. The FEIR needs to expend considerable resources and mapping to describe how the project deals with smart growth and make mitigation measures to respect the General Plan policies. Failure to do this means an inadequate EIR. 16-3

The Proposed Land Use Plan shows every privately owned parcel available for development. Only the County owned land and a close landfill are not proposed for new growth. It is clear that the proposed land use plan is the "Sprawl Plan" The hope of "shape based zoning" was to go beyond this approach common during the last century. The FEIR needs to examine "smart growth" and review them against this typical sprawl approach that is reflected in the Proposed Land Use Plan. A table should be developed and included within the FEIR that would analyze the differences between these sprawl and smart growth concepts.

The General Plan Consistency chapter is very difficult to understand. How the assumptions for this table were developed is certainly unclear. The FEIR needs to wrap words around the General Plan Consistency Table. It needs to direct the reader to specific areas of inconsistency so that the City Planning Agency can 16-4

make individual decisions on each inconsistency. The DEIR approach does not relay a real understanding of general plan policies and how this project proposal does in compliance. It appears that either alternative in the DEIR would be better at plan compliance than the Proposed Land Use Plan based upon the information in the DEIR. 16-4 cont.

In our letter on the NOP we discussed the 40% City open space requirement for all the villages. That percentage was developed using Sun City Lincoln Hills as the model. The difference between Village 1 and Lincoln Hills is that Lincoln Hills has open space areas interspersed throughout the project. It provides interest and quality view properties within the fabric of the development. Phase 1 in particular is totally devoid of such open space corridors within the interior of the project. This issue was discussed more fully in our NOP response letter. It has not been dealt with in this DEIR. It needs to be. That is crucial if this EIR is meant to cover a project level review. 16-5

The lack of detail within Phase 1 on what is proposed to be built makes this section inadequate for Tentative Map approvals and form-based zoning. At a minimum, a cut and fill level of grading plan should have been included. Since grading usually extends beyond the actual boundaries of land to be developed; the areas of impact are usually greater. This is very important along Auburn Ravine. This can further impact the riparian and oak woodland areas. 16-6

One existing facility that the DEIR does not discuss is the potential displacement of the Ride To Walk non-profit facility. This complex is an important part of our community. Who will fund the relocation of the complex? Will it move to another nearby area of Lincoln? This site is located in the center or the Mixed Use Area. If it choose to remain in place, will the Village center be relocated to the east along SR 193? This relocation or elimination of the Ride To Walk will be a big deal to many people. The FEIR needs to consider alternative locations for the Village Center. If the Village Center does not proceed, is the entirety of the Specific Plan voided? 16-7

The proposed trail system does not provide connections to adjacent developments. It should. The DEIR should have deemed this a significant impact. The Lincoln General Plan requires this. 16-8

Major effort will be needed to examine how to improve this proposal to fit the existing General Plan policies and the Standards of Significance should have included general plan compliance in determining environmental significance. 16-9

Sincerely yours,

John Williams

John Williams
Chairman, Lincoln Open Space Committee

LETTER 16: JOHN WILLIAMS, CHAIRMAN, LINCOLN OPEN SPACE COMMITTEE

Response 16-1: Please see Response 13-1 through 3.

Response 16-2: Section 4.9, Land Use, examines the compatibility of the proposed project with surrounding uses and consistency with the City's General Plan land use policies and LAFCO annexation policies. Chapter 6, General Plan Consistency, provides an evaluation of the project's consistency with all applicable General Plan policies. That chapter is 29 pages long. In addition, where appropriate, General Plan policies are used as the basis for standards of significance and/or mitigation in some sections, such as Section 4.14, Transportation and Circulation, and 4.10, Noise.

Response 16-3: Please see Response 13-29.

Response 16-4: General Plan consistency is discussed at length (29 pages) in Chapter 6. The analysis is presented in text, not a table. There is a table in Appendix A of the Specific Plan that addresses General Plan consistency, but that discussion is separate from Chapter 6 of the Draft EIR.

Response 16-5: The full Specific Plan would designate approximately 40% of the plan area as open space and/or parkland. The total plan area is 1,832.1 acres. Of that, 33.6 acres are roadway right-of-way under City, County and/or Caltrans jurisdiction, which is not subject to the parks/open space requirement. The area subject to the requirement is 1,798.5, of which 714.4 (which does not include the 13.2-acre landscape corridor for SR 193/McBean Park Drive), or 39.7 percent, would be designated for parks and open space.

Phase 1 is part of the full Specific Plan, and preserves the portion of Auburn Ravine that is within the Phase 1 area as an open space corridor (see Figure 2-2).

Response 16-6: Please see Response 13-6.

Response 16-7: The Ride-to-Walk facility is located in the programmatic portion of the Specific Plan. The Ride-to-Walk parcel would be developed only after a specific development proposal is made to the City. Such a proposal would need to be done with the property owners' consent. Any effort to relocate the Ride-to-Walk facility would be up to the property owner at the time the parcel was proposed for development.

Response 16-8: As shown on Figure 2-5, Pedestrian Facilities, trails would connect to the County to the east within the Auburn Ravine corridor. In addition, streets that connect to development outside the plan area would have sidewalks and bike paths. Connections are not shown to the adjacent Del Webb development, because that is a private, gated community.

Response 16-9: Please see Response 13-29.

5. MITIGATION MONITORING PROGRAM

INTRODUCTION

This section provides the Mitigation Monitoring Program (MMP) for Village 1 Specific Plan, pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMP is required for the proposed project because the EIR identified significant adverse impacts, and mitigation measures have been identified to reduce those impacts to less-than-significant levels.

The proposed project proposes a mix of master planned residential, retail, and office uses, and public/semi-public facilities, including an elementary school, parks, and open space land uses. The project site is located in unincorporated Placer County within the City's Sphere of Influence (SOI). The City's recently adopted General Plan identifies this area as a "Village" designated for future development as part of a specific plan. The City of Lincoln is processing the application for the Specific Plan and associated approvals, including annexation to the City, which must occur before the Village 1 Specific Plan could be developed.

The EIR evaluates the impacts of the full Specific Plan at a programmatic level. A project-specific analysis is provided for Phase 1 of the Specific Plan. Because the mitigation measures differ in some cases, two separate MMPs are included in this chapter. Table 5-1 is the MMP for Phase 1 and Table 5-2 is the MMP for the full Specific Plan.

The numbering of the impacts and mitigation measures follows the numbering sequence found in the Draft EIR. All revisions to mitigation measures identified in Chapter 2, Draft EIR Errata and Modifications, have been incorporated into this MMP.

Adoption of the MMP shall occur prior to, or concurrently with, adoption of the proposed project for which the program has been developed.

PURPOSE OF THE MITIGATION MONITORING PROGRAM

The purpose of the MMP is to:

- Ensure that mitigation measures are implemented;
- Provide feedback to agency staff and decision makers about the effectiveness of mitigation measures;
- Provide learning opportunities for improving mitigation measures on future projects; and
- Identify the need for enforcement action before irreversible environmental damage occurs.

The components of the MMP are addressed briefly below.

Impacts: In order to provide context for the mitigation measures and monitoring program, all Impacts for which mitigation is required are listed.

Mitigation Measures: The mitigation measures are taken verbatim from the Draft EIR (Chapter 4), in the same order that they appear in the Draft EIR, as revised in Chapter 2, Draft EIR Errata and Modifications, in this Final EIR.

Responsible Entity: This column identifies the entity that will undertake the required action. Generally, the contractor is named for actions occurring during grading or construction. On-site inspections will be done by City staff.

Timing/Milestone: Each action must take place during or prior to some part of project development or approval. The timing of actions generally falls into one of the categories shown in the table below.

Monitoring and Enforcement Responsibility: The City of Lincoln will have ultimate and legal responsibility for implementation of all mitigation measures. This column indicates which office within the City, usually the Development Services Department, will conduct the actual monitoring and reporting, as well as take corrective actions when a measure has not been properly implemented. Abbreviations are shown below.

ABBREVIATIONS	
Monitoring Responsibility	**Timing of Action**
DSD = City of Lincoln Development Services Department PSD = City of Lincoln Public Services Department PCAPCD = Placer County Air Pollution Control District CDFG = California Department of Fish and Game PCDEHS = Placer County Environmental Health Services Corps = U.S. Army Corps of Engineers	I = Prior to Final Map Approval G = Prior to Improvement Plan/Grading Permit Approval P = Pre-Construction/Grading C = During Construction/Grading O = Prior to Occupancy B = Prior to Building Permit

Table 5-1
Village 1 Specific Plan
Mitigation Monitoring Program
Phase 1

TABLE 5-1

VILLAGE 1 SPECIFIC PLAN – PHASE 1
MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Phase 1		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.1 Aesthetics and Visual Quality					
4.1-3 The proposed project would introduce light and glare into the project area.	4.1-3(a)	All light standards shall be shielded and directed downward so that no light falls onto adjacent properties.	Applicant	O	DSD
4.2 Agriculture					
4.2-2 The proposed project would result in the development of lands currently under Williamson Act contracts.	4.2-2	No development shall be permitted on land under Williamson Act contract until the contract has expired or been cancelled.	City	I	DSD
4.3 Air Quality					
4.3-1 Construction of the proposed project would generate emissions of PM_{10} and $PM_{2.5}$, ROG, NOx, and CO.	4.3-1	The following mitigation measures shall be implemented by the applicant(s) during all grading activities:	Applicant	G/C	PSD PCAPCD
	4.3-1(a)	Prior to issuance of a grading permit, the applicant(s) shall submit to the City of Lincoln, as the lead agency, and receive approval of a Construction Emission/Dust Control Plan. The plan shall be submitted to the PCAPCD for review and comment prior to approval by the City. This plan must address the minimum Administrative Requirements found in section 300 and 400 of PCAPCD Rule 228, Fugitive Dust.			
	4.3-1(b)	The prime contractor shall submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used an aggregate of 40 or more hours for the construction project. The project representative shall provide the District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreperson. The project shall provide a plan for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average up to 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent	Applicant	P, C	PSD PCAPCD

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		CARB fleet average. The District should be contacted for average fleet emission data. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.			
	4.3-1(c)	In order to control dust, an operational watering truck shall be on site during construction hours. In addition, dry chemical sweeping is prohibited. Watering at the construction site shall be carried out in the compliance with operating APCD rules and City of Lincoln requirements.	Applicant	C	PSD
	4.3-1(d)	The contractor shall suspend all grading operations when fugitive dusts exceed District Rule 228 Fugitive Dust limitations. The prime contractor shall be responsible for having an individual, certified by CARB to perform Visible Emissions Evaluations (VEE), who shall routinely evaluate compliance to Rule 228, Fugitive Dust, on a weekly basis. Fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. If lime or other drying agents are used to dry out wet grading areas they shall be controlled as to not exceed District Rule 228 Fugitive Dust limitations.	Applicant	C	PSD
	4.3-1(e)	The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” the streets (or use another method to control dust as approved by the City) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.	Applicant	C	PSD
	4.3-1(f)	The prime contractor shall apply methods such as surface stabilization, establishment of the vegetative cover, paving, or other methods to control dust approved by the City.	Applicant	C	PSD
	4.3-1(g)	The prime contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.	Applicant	C	PSD

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	4.3-1(h)	No open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetation material shall either be chipped on site or taken to an appropriate recycling site, or if a recycling site is not available, a licensed disposal site.	Applicant	C	PSD
	4.3-1(i)	Traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.	Applicant	C	PSD
	4.3-1(j)	The prime contractor shall suspend all grading activities when wind speeds (including instantaneous gusts) are high (typically winds greater than 25 miles per hour), and dust is traveling off-site.	Applicant	C	PSD
	4.3-1(k)	If required by the Engineering Division and/or the Department of Public Works, the contractor shall hold a pre-construction meeting prior to any grading activities. The contractor may invite the PCAPCD to the pre-construction meeting in order to discuss the construction emission/dust control plan with employees and/or contractors.	Applicant	C	PSD PCAPCD
	4.3-1(l)	Stockpiles of dirt shall be covered when not being used or otherwise controlled to prevent erosion and/or dust.	Applicant	C	PSD
	4.3-1(m)	During construction, the contractor shall use existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators where feasible.	Applicant	C	PSD
	4.3-(n)	A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.	Applicant	C	PSD
4.3-2 Operation of the proposed project would generate criteria pollutant emissions (ROG, NOx, CO, PM_{10}, and $PM_{2.5}$).	4.3-2(a)	Wood burning or pellet appliances shall not be allowed in any residential units. Only natural gas or propane fired fireplace appliances shall be installed.	Applicant	O	DSD

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	4.3-2(b)	Where natural gas is available, gas outlets shall be provided in residential backyards for use with outdoor cooking appliances, such as gas barbecues.	Applicant	O	DSD
	4.3-2(c)	For those projects that include stationary sources (e.g., gasoline dispensing facility, dry cleaning, large HVAC units), the applicant shall obtain an Authority to Construct (ATC) permit prior to issuance of a Certificate of Occupancy.	Applicant	O	DSD
	4.3-2(d)	Prior to approval of a Grading Permit, Improvement Plans, or Design Review approval, the applicant shall show that a Class 1, 2, or 3 bicycle lane(s) is provided in areas as approved by the Engineering Division and/or the Department of Public Works (or similar divisions within each jurisdiction), as defined elsewhere in these conditions of approval.	Applicant	G	PSD
	4.3-2(e)	Prior to Design Review Approval, the Site Plan shall show that the applicant has provided the appropriate number of preferential parking spaces for employees that carpool/vanpool/rideshare as well as the appropriate preferential parking for NEVs as required by the District and City Policy. Such stalls shall be clearly demarcated with signage as approved by the approving committee.	Applicant	G	DSD
	4.3-2(f)	Prior to Design Review approval, the applicant shall show that on-site bicycle racks are provided.	Applicant	B	DSD
4.3-5 The proposed project would contribute to cumulative increases in criteria air pollutant emissions.	4.3-5(a)	At the time a final map is submitted, the City, in coordination with PCAPCD, shall calculate the emissions associated with the land uses to be approved under that particular tentative map. Based on that calculation, the applicant shall do one or a combination of the following to ensure NOx emissions do not exceed 10 lbs within the full Plan Area. Once the 10 lbs per day has been reached, subsequent projects must demonstrate no net increase in NOx emissions. The City shall consult with the PCAPCD to determine whether the measures proposed by the applicant would fully offset project emissions. i) Reduce emissions on-site by incorporating design features that would reduce NOx emissions. These features may include, but would not be limited to, energy conservation or “green” building features such solar	Applicant	I	DSD PCAPCD

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		panels, energy efficient heating and cooling, energy star appliances, and/or measures that would reduce vehicle use, such as bike lockers and transit services, as provided for in Mitigation Measure 4.6-1. ii) Reduce emissions off-site within the same region (i.e., City of Lincoln, Placer County) by participating in an offsite mitigation program coordinated by the PCAPCD and/or by funding energy-efficiency measures (e.g., installation of insulation and/or dual pane windows in existing buildings), vehicle emission reduction measures (e.g., replace diesel school buses with natural gas buses), and/or trip-reduction measures (e.g., bike lanes and/or NEV lanes on streets that do not have them). iii) Participate in the Placer County Air Pollution District Offsite Mitigation Program by paying fees based on the project's contribution of pollutants (ROG and NOx), adjusted by credit received for any applicable measures implemented by the project on or offsite. The actual amount to be paid shall be determined, and satisfied per current California Air Resources Board guidelines, at the time of recordation of small lot tentative maps.			
4.4 Biological Resources					
4.4-1 The proposed project would result in the filling or adverse modification of jurisdictional wetland/ other "waters of the U.S."	4.4-1(b)	The project applicant shall prepare a wetland mitigation plan that ensures no net loss of wetlands, consistent with Lincoln General Plan Policies OSC-5.6, OSC-5.7, OSC-5.8, and OSC-5.9. The wetland mitigation plan shall be based on the wetland delineation verified by the Corps. This measure may be implemented through the 404 permit and/or Streambed Alteration Agreement processes. The plan shall include the following or equally effective components.	Applicant	G	DSD Corps CDFG

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	4.4-1(c)	The project proponent shall compensate for the loss of wetland habitat through a combination of preservation of vernal pools and seasonal wetlands in open space preserves, on-site restoration/enhancement, and the purchase of mitigation credits at an approved mitigation bank. The ratio of compensation shall be determined in consultation with the Corps and California Department of Fish and Game (CDFG), as part of the 404-permit process, but shall not be less than 1:1.	Applicant	G	DSD Corps CDFG
	4.4-1(d)	All preserved wetlands shall be dedicated to the City or a non-profit organization acceptable to the City and preserved through perpetual covenants enforceable by the City or other appropriate agencies, to ensure their maintenance and survival.	Applicant/City	O	City
	4.4-1(e)	Prior to any construction activities on the site, a protective fence shall be erected around the boundaries of wetlands to be preserved in proximity to the areas that would be disturbed by construction. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the Corps and/or CDFG.	Applicant	P	DSD
	4.4-1(f)	A buffer shall be provided along all preserved wetlands in accordance with the 404 permit. Only those uses allowed in the 404 Permit and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.	Applicant	I	DSD
	4.4-1(g)	Water quality in the wetlands preserve shall be protected using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood, etc.), and geotextiles and mats, during construction in the watershed. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.	Applicant	G,P,C,O	DSD

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	4.4-1(h)	Landscape irrigation runoff shall only be permitted to directly enter the wetlands preserve according to the provisions of the 404 Permit and/or the Streambed Alteration Agreement.	Applicant	O	DSD PSD
	4.4-1(i)	Mowing and other maintenance activities shall be limited to those detailed in the 404 Permit and/or the Streambed Alteration Agreement.	Applicant	O	DSD PSD
	4.4-1(j)	For approval of small lot tentative maps in Phase 1 where a 404 permit has not been obtained, the City shall verify that the wetland delineation is still valid. The delineation shall be assumed to be valid if it is less than 5 years old. If the delineation is over 5 years old, then the project applicant shall retain a qualified biologist to update the wetland delineation as needed and shall obtain verification from the Corps.	Applicant	G	DSD PSD Corps
4.4-2 The proposed project could result in the loss of special-status vernal pool crustacean and amphibian species and degradation and/or loss of their habitat.	4.4-2(a)	The project applicant for projects within the Epick property within Phase 1 shall retain a qualified biologist permitted by the US Fish and Wildlife Service (USFWS) to conduct vernal pool crustacean following current USFWS protocol. Alternatively, the project applicant could forgo the surveys and assume presence of vernal pool crustaceans in all appropriate habitat within the project site. The survey or assumption of presence shall occur prior to the issuance of any grading permits for the programmatic portion of the project site.	Applicant	G,P,C	DSD
	4.4-2(b)	The project applicant for projects within the Epick property within Phase 1 shall retain a qualified biologist to conduct aquatic surveys for the western spadefoot toad. Because a formal protocol does not exist for western spadefoot toad surveys, the scope of the surveys shall be determined in consultation with CDFG. At a minimum, the aquatic surveys for the western spadefoot toad shall include a search for spadefoot larvae during the appropriate season by a qualified biologist to determine presence or absence and potential project-related impacts to breeding sites.			
	4.4-2(c)	The following or equally effective measures (as approved by the City and USFWS and/or CDFG shall be required for any vernal pool crustacean and/or			

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	western spadefoot habitat identified through protocol surveys or assumed to be present in lieu of surveys. The selected measures may be part of the permitting process. i) The project proponents shall obtain a Biological Opinion from the U.S Fish and Wildlife Service and comply with the conditions and mitigation requirements the Biological Opinion to ensure that no net loss of habitat for vernal pool crustaceans occurs. Mitigation may include, but would not be limited to, both onsite and offsite preservation and creation of vernal pools and other suitable habitat for vernal pool crustaceans, purchase of credits at mitigation banks, payment of in lieu fees approved by the agencies, or other agency approved and required mitigation measures. ii) Orange exclusionary fencing shall be placed and maintained around any avoided (preserved) vernal pool crustacean or western spadefoot habitat during construction to prevent impacts from construction vehicles and equipment. This fencing shall be inspected by a qualified biologist throughout the construction period to ensure that it is in good functional condition. After construction, fencing around open space areas containing wetlands or other sensitive habitats shall be replaced by permanent fencing that will be maintained by the City, and/or the local home owners association. iii) Prior to beginning work in the project site, all on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat. iv) The project proponent shall ensure that activities defined by the USFWS, and Corps, RWQCB, and/or CDFG as inconsistent with the maintenance of the suitability of the remaining vernal pool habitat and associated watershed on-site are prohibited. v) If western spadefoot is present, the applicant shall implement additional			

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		measures as deemed appropriate by the City and CDFG.			
4.4-3 The proposed project could result in the loss and/or degradation of rare plant populations.	4.4-3(a)	The project applicant shall retain a qualified biologist to conduct focused surveys in seasonal wetlands and non-native annual grassland habitats within the project site for special-status plant species including but not limited to big-scale balsamroot, Boggs Lake hedge-hyssop, dwarf downingia, legenere, and pincushion navarretia during the appropriate time of year (March through June). If no special-status plants are located during the surveys, no further mitigation would be required.	Applicant	P	DSD
	4.4-3(b)	If Boggs Lake hedge-hyssop is located during the surveys in areas that would be disturbed by project construction, those populations shall be avoided and preserved in place to the extent feasible.	Applicant	P,C	DSD
	4.4-3(c)	If avoidance is not feasible, the project applicant shall consult with CDFG to obtain an incidental take permit, under Section 2081 of the CESA. Mitigation can be accomplished either in the onsite mitigation preserve area, or at an approved offsite mitigation bank. The ratio of mitigation credits shall be determined during this consultation, and may be conducted concurrently with Mitigation Measure 4.4-2.	Applicant	P,C	DSD CDFG
	4.4-3(d)	If any other special-status vernal pool plant species, including, but not limited to dwarf downingia and legenere are located during the surveys in areas that cannot be avoided, the project applicant shall implement Mitigation Measure 4.4-2, with the addition of soil/seed bank salvage, for use in created wetlands in mitigation areas.	Applicant	P,C	DSD PSD

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	4.4-3(e)	If the plants cannot be avoided, the project applicant shall consult with the City and the CDFG regarding steps to take to offset the loss of the plants on the project site, such as transplantation, collecting seed or clippings and replanting species in an onsite location, prior to approval of a discretionary permit. At a minimum, at least ten (10) days prior to mass grading in the area that supports special-status plants, the project applicant shall notify the City and CDFG that grading is to occur and aid the CDFG with collection of the plant seeds, if the CDFG so chooses, pursuant to the California Native Plant Protection Act.	Applicant	C	DSD PSD CDFG
4.4-4 The proposed project could result in the loss of western pond turtle and/or degradation of its habitat.	4.4-4(a)	Prior to project construction that would disturb any drainages or stock ponds, the project applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable habitat within the area of disturbance and immediately adjacent area on the project site within 30 days prior to project construction to ensure no western pond turtles have established territories. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If this survey does not identify any western pond turtles on the project site, no further mitigation is required.	Applicant	P	DSD PSD CDFG
	4.4-4(b)	If western pond turtles (WPT) are determined to be present within a drainage or stock pond, and the feature is to be retained, exclusionary fencing shall be used to prevent the turtle(s) from entering construction area. The location of the fence shall be determined by a qualified biologist. Any turtles found in or near the construction zone shall be relocated to an appropriate area of suitable habitat a minimum of 100 feet from any active construction zone. Measures shall be implemented to ensure that the drainages and stock ponds will continue to provide adequate habitat for the WPT by protecting water quality and ensuring that the reduction of drainage from the project site does not substantially diminish the water levels in the pond.	Applicant	P,C	DSD PSD CDFG

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	4.4-4(c)	If the drainage or stock pond cannot be retained, the project applicant shall relocate any WPT found during surveys in a manner developed by a qualified biologist and approved by the CDFG.	Applicant	P,C	DSD PSD CDFG
4.4-5 The proposed project could result in the direct loss or disturbance of nesting birds protected by the MBTA, including raptors (birds-of-prey).	4.4-5(a)	If construction is to occur between March 15 and August 30, the project applicant shall conduct a pre-construction breeding-season survey of the project site within 30 days of construction onset. Surveys for nesting raptors shall be conducted within 1/4 mile of proposed ground disturbance. The survey shall be conducted by a qualified biologist to determine if any protected raptors are nesting on or directly adjacent to the project site. A nest survey for migratory birds shall be conducted within 500 feet of construction areas to determine if any migratory birds are nesting on or directly adjacent to the project site. The results of the survey shall be valid only for the season when it is conducted. New surveys shall be conducted if construction of the surveyed area extends into the following season, unless all of the potential nesting trees have been removed. A report shall be submitted to the City of Lincoln, following the completion of the bird nesting survey that includes, at a minimum, the following information: i) A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted. ii) A map showing the location(s) of any protected raptor or migratory bird nests observed on the project site.	Applicant	P	DSD PSD CDFG

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	4.4-5(b)	If the above survey does not identify any protected raptor or migratory bird nests on the project site, no further mitigation would be required. However, should any active nests be located on the project site, the project applicant, in consultation with the City of Lincoln and CDFG, shall avoid all protected raptor and migratory bird nest sites located in the project site disturbance area(s) during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction in close proximity to the nest during the nesting season. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG. The buffer zone shall be delineated by highly visible temporary construction fencing.	Applicant	C	DSD PSD CDFG
4.4-6 The proposed project could result in the loss of nesting Swainson's hawk.	4.4-6(a)	The project applicant shall retain a qualified biologist to conduct a Swainson's hawk nesting survey within the area to be disturbed, extending out to ¼ mile. The survey shall be conducted during the nesting season of the same calendar year that construction is expected to begin, and prior to the issuance of any grading permits. If this survey does not identify any nesting Swainson's hawk in the area within the project site that will be disturbed plus the ¼-mile radius, no further mitigation would be required.	Applicant	P	DSD PSD

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TABLE 5-1

VILLAGE 1 SPECIFIC PLAN – PHASE 1
MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Phase 1		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
	4.4-6(b)	Should any active Swainson's hawk nests be located within ¼ mile of the disturbance area, no intensive new disturbances (e.g. heavy equipment operation associated with construction, use of cranes or draglines, etc.) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the ¼ mile (buffer zone) of an active nest between March 1 - September 15 (or until August 15 if a Management Authorization or Biological Opinion is obtained for the project). The buffer zone should be increased to 1/2 mile in nesting areas away from urban development (i.e. in areas where disturbance [e.g. heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities] is not a normal occurrence during the nesting season).	Applicant	C	DSD PSD CDFG
	4.4-6(c)	Nest trees should not be removed to the extent feasible. If a nest tree must be removed, a Management Authorization (including conditions to off-set the loss of the nest tree) must be obtained with the tree removal period specified in the Management Authorization, generally from October 1 to February 1. If construction or other project related activities that could cause nest abandonment or forced fledging are necessary within the buffer zone, then the project applicant shall retain a qualified biologist to monitor the nest site (to determine if the nest is abandoned).	Applicant	C	DSD PSD CDFG
	4.4-6(d)	If an active nest is abandoned and if the nestlings are still alive, the project sponsor shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within ¼ mile of an active nest shall not be prohibited.	Applicant	C	DSD PSD CDFG

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4.4-7 The proposed project could result in the loss of burrowing owl individuals (eggs, nestlings or juveniles).	4.4-7(a)	The project applicant shall hire a qualified biologist to conduct both nesting and wintering season surveys for burrowing owl to determine if potential habitat within 500 feet of ground disturbance is used by this species. The timing and methodology for the surveys shall be based on the CDFG/Burrowing Owl Consortium Survey Guidelines and are detailed below. CDFG may require that these surveys be repeated annually if project construction is expected to span over two or more years. <u>Winter Season (December 1 through January 31)</u> • Four site visits on separate days, 2 hours before to 1 hour after sunset or 1 hour before to 2 hours after sunrise. <u>Nesting Season (February 1 to August 31)</u> • Four site visits on separate days, 2 hours before to 1 hour after sunset or 1 hour before to 2 hours after sunrise. At least two of the surveys shall be conducted during the peak nesting season between April 15 and July 15.	Applicant	P	DSD PSD CDFG
	4.4-7(b)	In addition to the wintering and nesting season surveys, pre-construction surveys shall be conducted by an experienced biologist within 30-days prior to the start of work activities where land conversions are planned in known or suitable habitat areas. If construction activities are delayed for more than 30 days after the preconstruction surveys, then a new preconstruction survey will be required. All surveys shall be conducted in accordance with the CDFG/Burrowing Owl Consortium survey protocols (Burrowing Owl Consortium, 1993).	Applicant	P	DSD PSD CDFG

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	4.4-7(c)	If burrowing owls are discovered in the Phase 1 portion of the project site, the project applicant shall notify the City and CDFG. A qualified biologist shall implement a routine monitoring program and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion zone until such time that the burrows are determined to be unoccupied. The buffer zones shall be a minimum of 150 feet from an occupied burrow during the non-breeding season (September 1 through January 31), and a minimum of 250 feet from an occupied burrow during the breeding season (February 1 through August 31).	Applicant	P, C	DSD PSD CDFG
	4.4-7(d)	The project applicant shall provide appropriate mitigation for project related effects on burrowing owl in consultation with CDFG. Mitigation can be conducted either onsite, or at an off-site location that is approved by the CDFG. Preference is for onsite within open space areas, if possible.	Applicant	C	DSD PSD CDFG
	4.4-7(e)	The CDFG shall be consulted regarding the implementation of avoidance or passive relocation methods. All activities that will result in a disturbance to burrows shall be approved by CDFG prior to implementation.	Applicant	C	DSD PSD CDFG

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4.4-8 The proposed project could result in the loss of foraging habitat for Swainson's hawk, white tailed kite, burrowing owl and other raptors.	4.4-8	The project applicant shall preserve annual grasslands or other suitable raptor foraging habitat at a ratio of 0.75 to 1.0 (as approved by the City and CDFG). Preservation may occur through either: • Payment of a mitigation fee to the City of Lincoln through a negotiated agreement between the City, the project applicant, and CDFG. The monies would be held in a trust fund, and used to preserve mitigation land through the purchase, monitoring, maintenance, and remediation of lands that supports suitable foraging habitat for Swainson's hawk. (consistent with CDFG guidelines); or • Purchase of conservation easements or fee title to suitable Swainson's hawk foraging habitat to protect the habitat from urban development; or • If adopted prior to issuance of the first grading permit for the proposed project, the project applicant may mitigate this impact through participation in the Placer County Natural Community Conservation Plan/Habitat Conservation Plan. If the plan is adopted prior to construction of a future phase, the project applicant may mitigate this impact through participation in the plan.	Applicant	G	DSD PSD CDFG
4.4-9 The proposed project could result in loss of Valley elderberry longhorn beetles and their habitat.	4.4-9(a)	Prior to any ground-disturbing activity, the project proponents shall conduct a survey for potential VELB habitat (elderberry shrubs) within 100 feet) of the area to be disturbed.	Applicant	P	DSD PSD
	4.4-9(b)	Any ground disturbing activities within 100 feet of elderberry plants containing stems measuring 1.0 inch or greater in diameter at ground level shall conform to the following minimum avoidance measures: i) Applicants shall provide a minimum setback of at least 20 feet from the drip line of each elderberry plant containing stems measuring 1.0 inch or greater in diameter at ground level. The setbacks shall be fenced and flagged to identify equipment and materials encroachment into the setback zone. Fire fuel breaks (disked land) may not be included within	Applicant	C	DSD PSD

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<tr><th>Impact</th><th>Mitigation Measures – Phase 1</th><th>Responsible Entity</th><th>Timing/ Milestone</th><th>Monitoring and Enforcement Responsibility</th></tr>
<tr><td></td><td>
the 6 m set back. Where encroachment within the 20 foot setback zone is unavoidable, the applicant shall provide compensatory mitigation at a 50 percent ratio of the standard requirements identified in the table below.

ELDERBERRY MITIGATION RATIOS
<table>
<tr><th>Location/Stem Size*</th><th>Exit Holes**</th><th>Elderberry Seedling Ratio</th><th>Elderberry Seedling Ratio</th><th>Elderberry Seedling Ratio</th><th>Associated Native Plant Ratio</th></tr>
<tr><td rowspan="2">Stems ≥1” & < 3”</td><td>No</td><td>2:1</td><td>4:1</td><td>5:1</td><td>1:1</td></tr>
<tr><td>Yes</td><td>4:1</td><td>8:1</td><td>10:1</td><td>2:1</td></tr>
<tr><td rowspan="2">Stems ≥3”& <5”</td><td>No</td><td>3:1</td><td>6:1</td><td>8:1</td><td>1:1</td></tr>
<tr><td>Yes</td><td>6:1</td><td>12:1</td><td>15:1</td><td>2:1</td></tr>
<tr><td rowspan="2">Stems ≥ 5”</td><td>No</td><td>4:1</td><td>8:1</td><td>10:1</td><td>1:1</td></tr>
<tr><td>Yes</td><td>8:1</td><td>16:1</td><td>20:1</td><td>2:1</td></tr>
<tr><td colspan="6">Notes:
* Ratios are shown for elderberry occurring in existing or historic riparian situations. Ratios for elderberry in non-riparian situations are 50 percent of the standard ratio.
** The presence of exit holes in a stem, bush, or contiguous clump applies to the entire site.</td></tr>
</table>
ii) Construction contractors shall be briefed on the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements.
iii) Work crews shall be instructed about the status of the beetle and the need to protect its elderberry host plant.
iv) No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or
</td><td></td><td></td><td></td></tr>
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		within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level.			
		v) Mowing of grasses/ground cover shall occur only from July through April to reduce fire hazard. No mowing shall occur closer than 5 feet to elderberry plant stems. Mowing must be done in a manner that avoids damaging plants (e.g., avoid stripping away bark through careless use of mowing/trimming equipment).			
		vi) Trimming of elderberry stems less than 1 inch in diameter may occur between September 1 and March 14. The recommended period for trimming is between November through the first two weeks in February when the plants are dormant and after they have lost their leaves.			
	4.4-9(c)	In cases where removal of elderberry shrubs or their stems measuring 1-inch or greater (removal or trimming) is unavoidable, these impacts shall be compensated for by salvaging and planting the affected elderberry shrubs and planting additional elderberry shrubs and associated native riparian plants according to the ratios specified in the table, above. Mitigation planting shall occur, to the maximum extent practicable, in areas adjacent to the impact area and/or located to fill in existing gaps in riparian corridors.	Applicant	C	DSD PSD
4.4-10 The proposed project could result in loss of nesting habitat for tri-colored blackbird and black rail.	4.4-10(a)	For portions of the project where the onset of construction occurs between April 1 and August 31, the project applicant shall retain a qualified biologist to conduct pre-construction nesting surveys for tri-colored blackbird colonies and black rail within the disturbance areas on the project site. The survey shall be conducted no more than 30 days from the onset of construction. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If the survey does not identify any colonies of nesting tricolor blackbirds or black rail on the project site, no further mitigation would be required.	Applicant	P	DSD PSD

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	4.4-10(b)	Should any active tricolor blackbird colonies or black rail be found nesting on the project site, the project applicant, in consultation with the City of Lincoln and CDFG, shall avoid all active nest sites located in the project site during the breeding season while the nest site is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season or establishing a buffer around the nest site. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG, and will be, at a minimum, 250 feet. The buffer zone shall be delineated by highly visible temporary construction fencing. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used.	Applicant	C	DSD PSD
4.4-11 The proposed project would result in the modification of stream corridors, disrupting the associated habitat, and potential changes in surface water quality that could affect Central Valley steelhead and/or Central Valley fall and late fall run Chinook salmon.	4.4-11	For any work that would involve disturbance of Auburn Ravine, the City shall ensure grading permits and/or improvements plans, as appropriate, include the following requirements:	Applicant	C	DSD PSD
	4.4-11(a)	Restrict work in Auburn Ravine to low-flow periods between June 15 and October 15 to avoid effects on adult or juvenile steelhead or salmon life stages during their migratory seasons.			
	4.4-11(b)	Store all equipment outside of all waterways. Install a silt fence around the perimeter of all waterways where construction is to occur adjacent to waterways. The staging areas shall be situated a minimum of 50 feet from existing drainages.			
	4.4-11(c)	Install Environmentally Sensitive Area (ESA) fences in the vicinity of work along Auburn Ravine. The ESA fencing shall be delineated on the final plans and the fence shall be installed and remain on-site until the project is completed.			
	4.4-11(d)	Install silt fences and/or fiber rolls on the slopes adjacent to the work area to prevent silt from entering Auburn Ravine.			
	4.4-11(e)	If dewatering is necessary along portions of Auburn Ravine, use appropriate			

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		temporary coffer dams to dewater the construction sites and divert water through the area during the construction period to prevent impeding creek flow or water flow through the work areas. If dewatering at a site is required, a qualified biologist shall be present during the dewatering period to inspect and ensure that steelhead and salmon will not be trapped within the temporary coffer dams. If steelhead or salmon are found, qualified biologist will capture and relocate these fish to an appropriate area away from the construction site. The project applicant or their representative shall submit for approval the dewatering and fish capture and relocation plans to the NOAA and CDFG once the design plans are finalized.			
	4.4-11(f)	Maintain erosion controls during the construction periods.			
	4.4-11(g)	At the completion of the construction project, remove from the streambed all materials used to maintain flow and divert water from the area during the construction period, including coffer dams, pipes, filter fabric, and gravel.			
	4.4-11(h)	Dispose of all excess soil at an approved upland site.			
	4.4-11(i)	Remove all project-introduced material once the work is complete.			
	4.4-11(j)	Recontour any disturbed stream channel areas, to the extent practicable, to pre-project conditions or better.			
	4.4-11(k)	Use reflectors on portable light trees to focus the light on the work area and to minimize the amount of light spilling over to adjacent areas during any night work.			
	4.4-11(l)	Implement Mitigation Measure 4.3-1 (Construction Air Emissions).			
	4.4-11(m)	During bridge construction, implement construction BMPs in accordance with the project's SWPPP prepared in accordance with the State NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002). These BMPs shall be in place throughout the bridge construction phases. The SWPPP shall specifically include specific measures			

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		for water conservation; vehicle and equipment cleaning, fueling and maintenance; dewatering; paving and grinding; temporary stream crossings; concrete finishing and curing; clear water diversion; equipment use over water; directing water away from work areas; use of attachments on construction equipment to catch debris; use of approved covers or platforms to collect debris; stockpiling of accumulated debris and waste generated during demolition away from watercourses; and ensuring safe passage of wildlife, as necessary.			
	4.4-11(n)	Implement Mitigation Measure 4.8-7 (Post-Construction Stormwater BMPs).			
	4.4-11(o)	Implement Mitigation Measure 4.10-2 (Construction Noise Reduction).			
4.4-13 Occupancy of the proposed project could result in an increase in ambient light in adjacent undeveloped areas, which could affect wildlife.	4.4-13	Implement Mitigation Measure 4.1-3(a), which requires that light standards be shielded and directed to ensure that light does not fall on adjacent parcels.	Applicant	B	DSD
4.4-14 The proposed project could result in loss of protected oak trees and oak woodlands.	4.4-14	Implement the Village 1 Specific Plan Oak Woodland Mitigation and Management Plan.	Applicant	I	DSD PSD

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4.5 Cultural Resources				
4.5-2 The proposed project could damage or destroy identified archaeological resources.	Unsurveyed Portion of Phase 1 Only 4.5-2(a) As part of the subsequent CEQA review for any small lot tentative map, or grading or improvement plans for projects that do not require a small lot tentative map, in the unsurveyed portion of Phase 1 (APNs 021-272-012 and 021-272-013) of the Village 1 Specific Plan that has not been subject to comprehensive investigation meeting professional standards, the project applicant shall hire a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeologist to survey all previously unsurveyed portions to identify and evaluate any other archaeological resources that could be present. The evaluation conducted by the professional shall include subsurface testing if warranted based on the surface survey. For any site that qualifies as a historical resource or unique archaeological resource, mitigation of impacts on the resource shall follow standard professional procedures, including, but not limited to, avoidance, protection, data recovery, written and photographic documentation, or other measures identified in California Public Resources Code section 21083.2.	Applicant	P,G	DSD

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	Phase 1 (Walkup #1 Only)	Applicant	P,G,C	DSD
	4.5-2(c) Avoidance Plan for Walkup #1. The following measures shall be undertaken to protect the prehistoric resources on the Walkup #1 site: i) Prior to issuance of a grading permit and/or approval of improvement plans for development in Phase 1, the project applicant shall hire a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeologist to confirm and document that project design would avoid the prehistoric component of the resource identified as Walkup #1. ii) A buffer of at least 50 feet, as determined by the archaeologist, shall be established around the feature during construction and post-construction. iii) At the discretion of the City, informative signage may be placed around the site. iv) An archaeological monitor shall be present during excavation and grading activities adjacent to the avoidance area for Walkup #1. In the event subsurface resources associated with Walkup #1 are discovered, the avoidance plan shall be amended accordingly.			
	4.5-2(d) The UAIC archaeologist shall be notified when ground disturbance is going to occur in the vicinity of the Walkup #1 site.	Applicant	C	DSD
	4.5-2(e) Implement Mitigation Measure 4.5-3 (Unanticipated Discovery).		See MM 4.5-3	

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4.5-3 The proposed project could cause a substantial adverse change in the significance of previously undiscovered prehistoric or historic-period archaeological resources.	4.5-3(a)	Construction personnel shall be informed of the possibility of buried cultural resources anywhere within the project site and the protocol to be followed if a cultural resource is encountered. Prior to the onset of grading, the project applicant shall distribute a cultural resources handbook that explains the procedures to follow if cultural resources and human remains are encountered, provide a list of important contact information and phone numbers, and include written descriptions and photographic examples (where possible) of cultural resources. The project applicant may also hire a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to conduct a pre-construction training of all construction personnel involved in grading and excavation activity.	Applicant	C	DSD
	4.5-3(b)	In the event that any previously unidentified subsurface archaeological resources are discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Lincoln (the City) shall be notified. The City shall consult with the archaeologist to assess the significance of the find. If the find is determined to be significant by the archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), then representatives of the City, and the qualified archaeologist shall meet to determine the appropriate course of action, with the City making the final decision. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report shall be prepared by the qualified archaeologist according to current professional standards.	Applicant	C	DSD

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	4.5-3(c)	If the archaeologist determines that some or all of the affected property qualifies as a Native American Cultural Place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (Public Resources Code section 5097.9) or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code §5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (Public Resources Code Section 5097.993), the archaeologist shall recommend to the City potentially feasible mitigation measures that would preserve the integrity of the site or minimize impacts to it, including any or a combination of the following: i) Avoidance, preservation, and/or enhancement of all or a portion of the Native American Cultural Place as open space or habitat, with a conservation easement dedicated to the most interested and appropriate tribal organization, if such an organization is willing to accept and maintain such an easement, or alternatively, a cultural resource organization that holds conservation easements; ii) An agreement with any such tribal or cultural resource organization to maintain the confidentiality of the location of the site so as to minimize the danger of vandalism to the site or other damage to its integrity; or iii) Other measures, short of full or partial avoidance or preservation, intended to minimize impacts to the Native American Cultural Place consistent with land use assumptions and the proposed design and footprint of the development project for which the requested grading permit has been approved.	Applicant	C	DSD

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MITIGATION MONITORING PROGRAM

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	4.5-3(d)	After receiving such recommendations, the City shall assess the feasibility of the recommendations and impose the most protective mitigation feasible in light of land use assumptions and the proposed design and footprint of the development project. In reaching conclusions with respect to these recommendations, the City shall consult with both the project applicant and the most interested and appropriate tribal organization.	City	C	DSD
	4.5-3(e)	Implement Mitigation Measure 4.5-4, in the event human remains are discovered.		See MM 4.5-4	
4.5-4 The proposed project could disturb human remains.	4.5-4	If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the City of Lincoln (the City) and the Placer County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.	Applicant/City	C	DSD

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TABLE 5-1

VILLAGE 1 SPECIFIC PLAN – PHASE 1
MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Phase 1		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.5-5 The proposed project could directly or indirectly destroy unique paleontological resources.	4.5-5(a)	Construction personnel shall be informed of the possibility of discovering fossils anywhere within the project site, but primarily in the western part of Phase 1, and the protocol to be followed if a fossil is encountered. This information shall be included in the "cultural resources handbook" prepared under Mitigation Measure 4.5-3. It shall describe procedures to follow if fossils are encountered, provide a list of important contact information and phone numbers, and include written descriptions and photographic examples (where possible) of the fossils. The project applicant may also hire a professional who meets the Society of Vertebrate Paleontology standards to conduct a pre-construction training of all construction personnel involved in grading and excavation activity.	Applicant/City	C	DSD
	4.5-5(b)	In the event that paleontological resources are discovered during earth-moving activities, ground-disturbing activity within 50 feet of the resources shall be halted until the project applicant hires a qualified paleontologist to examine the resources and assess its significance. If the resource is determined to be significant, representatives of the City of Lincoln (the City) and the qualified paleontologist shall determine the appropriate course of action (i.e., any additional exploratory measures deemed necessary for the further evaluation of and/or mitigation of adverse impacts to the resources), with the City making the final decision. All significant paleontological resources recovered shall be subject to scientific analysis and professional curation; a report of these activities shall be prepared for the City by the paleontologist according to current professional standards.	Applicant	C	DSD
4.6 Greenhouse Gas Emissions and Climate Change					
4.6-1 The proposed project would generate greenhouse gas emissions, either directly or indirectly, that would contribute to global climate change.	4.6-1(a)	An Energy Conservation Plan for all commercial and residential development shall be required prior to recordation of the first small lot Final Map. The plan shall describe the techniques and programs to be employed in the development of the project to achieve a minimum 15 percent energy efficiency above that required by the 2008 Title 24 energy efficiency regulations, or compliance with the then-current Title 24 energy efficiency regulations. These	Applicant	I	DSD

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MITIGATION MONITORING PROGRAM

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	programs shall include one or more of the following, or equally effective measures: Participation in the PG&E Energy Star Performance Method. This method is available to builders of single-family and multi-family homes that are at least 15 percent more energy efficient than required by the 2008Title 24 energy efficiency regulations and meet all US EPA specifications. Participating builders become part of the California Energy Star New Homes Program, and their homes earn the Energy Star label. Incremental incentives can also be earned by adding energy efficient appliances and/or lighting to homes. Plans submitted for Design Review shall include all energy efficiency features to be incorporated into the project. OR Participation in the New Solar Homes Partnership (NSHP) Performance Method. This method is available to builders of single-family homes that are at least 15 percent more efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Prior to the issuance of a Building Permit, the floor plans and exterior elevations submitted in conjunction with the Building Permit application, shall show that the applicant has installed the appropriate number of solar panels or Photovoltaic roofing tiles throughout the project (described as lot numbers, locations, and/or building numbers and locations) to offset that development's share of the 7,599,510 kWh/year total Plan's onsite renewable energy offsets. OR Participation in the Build It Green Program, which was created by Build It Green, a non-profit organization whose mission is to promote health, durable, energy and resource efficient buildings throughout California. Using the Green Point Checklist, a home can be considered green if it fulfills the prerequisites and earns at least 50 points and meets the minimum points per category: Energy (30 points); Indoor Air Quality (5 points); Resources (6 points); and			

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TABLE 5-1

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MITIGATION MONITORING PROGRAM

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		Water (9 points). Build It Green uses certified Green Point Raters to measure success with the program and verification of the measures employed to meet the requirements of the checklist.			
	4.6-1(b)	The project applicant shall be responsible for having prepared, by an experienced and qualified firm, an Energy Resource Conservation Guide that will provide educational information on how homeowners can increase energy efficiency and conservation in their new homes. The information will be delivered to each original homeowner as part of the move-in package. The information packet shall be reviewed by, and be subject to approval of, City of Lincoln staff. A copy of the Energy Resource Conservation Guide shall be submitted to the City for review prior to the completion of construction activities, and finalized before occupancy.	Applicant	O	DSD
	4.6-1(c)	Light Emitting Diode (LED) traffic signals and LED street lights, or more energy-efficient signals and streetlights, shall be installed in accordance with City improvement standards or as otherwise approved by the Development Services Director.	Applicant	G	DSD
	4.6-1(d)	The project applicant shall prepare a tree planting program to guide the planting of shade trees within residential lots and along streets in a manner that reduces radiant heat. Commercial and retail parking lots shall be planted with shade trees that will produce 50% coverage within 15 years. Landscape Plans submitted for Design Review shall include a copy of the tree planting program.	Applicant	G	DSD
	4.6-1(e)	A tree information planting and care guide shall be delivered to each original homeowner as a part of the move in package. If the guide is prepared by someone other than the City, it shall be reviewed by, and be subject to the approval of, City of Lincoln staff. . A copy of the tree information planting and care guide shall be submitted to the City for review prior to the completion of construction activities, and finalized before occupancy.	Applicant	O	DSD

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TABLE 5-1

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MITIGATION MONITORING PROGRAM

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	4.6-1(f)	Energy efficient lighting fixtures shall be installed as part of the original construction of residential and commercial structures. Plans submitted for Design Review shall include documentation of the energy efficient lighting fixtures to be used.	Applicant	B	DSD
	4.6-1(g)	New commercial buildings shall be 15 percent more energy efficient than the 2008 Title 24 building standards based on annual energy usage requirements, or comply with the then-current Title 24 energy efficiency regulations. Plans submitted for Design Review shall include all energy efficiency features to be incorporated into the project.	Applicant	B	DSD
	4.6-1(h)	Prior to approval of Improvement Plans, the applicant shall show that the roadway system shall be designed to accommodate the usage of neighborhood electric vehicles (NEVs).	Applicant	G	PSD, DSD
	4.6-1(i)	Prior to approval of Improvement Plans, the applicant shall show that bus turnouts and transit shelters shall be placed on roadways that are to be served by future bus transit in accordance with City improvement standards and as otherwise directed by City's Development Services Director.	Applicant	G	PSD, DSD
	4.6-1(j)	Implement Mitigation Measure 4.3-2.		See MM 4.3-2	
4.7 Hazardous Materials					
4.7-2 The proposed project could occur in locations where historic land uses are known to have resulted in soil or groundwater contamination or may have the potential to have caused soil or groundwater contamination.	4.7-2(a)	Prior to approval of any Tentative Map and/or a specific development permit, the applicant shall submit a Phase I ESA that has been prepared in accordance with the most current ASTM 1527 standard. If the results of the Phase I ESA indicate no recognized environmental conditions, no further action is required. However, the City shall ensure Improvement Plans and/or grading permits include the requirements of Mitigation Measure 4.7-2(b) pertaining to the discovery of previously unidentified conditions or hazards. No Phase I ESA is necessary for the Walkup Ranch property because one has already been prepared.	Applicant	I	DSD

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TABLE 5-1

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MITIGATION MONITORING PROGRAM

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	4.7-2(b)	For any specific development location for which the Phase I ESA completed in accordance with Mitigation Measure 4.7-2(a) identifies recommendations for further investigation and/or remediation, prior to issuance of a grading permit for the affected location, the City shall ensure the recommendations are implemented to the satisfaction of PCDEHS. If contaminants are present at levels that could pose a human health or environmental risk that would be immediately dangerous to life and health, no soil disturbance shall be permitted until the location has been remediated to the satisfaction of PCDEHS. If contaminants are present at levels that do not pose an immediate threat, construction activities may proceed provided a Soil Management Plan and Health and Safety Plan prepared by a qualified professional have been submitted to and approved by PCDEHS.	Applicant	P,G	DSD PCDEHS
4.7-3 Demolition of on-site structures to accommodate development of the Village 1 Specific Plan could expose people to potential health hazards by demolishing buildings on the project site that could contain asbestos and/or lead-based paint.	4.7-3	Prior to demolition of any structures located on the project site, the project applicant(s) shall retain a Cal OSHA-certified lead-based paint and ACBM contractor to conduct a risk assessment of all structures on-site constructed prior to 1978 for the presence of ACBMs and/or lead-based paint. If ACBMs and/or lead-based paint are determined to exist on site, the contractor shall prepare a site-specific ACBM and lead hazard control plan. If the plan calls for the removal of ACBMs and lead-based paints prior to demolition activities, ACBM removal methods may include, but are not limited to: dry stripping, wet controlled stripping, high pressure water jetting, and air management for hot stripping. Paint removal methods may include, but are not limited to: use of a heat gun, tools equipped with HEPA exhaust capability, wet scraping, and chemical removers. If removal is not deemed necessary prior to demolition, the plan shall make other recommendations for the containment of any ACBMs or lead-based paint materials that could be released into the environment during demolition activities, as well as appropriate disposal methods. The plan shall also provide specific instructions for providing protective clothing and gear for abatement personnel.	Applicant	P	DSD

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MITIGATION MONITORING PROGRAM

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		Wastes from abatement and demolition activities shall be managed and disposed of at a landfill(s) licensed to accept ACBMs and lead-based waste. Once all abatement measures have been implemented, the project applicant(s) shall provide written documentation to the City that ACBM and lead-based paint testing and abatement, if necessary, has been completed in accordance with all federal, state, and local laws and regulations, including: lead-based paint exposure guidelines provided in "Guidelines for the Evaluation and Control of Lead Based Paint Hazards in Housing" by the U.S. Department of Housing and Urban Development (HUD), Construction Safety Order 1532.1 from Title 8 of the California Code of Regulations (CCR), and the California Department of Health Services.			
4.8 Hydrology and Water Quality					
4.8-1 The proposed project would increase the amount of impervious surfaces and alter drainage patterns, which could increase the potential for localized and downstream flooding.	4.8-1(b)	Project applicants shall provide for peak flow mitigation as defined in Village 1 Specific Plan, City of Lincoln, CA, Drainage Master Plan Table IV.A.4 in order to mitigate potential on-site flooding from increased peak flows associated with development of Phase 1. Prior to issuance of a grading permit, project applicants shall demonstrate that provisions for peak flow mitigation in the preliminary grading plan, as defined in Village 1 Specific Plan, City of Lincoln, CA, Drainage Master Plan Table IV.A.4 A. The City Engineer shall review plans for compliance with the applicable portions of Table IV.A.4, as applicable, prior to issuance of a grading permit. Prior to issuing a building permit for any project in the Village 1 Specific Plan, overbank excavation and stabilization of channels that will receive runoff from the area(s) to be developed have been completed. The City Engineer shall confirm that peak flow mitigation has been constructed in accordance with the approved plans.	Applicant	G	PSD

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MITIGATION MONITORING PROGRAM

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4.8-2 The proposed project would increase stormwater volumes in Auburn Ravine, Ingram Slough, Orchard Creek, and ultimately the Natomas Cross Canal.	4.8-2(b)	Prior to final map approval, the Applicant shall identify 38.1 acre-feet of storage capacity in the watershed to accommodate increased stormwater runoff volumes associated with Phase 1. Storage capacity may be incorporated into on-site design, obtained at the approved LFVMF, if operational at the time of development, or at a location approved by or acceptable to the City. The Applicant shall be required to cover its fair share of costs associated with construction, operation, and maintenance, of the LFVMF to offset increased stormwater volume generated by the Village 1 Specific Plan. For capital improvements, funding shall be through the City's existing PFE program. Fees for operation and maintenance shall be through an assessment district established during the Final Map processing. Fees shall be paid in conjunction with issuance of building permits. If, at the time the final map is submitted for approval, the regional facilities are not available or operational, or if additional capacity is required, the Applicant shall incorporate in to the final design sufficient on-site storage capacity, or a combination of on-site and off-site capacity, to fully mitigate the 38.1 acre-feet. If off-site facilities are used, the Applicant shall be required to cover its fair share of costs associated with construction, operation, maintenance, and management of the regional retention facilities to offset increased stormwater volume generated by Phase 1. Assuming the regional facility has been constructed, Applicant shall pay the appropriate fees.	Applicant	I	PSD DSD

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4.8-4 The proposed project would increase the types and amounts of pollutants in stormwater runoff that could be discharged to Ingram Slough and its tributaries and Auburn Ravine, which could degrade water quality.	4.8-4	Low Impact Development BMPs. Project Conditions of Approval shall specify that appropriate Best Management Practices (BMPs) be incorporated into project design prior to approval of final grading/improvement plan(s) to reduce urban pollutants in runoff, consistent with goals and standards established under federal and State non-point source discharge NPDES regulations and Basin Plan water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance No. 826B, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan. The proposed water quality facilities shall be identified and designed in a Water Quality Management Plan prepared in accordance with Section 8.60.40 of the City's Municipal Code for City review and approval. All water quality facilities identified in the Water Quality Management Plan shall be constructed with the installation of the infrastructure. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities. The City shall formally adopt and implement a funding mechanism specifically to fund the long-term maintenance of the proposed water quality facilities as proposed by the Stormwater Management Plan. The project Applicant shall submit a site-specific BMP plan showing the on-site locations and effectiveness of the BMP facilities proposed for long-term water quality impact reduction prior to project approval. The plan shall include	Applicant	G	PSD DSD

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MITIGATION MONITORING PROGRAM

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	a method or methods for financing the long-term maintenance of the proposed site-specific facilities. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (or other similar source approved by the City) for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the PCFCWCD and City standards and shall be included for long-term maintenance of BMPs. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. The Applicant shall verify that proposed BMPs are appropriate to treat the pollutants of concern from the proposed project and shall provide for the establishment of vegetation, where specified, by means of proper irrigation, for effective performance of BMPs. Maintenance of these facilities shall be provided by the City. Prior to project approval or Final Map approval, easements shall be created and offered for dedication to the City for maintenance and access to these facilities in			

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MITIGATION MONITORING PROGRAM

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		anticipation of possible City maintenance. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.			
4.10 Noise					
4.10-2 The proposed project would expose noise-sensitive land uses to construction noise.	4.10-2(a)	Construction hours shall be limited to 7am to 7pm, Monday through Friday (unless extended by special permit).	Applicant	C	PSD, DSD
	4.10-2(b)	All internal combustion engines associated with stationary and mobile construction equipment shall have adequate mufflers equal to or better than those supplied with the equipment by the manufacturer.			
	4.10-2(c)	Onsite construction staging areas shall be located as far as practical from existing residential areas.			
	4.10-2(d)	Advance notice shall be provided to all residences located within 300 feet of extensive compaction activities, including the approximate start date and duration of such compaction activities.			

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4.10-5 The proposed project could expose future noise-sensitive land uses within the Village 1 Specific Plan area to elevated traffic noise levels.	4.10-5(a) Any residential development proposed within the 60-65 dB Ldn contour distances of Table 4.10-12, as measured from roadway centerline, shall include one of the following measures to ensure traffic noise does not exceed acceptable limits at the exterior and interior spaces of the residences: i) The setback from the roadway shall be increased to locate the primary outdoor activity area beyond the 60 dB Ldn contour. OR ii) The primary outdoor activity areas shall be located on portions of the property that are shielded from view of the roadway(s). OR iii) Noise barriers shall be constructed of sufficient height to intercept line of sight between the primary outdoor activity areas and roadway(s) in question. Such barriers could take the form of earthen berms, solid walls, or a combination of the two. OR iv) The residential structures shall be located between the primary outdoor activity area and subject roadway(s).	Applicant	G	DSD
	4.10-5(b) Air conditioning or mechanical ventilation shall be provided to allow occupants to close doors and windows as desired for acoustical isolation from elevated traffic noise levels.	Applicant	B	DSD

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	4.10-5(c)	Any residential development proposed within the 65-70 dB Ldn contour distances of Table 4.10-12, as measured from roadway centerline, shall include all of the following measures in addition to those specified in MM 4.10-5(b) to ensure traffic noise does not exceed acceptable limits at the exterior and interior spaces of the residences: i) Noise barriers shall be designed of sufficient height to reduce exterior noise levels to 60 dB Ldn or less in primary outdoor activity areas. AND ii) All windows and sliding glass doors from which the subject roadways are visible shall have a minimum Sound Transmission Class (STC) rating of 32. AND iii) Exterior wall construction shall be stucco siding, or wood siding with a 3/4 inch shear under-layer, or the acoustic equivalent. AND iv) All exterior wall cavities shall be fully insulated.	Applicant	G, B	DSD
4.12 Public Services					
4.12-7 The proposed project would generate demand for park and recreation facilities.	4.12-7	The project applicant shall pay all applicable fair-share fees to the City pursuant to the established Park In-Lieu Fee Program and the applicable Public Facilities Element fees program to fund the provision of recreational facilities to meet demands created by Phase 1 development.	Applicant	B	DSD

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4.13 Public Utilities					
4.13-1 The proposed project would increase the demand for water supplies.	4.13-1(a)	Prior to recordation of each Final Map for each subsequent project, the City of Lincoln shall obtain necessary entitlements demonstrating there will be adequate water supply to serve the portion of the proposed project defined on the Final Map, in accordance with Government Code Section 66473.7(a)(1) – SB 221 Written Verification of Water Supply. The commitment for service will require execution of a service order agreement, and the City shall collect necessary fees at the time of building permit issuance.	Applicant	I	DSD, PSD
4.13-8 The proposed project would use energy for construction and operation.	4.13-8	Implement Mitigation Measures 4.3-1, 4.3-2, 4.6-1, and 4.13-12.	See MMs 4.3-1, 4.3-2, 4.6-1 and 4.13-12		
4.13-12 Construction of the proposed project would generate demolition waste and construction debris.	4.13-12	Prior to issuance of building permits for each individual project, project applicants shall prepare a waste management plan to divert at least 50 percent of the construction materials generated during construction of the particular project to ensure compliance with CALGreen requirements.	Applicant	G	DSD

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TABLE 5-1

VILLAGE 1 SPECIFIC PLAN – PHASE 1
MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Phase 1		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.14 Transportation and Circulation					
4.14-1 The proposed project would increase traffic at intersections within the City of Lincoln.	4.14-1	The City shall construct the following improvements prior to the service level degrading to LOS D and/or when signal warrants are met. These improvements shall be incorporated into the City's PFE fee program or other appropriate fee program. If there are not enough funds to construct the improvements when they are needed, then the applicant shall provide the necessary funding, subject to reimbursement as PFE fees are collected from City development projects. a) Signalize the intersection of Ferrari Ranch Road and Ingram Parkway or widen Ferrari Ranch Road to four through lanes when the LOS approaches D and/or signal warrants are met. b) Signalize the intersection of Ferrari Ranch Road and Sun City Boulevard or, for Phase 1 only, widen Ferrari Ranch Road to four lanes when the LOS approaches D and/or signal warrants are met.	City	In accordance with mitigation	DSD, PSD
4.14-4 The proposed project would increase traffic on impact a.m. and p.m. peak hour level of service on freeways under Existing Plus Project conditions.	4.14-4	The City shall work with Caltrans on the timing of an additional mainline lane is constructed on SR 65 northbound between I-80 and Galleria Boulevard.	City	O	PSD
4.14-7 The proposed project would contribute to cumulative increases in traffic at intersections outside the City of Lincoln.	4.14-7(a)	The proposed project shall contribute its fair share toward restriping to create a separate westbound right turn lane and northbound acceleration lane at the intersection of Sierra College Boulevard & English Colony Way (2030 and 2050).	Applicant	Payment of SPARTA fees	DSD

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	4.14-7(b)	If and when the Town of Loomis becomes a participant in SPRTA and/or the City and the Town enter into a reciprocal agreement for payment of fees to offset traffic impacts, the proposed project shall contribute its fair share toward restriping to create a second southbound left turn lane at the intersection of Sierra College Boulevard & King Road (2030 and 2050).	Applicant	If and when Loomis joins SPARTA and/or enters agreement with the City of Lincoln	DSD, PSD
	4.14-7(c)	The proposed project shall contribute its fair share toward eliminating southbound U-turns on Wildcat Boulevard and providing a right turn "overlap" signal phase on westbound West Stanford Ranch Road (2030).	Applicant	If and when the cities of Rocklin and Lincoln enter agreement	DSD, PSD
	4.14-7(d)	The proposed project shall contribute its fair share toward providing a second eastbound left turn lane on Ranch View Drive at its intersection with Wildcat Boulevard (2030).	Applicant	If and when the cities of Rocklin and Lincoln enter agreement	DSD, PSD
4.14-8 The proposed project would contribute to cumulative increases in traffic on local roadways outside the City of Lincoln.	4.14-8	The proposed project shall contribute its fair share toward the widening of Sierra College Boulevard to 6 lanes if and when this improvement is included in the SPRTA fee program (2030 and 2050).	Applicant	If and when improvement is included in SPARTA fee	DSD, PSD
4.14-9 The proposed project would contribute to cumulative increases in traffic levels on freeways.	4.14-9	The proposed project shall contribute its fair share toward the construction of an auxiliary lane on SR 65 Bypass Southbound from Ferrari Ranch Road to Lincoln Boulevard if and when the improvement is added to the SPRTA fee program and/or an agreement for collection of such fees is entered into by the City and Caltrans (2030).	Applicant	If and when improvement is included in SPARTA fee	DSD, PSD

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Table 5-2
Village 1 Specific Plan
Mitigation Monitoring Program
Full Specific Plan

TABLE 5-2

VILLAGE 1 SPECIFIC PLAN – PROGRAMMATIC PORTION
MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Programmatic Portion	Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.1 Aesthetics and Visual Quality				
4.1-3 The proposed project would introduce light and glare into the project area.	4.1-3(a) All light standards shall be shielded and directed downward so that no light falls onto adjacent properties. 4.1-3(b) Surfaces of multi-story buildings facing streets, open space, parks or residential neighborhoods shall not have reflective surfaces large enough to generate glare that creates a nuisance or safety hazard. 4.1-3(c) i. If future uses within any park include nighttime activities requiring overhead lights, the project applicant shall use site design and orientation in combination with a configuration of exterior light fixtures that emphasize close spacing and lower intensity light that is directed downward in order to minimize exposure of adjacent uses to lighting and to minimize the amount of light that is visible above the horizontal plane of the light fixture. ii.a. Activity-related lights (as opposed to security lighting) shall be turned off no later than 10:00 p.m. to reduce the amount of disruption to adjacent receptors; and/or ii.b. The City shall place a nuisance easement over parcels that will have direct views of such lights.	Applicant	O	DSD
4.2 Agriculture				
4.2-2 The proposed project would result in the development of lands currently under Williamson Act contracts.	4.2-2 No development shall be permitted on land under Williamson Act contract until the contract has expired or been cancelled.	City	I	DSD

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Impact	Mitigation Measures – Programmatic Portion		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.3 Air Quality					
4.3-1 Construction of the proposed project would generate emissions of PM_{10} and $PM_{2.5}$, ROG, NOx, and CO.	4.3-1	The following mitigation measures shall be implemented by the applicant(s) during all grading activities:	Applicant	G/C	PSD PCAPCD
	4.3-1(a)	Prior to issuance of a grading permit, the applicant(s) shall submit to the City of Lincoln, as the lead agency, and receive approval of a Construction Emission/Dust Control Plan. The plan shall be submitted to the PCAPCD for review and comment prior to approval by the City. This plan must address the minimum Administrative Requirements found in section 300 and 400 of PCAPCD Rule 228, Fugitive Dust.			
	4.3-1(b)	The prime contractor shall submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used an aggregate of 40 or more hours for the construction project. The project representative shall provide the District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreperson. The project shall provide a plan for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average up to 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. The District should be contacted for average fleet emission data. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.	Applicant	P, C	PSD PCAPCD
4.3-1 Construction of the proposed project would generate emissions of PM_{10} and $PM_{2.5}$, ROG, NOx, and CO.	4.3-1(c)	In order to control dust, an operational watering truck shall be on site during construction hours. In addition, dry chemical sweeping is prohibited. Watering at the construction site shall be carried out in the compliance with operating APCD rules and City of Lincoln requirements.	Applicant	C	PSD

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	4.3-1(d)	The contractor shall suspend all grading operations when fugitive dusts exceed District Rule 228 Fugitive Dust limitations. The prime contractor shall be responsible for having an individual, certified by CARB to perform Visible Emissions Evaluations (VEE), who shall routinely evaluate compliance to Rule 228, Fugitive Dust, on a weekly basis. Fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. If lime or other drying agents are used to dry out wet grading areas they shall be controlled as to not exceed District Rule 228 Fugitive Dust limitations.	Applicant	C	PSD
	4.3-1(e)	The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the City) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.	Applicant	C	PSD
	4.3-1(f)	The prime contractor shall apply methods such as surface stabilization, establishment of the vegetative cover, paving, or other methods to control dust approved by the City.	Applicant	C	PSD
	4.3-1(g)	The prime contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.	Applicant	C	PSD
	4.3-1(h)	No open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetation material shall either be chipped on site or taken to an appropriate recycling site, or if a recycling site is not available, a licensed disposal site.	Applicant	C	PSD
	4.3-1(i)	Traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.	Applicant	C	PSD
4.3-1 Construction of the proposed project would generate emissions of PM_{10} and $PM_{2.5}$, ROG, NOx, and CO.	4.3-1(j)	The prime contractor shall suspend all grading activities when wind speeds (including instantaneous gusts) are high (typically winds greater than 25 miles per hour), and dust is traveling off-site.	Applicant	C	PSD

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MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Programmatic Portion		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
	4.3-1(k)	If required by the Engineering Division and/or the Department of Public Works, the contractor shall hold a pre-construction meeting prior to any grading activities. The contractor may invite the PCAPCD to the pre-construction meeting in order to discuss the construction emission/dust control plan with employees and/or contractors.	Applicant	C	PSD PCAPCD
	4.3-1(l)	Stockpiles of dirt shall be covered when not being used or otherwise controlled to prevent erosion and/or dust.	Applicant	C	PSD
	4.3-1(m)	During construction, the contractor shall use existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators where feasible.	Applicant	C	PSD
	4.3-(n)	A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.	Applicant	C	PSD
4.3-2 Operation of the proposed project would generate criteria pollutant emissions (ROG, NOx, CO, PM_{10}, and $PM_{2.5}$).	4.3-2(a)	Wood burning or pellet appliances shall not be allowed in any residential units. Only natural gas or propane fired fireplace appliances shall be installed.	Applicant	B	DSD
	4.3-2(b)	Where natural gas is available, gas outlets shall be provided in residential backyards for use with outdoor cooking appliances, such as gas barbecues.	Applicant	B	DSD
	4.3-2(c)	For those projects that include stationary sources (e.g., gasoline dispensing facility, dry cleaning, large HVAC units), the applicant shall obtain an Authority to Construct (ATC) permit prior to issuance of a Certificate of Occupancy.	Applicant	O	DSD
	4.3-2(d)	Prior to approval of Improvement Plans, the applicant shall show that a Class 1, 2, or 3 bicycle lane(s) is provided in areas as approved by the Engineering Division and/or the Department of Public Works (or similar divisions within each jurisdiction), as defined elsewhere in these conditions of approval.	Applicant	G	PSD

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	4.3-2(e)	Prior to Design Review Approval, the Site Plan shall show that the applicant has provided the appropriate number of preferential parking spaces for employees that carpool/vanpool/rideshare as well as the appropriate preferential parking for NEVs as required by the District and City Policy. Such stalls shall be clearly demarcated with signage as approved by the approving committee.	Applicant	G	DSD
	4.3-2(f)	Prior to Design Review approval, the applicant shall show that on-stie bicycle racks are provided.	Applicant	B	DSD
4.3-5 The proposed project would contribute to cumulative increases in criteria air pollutant emissions.	4.3-5(a)	At the time a final map is submitted, the City, in coordination with PCAPCD, shall calculate the emissions associated with the land uses to be approved under that particular tentative map. Based on that calculation, the applicant shall do one or a combination of the following to ensure NOx emissions do not exceed 10 lbs within the full Plan Area. Once the 10 lbs per day has been reached, subsequent projects must demonstrate no net increase in NOx emissions. The City shall consult with the PCAPCD to determine whether the measures proposed by the applicant would fully offset project emissions. i) Reduce emissions on-site by incorporating design features that would reduce NOx emissions. These features may include, but would not be limited to, energy conservation or "green" building features such solar panels, energy efficient heating and cooling, energy star appliances, and/or measures that would reduce vehicle use, such as bike lockers and transit services, as provided for in Mitigation Measure 4.6-1. ii) Reduce emissions off-site within the same region (i.e., City of Lincoln, Placer County) by participating in an offsite mitigation program coordinated by the PCAPCD and/or by funding energy-efficiency measures (e.g., installation of insulation and/or dual pane windows in existing buildings), vehicle emission reduction measures (e.g., replace diesel school buses with natural gas buses), and/or trip-reduction measures (e.g., bike lanes and/or NEV lanes on streets that do not have	Applicant	I	DSD PCAPCD

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		them).			
		iii) Participate in the Placer County Air Pollution District Offsite Mitigation Program by paying fees based on the project's contribution of pollutants (ROG and NOx), adjusted by credit received for any applicable measures implemented by the project on or offsite. The actual amount to be paid shall be determined, and satisfied per current California Air Resources Board guidelines, at the time of recordation of small lot tentative maps.			
4.4 Biological Resources					
4.4-1 The proposed project would result in the filling or adverse modification of jurisdictional wetland/ other "waters of the U.S."	4.4-1(a)	For projects developed within the programmatic portion, the project applicant shall retain a qualified biologist to conduct a wetland delineation for each project prior to the issuance of a grading permit. This delineation shall be submitted to the US Army Corps of Engineers (Corps) for verification prior to the issuance of any grading permits for the programmatic portion of the project site. If no wetlands are determined to be present, no further mitigation would be required.	Applicant	P	DSD Corps
	4.4-1(b)	The project applicant shall prepare a wetland mitigation plan that ensures no net loss of wetlands, consistent with Lincoln General Plan Policies OSC-5.6, OSC-5.7, OSC-5.8, and OSC-5.9. The wetland mitigation plan shall be based on the wetland delineation verified by the Corps. This measure may be implemented through the 404 permit and/or Streambed Alteration Agreement processes. The plan shall include the following or equally effective components.	Applicant	G	DSD Corps CDFG

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Impact	Mitigation Measures – Programmatic Portion		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
	4.4-1(c)	The project proponent shall compensate for the loss of wetland habitat through a combination of preservation of vernal pools and seasonal wetlands in open space preserves, on-site restoration/enhancement, and the purchase of mitigation credits at an approved mitigation bank. The ratio of compensation shall be determined in consultation with the Corps and California Department of Fish and Game (CDFG), as part of the 404-permit process, but shall not be less than 1:1.	Applicant	G	DSD Corps CDFG
	4.4-1(d)	All preserved wetlands shall be dedicated to the City or a non-profit organization acceptable to the City and preserved through perpetual covenants enforceable by the City or other appropriate agencies, to ensure their maintenance and survival.	Applicant/City	O	City
	4.4-1(e)	Prior to any construction activities on the site, a protective fence shall be erected around the boundaries of wetlands to be preserved in proximity to the areas that would be disturbed by construction. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the Corps and/or CDFG.	Applicant	P	DSD
	4.4-1(f)	A buffer shall be provided along all preserved wetlands in accordance with the 404 permit. Only those uses allowed in the 404 Permit and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.	Applicant	I	DSD
	4.4-1(g)	Water quality in the wetlands preserve shall be protected using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood, etc.), and geotextiles and mats, during construction in the watershed. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.	Applicant	G,P,C,O	DSD

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	4.4-1(h)	Landscape irrigation runoff shall only be permitted to directly enter the wetlands preserve according to the provisions of the 404 Permit and/or the Streambed Alteration Agreement.	Applicant	O	DSD PSD
	4.4-1(i)	Mowing and other maintenance activities shall be limited to those detailed in the 404 Permit and/or the Streambed Alteration Agreement.	Applicant	O	DSD PSD
4.4-2 The proposed project could result in the loss of special-status vernal pool crustacean and amphibian species and degradation and/or loss of their habitat.	4.4-2(a)	The project applicant for projects within the programmatic portion of the project site shall retain a qualified biologist permitted by the US Fish and Wildlife Service (USFWS) to conduct vernal pool crustacean following current USFWS protocol. Alternatively, the project applicant could forgo the surveys and assume presence of vernal pool crustaceans in all appropriate habitat within the project site. The survey or assumption of presence shall occur prior to the issuance of any grading permits for the programmatic portion of the project site.	Applicant	G,P,C	DSD
	4.4-2(b)	The project applicant for projects within the programmatic portion of the project site shall retain a qualified biologist to conduct aquatic surveys for the western spadefoot toad. Because a formal protocol does not exist for western spadefoot toad surveys, the scope of the surveys shall be determined in consultation with CDFG. At a minimum, the aquatic surveys for the western spadefoot toad shall include a search for spadefoot larvae during the appropriate season by a qualified biologist to determine presence or absence and potential project-related impacts to breeding sites.			
	4.4-2(c)	The following or equally effective measures (as approved by the City and USFWS and/or CDFG shall be required for any vernal pool crustacean and/or western spadefoot habitat identified through protocol surveys or assumed to be present in lieu of surveys. The selected measures may be part of the permitting process.			
		i) The project proponents shall obtain a Biological Opinion from the U.S Fish and Wildlife Service and comply with the conditions and mitigation requirements the Biological Opinion to ensure that no net loss of habitat			

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	for vernal pool crustaceans occurs. Mitigation may include, but would not be limited to, both onsite and offsite preservation and creation of vernal pools and other suitable habitat for vernal pool crustaceans, purchase of credits at mitigation banks, payment of in lieu fees approved by the agencies, or other agency approved and required mitigation measures. ii) Orange exclusionary fencing shall be placed and maintained around any avoided (preserved) vernal pool crustacean or western spadefoot habitat during construction to prevent impacts from construction vehicles and equipment. This fencing shall be inspected by a qualified biologist throughout the construction period to ensure that it is in good functional condition. After construction, fencing around open space areas containing wetlands or other sensitive habitats shall be replaced by permanent fencing that will be maintained by the City, and/or the local home owners association. iii) Prior to beginning work in the project site, all on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat. iv) The project proponent shall ensure that activities defined by the USFWS, and Corps, RWQCB, and/or CDFG as inconsistent with the maintenance of the suitability of the remaining vernal pool habitat and associated watershed on-site are prohibited. v) If western spadefoot is present, the applicant shall implement additional measures as deemed appropriate by the City and CDFG.			

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4.4-3 The proposed project could result in the loss and/or degradation of rare plant populations.	4.4-3(a)	The project applicant shall retain a qualified biologist to conduct focused surveys in seasonal wetlands and non-native annual grassland habitats within the project site for special-status plant species including but not limited to big-scale balsamroot, Boggs Lake hedge-hyssop, dwarf downingia, legenere, and pincushion navarretia during the appropriate time of year (March through June). If no special-status plants are located during the surveys, no further mitigation would be required.	Applicant	P	DSD
	4.4-3(b)	If Boggs Lake hedge-hyssop is located during the surveys in areas that would be disturbed by project construction, those populations shall be avoided and preserved in place to the extent feasible.	Applicant	P,C	DSD
	4.4-3(c)	If avoidance is not feasible, the project applicant shall consult with CDFG to obtain an incidental take permit, under Section 2081 of the CESA. Mitigation can be accomplished either in the onsite mitigation preserve area, or at an approved offsite mitigation bank. The ratio of mitigation credits shall be determined during this consultation, and may be conducted concurrently with Mitigation Measure 4.4-2.	Applicant	P,C	DSD CDFG
	4.4-3(d)	If any other special-status vernal pool plant species, including, but not limited to dwarf downingia and legenere are located during the surveys in areas that cannot be avoided, the project applicant shall implement Mitigation Measure 4.4-2, with the addition of soil/seed bank salvage, for use in created wetlands in mitigation areas.	Applicant	P,C	DSD CDFG

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TABLE 5-2

VILLAGE 1 SPECIFIC PLAN – PROGRAMMATIC PORTION
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	4.4-3(e)	If the plants cannot be avoided, the project applicant shall consult with the City and the CDFG regarding steps to take to offset the loss of the plants on the project site, such as transplantation, collecting seed or clippings and replanting species in an onsite location, prior to approval of a discretionary permit. At a minimum, at least ten (10) days prior to mass grading in the area that supports special-status plants, the project applicant shall notify the City and CDFG that grading is to occur and aid the CDFG with collection of the plant seeds, if the CDFG so chooses, pursuant to the California Native Plant Protection Act.	Applicant	C	DSD PSD CDFG
4.4-4 The proposed project could result in the loss of western pond turtle and/or degradation of its habitat.	4.4-4(a)	Prior to project construction that would disturb any drainages or stock ponds, the project applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable habitat within the area of disturbance and immediately adjacent area on the project site within 30 days prior to project construction to ensure no western pond turtles have established territories. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If this survey does not identify any western pond turtles on the project site, no further mitigation is required.	Applicant	P	DSD PSD CDFG
	4.4-4(b)	If western pond turtles (WPT) are determined to be present within a drainage or stock pond, and the feature is to be retained, exclusionary fencing shall be used to prevent the turtle(s) from entering construction area. The location of the fence shall be determined by a qualified biologist. Any turtles found in or near the construction zone shall be relocated to an appropriate area of suitable habitat a minimum of 100 feet from any active construction zone. Measures shall be implemented to ensure that the drainages and stock ponds will continue to provide adequate habitat for the WPT by protecting water quality and ensuring that the reduction of drainage from the project site does not substantially diminish the water levels in the pond.	Applicant	P,C	DSD PSD CDFG

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	4.4-4(c)	If the drainage or stock pond cannot be retained, the project applicant shall relocate any WPT found during surveys in a manner developed by a qualified biologist and approved by the CDFG.	Applicant	C	DSD PSD CDFG
4.4-5 The proposed project could result in the direct loss or disturbance of nesting birds protected by the MBTA, including raptors (birds-of-prey).	4.4-5(a)	If construction is to occur between March 15 and August 30, the project applicant shall conduct a pre-construction breeding-season survey of the project site within 30 days of construction onset. Surveys for nesting raptors shall be conducted within 1/4 mile of proposed ground disturbance. The survey shall be conducted by a qualified biologist to determine if any protected raptors are nesting on or directly adjacent to the project site. A nest survey for migratory birds shall be conducted within 500 feet of construction areas to determine if any migratory birds are nesting on or directly adjacent to the project site. The results of the survey shall be valid only for the season when it is conducted. New surveys shall be conducted if construction of the surveyed area extends into the following season, unless all of the potential nesting trees have been removed. A report shall be submitted to the City of Lincoln, following the completion of the bird nesting survey that includes, at a minimum, the following information: i) A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted. ii) A map showing the location(s) of any protected raptor or migratory bird nests observed on the project site.	Applicant	P,C	DSD PSD CDFG

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	4.4-5(b)	If the above survey does not identify any protected raptor or migratory bird nests on the project site, no further mitigation would be required. However, should any active nests be located on the project site, the project applicant, in consultation with the City of Lincoln and CDFG, shall avoid all protected raptor and migratory bird nest sites located in the project site disturbance area(s) during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction in close proximity to the nest during the nesting season. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG. The buffer zone shall be delineated by highly visible temporary construction fencing.	Applicant	C	DSD PSD CDFG
4.4-6 The proposed project could result in the loss of nesting Swainson's hawk.	4.4-6(a)	The project applicant shall retain a qualified biologist to conduct a Swainson's hawk nesting survey within the area to be disturbed, extending out to ¼ mile. The survey shall be conducted during the nesting season of the same calendar year that construction is expected to begin, and prior to the issuance of any grading permits. If this survey does not identify any nesting Swainson's hawk in the area within the project site that will be disturbed plus the ¼-mile radius, no further mitigation would be required.	Applicant	P	DSD PSD

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	4.4-6(b)	Should any active Swainson's hawk nests be located within ¼ mile of the disturbance area, no intensive new disturbances (e.g. heavy equipment operation associated with construction, use of cranes or draglines, etc.) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the ¼ mile (buffer zone) of an active nest between March 1 - September 15 (or until August 15 if a Management Authorization or Biological Opinion is obtained for the project). The buffer zone should be increased to 1/2 mile in nesting areas away from urban development (i.e. in areas where disturbance [e.g. heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities] is not a normal occurrence during the nesting season).	Applicant	C	DSD PSD CDFG
	4.4-6(c)	Nest trees should not be removed to the extent feasible. If a nest tree must be removed, a Management Authorization (including conditions to off-set the loss of the nest tree) must be obtained with the tree removal period specified in the Management Authorization, generally from October 1 to February 1. If construction or other project related activities that could cause nest abandonment or forced fledging are necessary within the buffer zone, then the project applicant shall retain a qualified biologist to monitor the nest site (to determine if the nest is abandoned).	Applicant	C	DSD PSD CDFG
	4.4-6(d)	If an active nest is abandoned and if the nestlings are still alive, the project sponsor shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within ¼ mile of an active nest shall not be prohibited.	Applicant	C	DSD PSD CDFG

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Impact	Mitigation Measures – Programmatic Portion		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.4-7 The proposed project could result in the loss of burrowing owl individuals (eggs, nestlings or juveniles).	4.4-7(a)	The project applicant shall hire a qualified biologist to conduct both nesting and wintering season surveys for burrowing owl to determine if potential habitat within 500 feet of ground disturbance is used by this species. The timing and methodology for the surveys shall be based on the CDFG/Burrowing Owl Consortium Survey Guidelines and are detailed below. CDFG may require that these surveys be repeated annually if project construction is expected to span over two or more years. <u>Winter Season (December 1 through January 31)</u> • Four site visits on separate days, 2 hours before to 1 hour after sunset or 1 hour before to 2 hours after sunrise. <u>Nesting Season (February 1 to August 31)</u> • Four site visits on separate days, 2 hours before to 1 hour after sunset or 1 hour before to 2 hours after sunrise. At least two of the surveys shall be conducted during the peak nesting season between April 15 and July 15.	Applicant	P	DSD PSD CDFG
	4.4-7(b)	In addition to the wintering and nesting season surveys, pre-construction surveys shall be conducted by an experienced biologist within 30-days prior to the start of work activities where land conversions are planned in known or suitable habitat areas. If construction activities are delayed for more than 30 days after the preconstruction surveys, then a new preconstruction survey will be required. All surveys shall be conducted in accordance with the CDFG/Burrowing Owl Consortium survey protocols (Burrowing Owl Consortium, 1993).	Applicant	P	DSD PSD CDFG

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4.4-7 The proposed project could result in the loss of burrowing owl individuals (eggs, nestlings or juveniles).	4.4-7(c)	If burrowing owls are discovered in the programmatic portions of the project site, the project applicant shall notify the City and CDFG. A qualified biologist shall implement a routine monitoring program and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion zone until such time that the burrows are determined to be unoccupied. The buffer zones shall be a minimum of 150 feet from an occupied burrow during the non-breeding season (September 1 through January 31), and a minimum of 250 feet from an occupied burrow during the breeding season (February 1 through August 31).	Applicant	P,C	DSD PSD CDFG
	4.4-7(d)	The project applicant shall provide appropriate mitigation for project related effects on burrowing owl in consultation with CDFG. Mitigation can be conducted either onsite, or at an off-site location that is approved by the CDFG. Preference is for onsite within open space areas, if possible.	Applicant	C	DSD PSD CDFG
	4.4-7(e)	The CDFG shall be consulted regarding the implementation of avoidance or passive relocation methods. All activities that will result in a disturbance to burrows shall be approved by CDFG prior to implementation.	Applicant	C	DSD PSD CDFG

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4.4-8 The proposed project could result in the loss of foraging habitat for Swainson's hawk, white tailed kite, burrowing owl and other raptors.	4.4-8	The project applicant shall preserve annual grasslands or other suitable raptor foraging habitat at a ratio of 0.75 to 1.0 (as approved by the City and CDFG). Preservation may occur through either: • Payment of a mitigation fee to the City of Lincoln through a negotiated agreement between the City, the project applicant, and CDFG. The monies would be held in a trust fund, and used to preserve mitigation land through the purchase, monitoring, maintenance, and remediation of lands that supports suitable foraging habitat for Swainson's hawk. (consistent with CDFG guidelines); or • Purchase of conservation easements or fee title to suitable Swainson's hawk foraging habitat to protect the habitat from urban development; or • If adopted prior to issuance of the first grading permit for the proposed project, the project applicant may mitigate this impact through participation in the Placer County Natural Community Conservation Plan/Habitat Conservation Plan. If the plan is adopted prior to construction of a future phase, the project applicant may mitigate this impact through participation in the plan.	Applicant	G	DSD PSD CDFG
4.4-9 The proposed project could result in loss of Valley elderberry longhorn beetles and their habitat.	4.4-9(a)	Prior to any ground-disturbing activity, the project proponents shall conduct a survey for potential VELB habitat (elderberry shrubs) within 100 feet) of the area to be disturbed.	Applicant	P	
	4.4-9(b)	Any ground disturbing activities within 100 feet of elderberry plants containing stems measuring 1.0 inch or greater in diameter at ground level shall conform to the following minimum avoidance measures: i) Applicants shall provide a minimum setback of at least 20 feet from the drip line of each elderberry plant containing stems measuring 1.0 inch or greater in diameter at ground level. The setbacks shall be fenced and flagged to identify equipment and materials encroachment into the setback zone. Fire fuel breaks (disked land) may not be included within	Applicant	C	DSD PSD

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TABLE 5-2

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the 6 m set back. Where encroachment within the 20 foot setback zone is unavoidable, the applicant shall provide compensatory mitigation at a 50 percent ratio of the standard requirements identified in the table below.

ELDERBERRY MITIGATION RATIOS

Location/Stem Size*	Exit Holes**	Elderberry Seedling Ratio	Elderberry Seedling Ratio	Elderberry Seedling Ratio	Associated Native Plant Ratio
Stems ≥1" & < 3"	No	2:1	4:1	5:1	1:1
	Yes	4:1	8:1	10:1	2:1
Stems ≥3"& <5"	No	3:1	6:1	8:1	1:1
	Yes	6:1	12:1	15:1	2:1
Stems ≥ 5"	No	4:1	8:1	10:1	1:1
	Yes	8:1	16:1	20:1	2:1

Notes:
* Ratios are shown for elderberry occurring in existing or historic riparian situations. Ratios for elderberry in non-riparian situations are 50 percent of the standard ratio.
** The presence of exit holes in a stem, bush, or contiguous clump applies to the entire site.

ii) Construction contractors shall be briefed on the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements.

iii) Work crews shall be instructed about the status of the beetle and the need to protect its elderberry host plant.

iv) No insecticides, herbicides, fertilizers, or other chemicals that might

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		harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level. v) Mowing of grasses/ground cover shall occur only from July through April to reduce fire hazard. No mowing shall occur closer than 5 feet to elderberry plant stems. Mowing must be done in a manner that avoids damaging plants (e.g., avoid stripping away bark through careless use of mowing/trimming equipment). vi) Trimming of elderberry stems less than 1 inch in diameter may occur between September 1 and March 14. The recommended period for trimming is between November through the first two weeks in February when the plants are dormant and after they have lost their leaves.			
	4.4-9(c)	In cases where removal of elderberry shrubs or their stems measuring 1-inch or greater (removal or trimming) is unavoidable, these impacts shall be compensated for by salvaging and planting the affected elderberry shrubs and planting additional elderberry shrubs and associated native riparian plants according to the ratios specified in the table, above. Mitigation planting shall occur, to the maximum extent practicable, in areas adjacent to the impact area and/or located to fill in existing gaps in riparian corridors.	Applicant	C	DSD PSD
4.4-10 The proposed project could result in loss of nesting habitat for tri-colored blackbird and black rail.	4.4-10(a)	For portions of the project where the onset of construction occurs between April 1 and August 31, the project applicant shall retain a qualified biologist to conduct pre-construction nesting surveys for tri-colored blackbird colonies and black rail within the disturbance areas on the project site. The survey shall be conducted no more than 30 days from the onset of construction. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If the survey does not identify any colonies of nesting tricolor blackbirds or black rail on the project site, no further mitigation would be required.	Applicant	P	DSD PSD

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	4.4-10(b)	Should any active tricolor blackbird colonies or black rail be found nesting on the project site, the project applicant, in consultation with the City of Lincoln and CDFG, shall avoid all active nest sites located in the project site during the breeding season while the nest site is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season or establishing a buffer around the nest site. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG, and will be, at a minimum, 250 feet. The buffer zone shall be delineated by highly visible temporary construction fencing. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used.	Applicant	C	DSD PSD
4.4-11 The proposed project would result in the modification of stream corridors, disrupting the associated habitat, and potential changes in surface water quality that could affect Central Valley steelhead and/or Central Valley fall and late fall run Chinook salmon.	4.4-11	For any work that would involve disturbance of Auburn Ravine, the City shall ensure grading permits and/or improvements plans, as appropriate, include the following requirements:	Applicant	C	DSD PSD
	4.4-11(a)	Restrict work in Auburn Ravine to low-flow periods between June 15 and October 15 to avoid effects on adult or juvenile steelhead or salmon life stages during their migratory seasons.			
	4.4-11(b)	Store all equipment outside of all waterways. Install a silt fence around the perimeter of all waterways where construction is to occur adjacent to waterways. The staging areas shall be situated a minimum of 50 feet from existing drainages.			
	4.4-11(c)	Install Environmentally Sensitive Area (ESA) fences in the vicinity of work along Auburn Ravine. The ESA fencing shall be delineated on the final plans and the fence shall be installed and remain on-site until the project is completed.			
	4.4-11(d)	Install silt fences and/or fiber rolls on the slopes adjacent to the work area to prevent silt from entering Auburn Ravine.			
	4.4-11(e)	If dewatering is necessary along portions of Auburn Ravine, use appropriate			

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		temporary coffer dams to dewater the construction sites and divert water through the area during the construction period to prevent impeding creek flow or water flow through the work areas. If dewatering at a site is required, a qualified biologist shall be present during the dewatering period to inspect and ensure that steelhead and salmon will not be trapped within the temporary coffer dams. If steelhead or salmon are found, qualified biologist will capture and relocate these fish to an appropriate area away from the construction site. The project applicant or their representative shall submit for approval the dewatering and fish capture and relocation plans to the NOAA and CDFG once the design plans are finalized.			
	4.4-11(f)	Maintain erosion controls during the construction periods.			
	4.4-11(g)	At the completion of the construction project, remove from the streambed all materials used to maintain flow and divert water from the area during the construction period, including coffer dams, pipes, filter fabric, and gravel.			
	4.4-11(h)	Dispose of all excess soil at an approved upland site.			
	4.4-11(i)	Remove all project-introduced material once the work is complete.			
	4.4-11(j)	Recontour any disturbed stream channel areas, to the extent practicable, to pre-project conditions or better.			
	4.4-11(k)	Use reflectors on portable light trees to focus the light on the work area and to minimize the amount of light spilling over to adjacent areas during any night work.			
	4.4-11(l)	Implement Mitigation Measure 4.3-1 (Construction Air Emissions).			
	4.4-11(m)	During bridge construction, implement construction BMPs in accordance with the project's SWPPP prepared in accordance with the State NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002). These BMPs shall be in place throughout the bridge construction phases. The SWPPP shall specifically include specific measures			

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		for water conservation; vehicle and equipment cleaning, fueling and maintenance; dewatering; paving and grinding; temporary stream crossings; concrete finishing and curing; clear water diversion; equipment use over water; directing water away from work areas; use of attachments on construction equipment to catch debris; use of approved covers or platforms to collect debris; stockpiling of accumulated debris and waste generated during demolition away from watercourses; and ensuring safe passage of wildlife, as necessary.			
	4.4-11(n)	Implement Mitigation Measure 4.8-7 (Post-Construction Stormwater BMPs).			
	4.4-11(o)	Implement Mitigation Measure 4.10-2 (Construction Noise Reduction).			
4.4-12 The proposed project could result in substantial interference with the movement of resident and migratory wildlife species.	4.4-12(a)	To the extent feasible, the bridge crossing of Auburn Ravine and culverts on Ingram Slough shall be designed to minimize the restriction of wildlife movement through the project site. This would include design measures that provide the greatest amount of space feasible underneath bridge or culvert structures such that wildlife species are not forced to cross roadways or move into urban areas to move from one area of natural habitat to another.	Applicant	B	DSD
	4.4-12(b)	In addition to pre-construction surveys for special-status species, as described in Mitigation Measures 4.4-3 through 4.4-7 and 4.4-9 through 4.4-11, the project applicant shall obtain all necessary permits to alter project site waterways, including a CDFG Streambed Alteration Agreement, a Corps Section 404 permit, a Regional Water Quality Control Board Section 401 Certification, and a SWPPP and any FESA/CESA take permits, should special-status species be identified.	Applicant	P,C	DSD PSD CDFG Corps
4.4-13 Occupancy of the proposed project could result in an increase in ambient light in adjacent undeveloped areas, which could affect wildlife.	4.4-13	Implement Mitigation Measure 4.1-3(a), which requires that light standards be shielded and directed to ensure that light does not fall on adjacent parcels.	Applicant	B	DSD

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Impact	Mitigation Measures – Programmatic Portion		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.4-14 The proposed project could result in loss of protected oak trees and oak woodlands.	4.4-14	Implement the Village 1 Specific Plan Oak Woodland Mitigation and Management Plan.	Applicant	I	DSD PSD
4.5 Cultural Resources					
4.5-1 The proposed project could damage or destroy known historic-period resources.	4.5-1(a)	As part of the subsequent CEQA review for any small lot tentative map, or grading or improvement plans for projects that do not require a small lot tentative map, within the programmatic portion of the Village 1 Specific Plan, the project applicant shall hire a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Historic Architecture to perform the following: i) conduct an historical architectural survey for areas that have not been subject to comprehensive investigation meeting professional standards. ii) identify and evaluate the historic-period resources identified in the cultural resource investigation for the property subject to the grading permit and/or improvement plans. Resources that have been identified to date, but not evaluated, include P-31-0965, P-31-1679-H, P-31-1680, P-31-1682, P-31-1683, P-31-1684, P-31-1686, P-31-1687, P-31-1688, P-31-1689, P-31-1691-H, P-31-1695, P-31-1696, P-31-1698-H, P-31-1708, P-31-1710, P-31-1719, P-31-1721, P-31-1723, P-31-2611-H, and P-31-2612-H. If none of the identified historic resources within the property subject to the grading permit and/or improvement plans are found to be eligible for listing on the NRHP or CRHR, no further action is required.	Applicant	P	DSD

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	4.5-1(b) A design plan shall be prepared by a professional meeting Secretary of Interior standards for all resources found to be eligible for listing pursuant to Mitigation Measure 4.5-1(a). The design plan shall incorporate methods determined appropriate and feasible by the historic architecture professional in coordination with the City of Lincoln. Methods to reduce impacts on historic-period resources shall include, but not be limited to: i) If feasible, the resources shall be preserved in place, and, as appropriate, incorporated into parks and open space/corridors; ii) If it is not feasible to preserve the resource in place, it shall be recorded pursuant to Secretary of Interior standards, and architectural features and/or artifacts shall be made available to an appropriate museum and/or historical organization; iii) If the significant historical resource is retained and reused, all rehabilitation, renovation, and additions shall meet Secretary of Interior standards to the extent feasible; iv) Project development to adjacent to significant historical resources that are to be retained shall be designed to be in character with the historic setting of the resources, consistent with Secretary of Interior standards; v) Commemorative markers and interpretive exhibits shall be used to educate the public about the history of the plan area. The content of the commemorative markers and interpretive exhibits could include subjects such as mining, ranching, and Native American activities in the plan area. Markers and exhibits shall be prepared by a historic architecture professional or equally qualified professional.	Applicant	P,G	DSD

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4.5-2 The proposed project could damage or destroy identified archaeological resources.	4.5-2(a)	As part of the subsequent CEQA review for any small lot tentative map, or grading or improvement plans for projects that do not require a small lot tentative map, in the programmatic portion of the Village 1 Specific Plan that has not been subject to comprehensive investigation meeting professional standards, the project applicant shall hire a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeologist to survey all previously unsurveyed portions to identify and evaluate any other archaeological resources that could be present. The evaluation conducted by the professional shall include subsurface testing if warranted based on the surface survey. For any site that qualifies as a historical resource or unique archaeological resource, mitigation of impacts on the resource shall follow standard professional procedures, including, but not limited to, avoidance, protection, data recovery, written and photographic documentation, or other measures identified in California Public Resources Code Section 21083.2.	Applicant	P,G	DSD
4.5-3 The proposed project could cause a substantial adverse change in the significance of previously undiscovered prehistoric or historic-period archaeological resources.	4.5-3(a)	Construction personnel shall be informed of the possibility of buried cultural resources anywhere within the project site and the protocol to be followed if a cultural resource is encountered. Prior to the onset of grading, the project applicant shall distribute a cultural resources handbook that explains the procedures to follow if cultural resources and human remains are encountered, provide a list of important contact information and phone numbers, and include written descriptions and photographic examples (where possible) of cultural resources. The project applicant may also hire a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to conduct a pre-construction training of all construction personnel involved in grading and excavation activity.	Applicant	C	DSD

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	4.5-3(b)	In the event that any previously unidentified subsurface archaeological resources are discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Lincoln (the City) shall be notified. The City shall consult with the archaeologist to assess the significance of the find. If the find is determined to be significant by the archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), then representatives of the City, and the qualified archaeologist shall meet to determine the appropriate course of action, with the City making the final decision. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report shall be prepared by the qualified archaeologist according to current professional standards.	Applicant	C	DSD

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	4.5-3(c) If the archaeologist determines that some or all of the affected property qualifies as a Native American Cultural Place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (Public Resources Code section 5097.9) or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code §5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (Public Resources Code Section 5097.993), the archaeologist shall recommend to the City potentially feasible mitigation measures that would preserve the integrity of the site or minimize impacts to it, including any or a combination of the following: i) Avoidance, preservation, and/or enhancement of all or a portion of the Native American Cultural Place as open space or habitat, with a conservation easement dedicated to the most interested and appropriate tribal organization, if such an organization is willing to accept and maintain such an easement, or alternatively, a cultural resource organization that holds conservation easements; ii) An agreement with any such tribal or cultural resource organization to maintain the confidentiality of the location of the site so as to minimize the danger of vandalism to the site or other damage to its integrity; or iii) Other measures, short of full or partial avoidance or preservation, intended to minimize impacts to the Native American Cultural Place consistent with land use assumptions and the proposed design and footprint of the development project for which the requested grading permit has been approved.	Applicant	C	DSD

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	4.5-3(d)	After receiving such recommendations, the City shall assess the feasibility of the recommendations and impose the most protective mitigation feasible in light of land use assumptions and the proposed design and footprint of the development project. In reaching conclusions with respect to these recommendations, the City shall consult with both the project applicant and the most interested and appropriate tribal organization.	City	C	DSD
	4.5-3(e)	Implement Mitigation Measure 4.5-4, in the event human remains are discovered.	See Measure 4.5-4		
4.5-4 The proposed project could disturb human remains.	4.5-4	If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the City of Lincoln (the City) and the Placer County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.	Applicant/City	C	DSD

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4.5-5 The proposed project could directly or indirectly destroy unique paleontological resources.	4.5-5(a)	Construction personnel shall be informed of the possibility of discovering fossils anywhere within the project site, but primarily in the western part of Phase 1, and the protocol to be followed if a fossil is encountered. This information shall be included in the "cultural resources handbook" prepared under Mitigation Measure 4.5-3. It shall describe procedures to follow if fossils are encountered, provide a list of important contact information and phone numbers, and include written descriptions and photographic examples (where possible) of the fossils. The project applicant may also hire a professional who meets the Society of Vertebrate Paleontology standards to conduct a pre-construction training of all construction personnel involved in grading and excavation activity.	Applicant/City	C	DSD
	4.5-5(b)	In the event that paleontological resources are discovered during earth-moving activities, ground-disturbing activity within 50 feet of the resources shall be halted until the project applicant hires a qualified paleontologist to examine the resources and assess its significance. If the resource is determined to be significant, representatives of the City of Lincoln (the City) and the qualified paleontologist shall determine the appropriate course of action (i.e., any additional exploratory measures deemed necessary for the further evaluation of and/or mitigation of adverse impacts to the resources), with the City making the final decision. All significant paleontological resources recovered shall be subject to scientific analysis and professional curation; a report of these activities shall be prepared for the City by the paleontologist according to current professional standards.	Applicant/City	C	DSD
4.6 Greenhouse Gas Emissions and Climate Change					
4.6-1 The proposed project would generate greenhouse gas emissions, either directly or indirectly, that would contribute to global climate change.	4.6-1(a)	An Energy Conservation Plan for all commercial and residential development shall be required prior to recordation of the first small lot Final Map. The plan shall describe the techniques and programs to be employed in the development of the project to achieve a minimum 15 percent energy efficiency above that required by the 2008 Title 24 energy efficiency regulations, or compliance with the then-current Title 24 energy efficiency	Applicant	I	DSD

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	regulations. These programs shall include one or more of the following, or equally effective measures: *Participation in the PG&E Energy Star Performance Method. This method is available to builders of single-family and multi-family homes that are at least 15 percent more energy efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Participating builders become part of the California Energy Star New Homes Program, and their homes earn the Energy Star label. Incremental incentives can also be earned by adding energy efficient appliances and/or lighting to homes. Plans submitted for Design Review shall include all energy efficiency features to be incorporated into the project.* OR Participation in the New Solar Homes Partnership (NSHP) Performance Method. This method is available to builders of single-family homes that are at least 15 percent more efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Prior to the issuance of a Building Permit, the floor plans and exterior elevations submitted in conjunction with the Building Permit application, shall show that the applicant has installed the appropriate number of solar panels or Photovoltaic roofing tiles throughout the project (described as lot numbers, locations, and/or building numbers and locations) to offset that development's share of the 7,599,510 kwh/year total Plan's onsite renewable energy offsets. OR Participation in the Build It Green Program, which was created by Build It Green, a non-profit organization whose mission is to promote health, durable, energy and resource efficient buildings throughout California. Using the Green Point Checklist, a home can be considered green if it fulfills the prerequisites and earns at least 50 points and meets the minimum points per category: Energy (30 points); Indoor Air Quality (5 points); Resources (6			

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		points); and Water (9 points). Build It Green uses certified Green Point Raters to measure success with the program and verification of the measures employed to meet the requirements of the checklist. Plans submitted for Design Review shall include a completed copy of the Green Point Checklist.			
	4.6-1(b)	The project applicant shall be responsible for having prepared, by an experienced and qualified firm, an Energy Resource Conservation Guide that will provide educational information on how homeowners can increase energy efficiency and conservation in their new homes. The information will be delivered to each original homeowner as part of the move-in package. The information packet shall be reviewed by, and be subject to approval of, City of Lincoln staff. A copy of the Energy Resource Conservation Guide shall be submitted to the City for review prior to the completion of construction activities, and finalized before occupancy.	Applicant	O	DSD
	4.6-1(c)	Light Emitting Diode (LED) traffic signals and LED street lights, or more energy-efficient signals and streetlights, shall be installed in accordance with City improvement standards or as otherwise approved by the Development Services Director.	Applicant	G	DSD
	4.6-1(d)	The project applicant shall prepare a tree planting program to guide the planting of shade trees within residential lots and along streets in a manner that reduces radiant heat. Commercial and retail parking lots shall be planted with shade trees that will produce 50% coverage within 15 years. Landscape Plans submitted for Design Review shall include a copy of the tree planting program.	Applicant	G	DSD
	4.6-1(e)	A tree information planting and care guide shall be delivered to each original homeowner as a part of the move in package. If the guide is prepared by someone other than the City, it shall be reviewed by, and be subject to the approval of, City of Lincoln staff. . A copy of the tree information planting and care guide shall be submitted to the City for review prior to the completion of construction activities, and finalized before occupancy.	Applicant	O	DSD

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	4.6-1(f)	Energy efficient lighting fixtures shall be installed as part of the original construction of residential and commercial structures. Plans submitted for Design Review shall include documentation of the energy efficient lighting fixtures to be used.	Applicant	B	DSD
	4.6-1(g)	New commercial buildings shall be 15 percent more energy efficient than the 2008 Title 24 building standards based on annual energy usage requirements, or comply with the then-current Title 24 energy efficiency regulations. Plans submitted for Design Review shall include all energy efficiency features to be incorporated into the project.	Applicant	B	DSD
	4.6-1(h)	Prior to approval of Improvement Plans, the applicant shall show that the roadway system shall be designed to accommodate the usage of neighborhood electric vehicles (NEVs).	Applicant	G	DSD, PSD
	4.6-1(i)	Prior to approval of a Grading Permit, Improvement Plans, or Design Review approval, the applicant shall show that bus turnouts and transit shelters shall be placed on roadways that are to be served by future bus transit in accordance with City improvement standards and as otherwise directed by City's Development Services Director.	Applicant	G	DSD, PSD
	4.6-1(j)	Implement Mitigation Measure 4.3-2.		See MM 4.3-2	
4.7 Hazardous Materials					
4.7-2 The proposed project could occur in locations where historic land uses are known to have resulted in soil or groundwater contamination or may have the potential to have caused soil or groundwater contamination.	4.7-2(a)	Prior to approval of any Tentative Map and/or a specific development permit, the applicant shall submit a Phase I ESA that has been prepared in accordance with the most current ASTM 1527 standard. If the results of the Phase I ESA indicate no recognized environmental conditions, no further action is required. However, the City shall ensure Improvement Plans and/or grading permits include the requirements of Mitigation Measure 4.7-2(b) pertaining to the discovery of previously unidentified conditions or hazards. No Phase I ESA is necessary for the Walkup Ranch property because one has already been prepared.	Applicant	I	DSD

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	4.7-2(b)	For any specific development location for which the Phase I ESA completed in accordance with Mitigation Measure 4.7-2(a) identifies recommendations for further investigation and/or remediation, prior to issuance of a grading permit for the affected location, the City shall ensure the recommendations are implemented to the satisfaction of PCDEHS. If contaminants are present at levels that could pose a human health or environmental risk that would be immediately dangerous to life and health, no soil disturbance shall be permitted until the location has been remediated to the satisfaction of PCDEHS. If contaminants are present at levels that do not pose an immediate threat, construction activities may proceed provided a Soil Management Plan and Health and Safety Plan prepared by a qualified professional have been submitted to and approved by PCDEHS. The City shall also ensure Improvement Plans and/or grading permits include the requirements of this Mitigation Measure 4.7-2(b) pertaining to the discovery of previously unidentified conditions or hazards. If previously unidentified contamination is discovered in the former Titan missile facility or gun range parcels (PA 15 and PA 66) (parcel numbers are based on the August 2011 Specific Plan), the City shall immediately notify CVRWQCB. Work in those areas shall not resume until approved by CVRWQCB.	Applicant	P,G	DSD PCDEHS CVRWQB
	4.7-2(c)	Prior to approval of a Tentative Map that includes development of PA 15 and PA 66 (village mixed use and park/recreation land uses) east of Oak Tree Lane and PA 74 south of Oak Tree Lane (park/recreation land use) (parcel numbers are based on the August 2011 Specific Plan), the City shall ensure the following institutional controls identified in the Titan facility Remedial Action Plan (RAP) for groundwater are included in conditions of approval: • Temporary deed covenants shall be recorded for any property overlying the groundwater plume that will prohibit its use or extraction until it has met water quality objectives. • Vapor barriers shall be used on all new construction on properties	City	I	DSD CVRWQCB

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	overlying the contaminant plume. • Continued access to the area overlying the most impacted groundwater shall be granted solely for the purposes of cleanup and/or monitoring activities Per CVRWQCB, these institutional controls will not be necessary after the water quality objectives established in the RAP for the permeable reactive barrier (PRB) treatment system and monitored natural attenuation (MNA) have been achieved. The determination whether the water quality objectives have been achieved shall be at the discretion of CVRWQCB. The City may remove any or all of these requirements from the tentative map conditions only upon written authorization from CVRWQCB. In addition to ensuring compliance with the institutional controls until such time as CVRWQCB determines they are not needed, the City of Lincoln shall not issue a grading permit for any portion of PA 15, PA 66, and PA 74 unless the applicant has: (i) provided a written construction and operation/maintenance plan to CVRWQCB that grading, installation of underground utilities, or operation of irrigation systems and maintenance will not adversely affect the groundwater treatment (PRBs) or monitoring system or alter contaminant plume characteristics in a manner that would exacerbate the problem; and (2) received concurrence from CBRWQCB that the proposed construction and operations/maintenance plan is protective of the groundwater treatment system facilities (including the PRBs) and will not create conditions that would diminish the effectiveness of the system to achieve water quality objectives or extend the amount of time required to achieve water quality objectives.			

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	4.7-2(d)	No grading permit shall be issued for PA 66 until the soil contamination at the former gun range has been remediated by Placer County to the satisfaction of CVRWQCB, and the applicant has provided a plan approved by CVRWQCB that identifies how site preparation, installation of park/recreation facilities and associated infrastructure (including irrigation lines), operation of irrigation systems, if any, and long-term maintenance will be protective of the selected remedy (most likely an engineered cap) and protective of maintenance workers. If access or maintenance restrictions are imposed by CVRWQCB in conjunction with cleanup approvals, a deed restriction shall be recorded that identifies such restrictions.	City	G	DSD CVRWQCB
	4.7-2(e)	If the recommendations from the Phase I ESA for Turkey Creek Estates identify the need for soil sampling and remediation, the City shall not issue a grading permit for the affected location(s) until investigation and remediation, if any, is completed to the satisfaction of PCDEHS.	City	G	DSD PCDEHS
	4.7-2(f)	Prior to issuance of a grading permit for the elementary school, WPUSD or the school developer if private shall provide evidence to the City that the site has been investigated for the presence of hazardous materials contamination consistent with the requirements of the California Education Code, and that any hazardous conditions have been remediated as required. Evidence of compliance with CEQA shall also be provided.	Applicant or school district	G	DSD

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MITIGATION MONITORING PROGRAM

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4.7-3 Demolition of on-site structures to accommodate development of the Village 1 Specific Plan could expose people to potential health hazards by demolishing buildings on the project site that could contain asbestos and/or lead-based paint.	4.7-3	Prior to demolition of any structures located on the project site, the project applicant(s) shall retain a Cal OSHA-certified lead-based paint and ACBM contractor to conduct a risk assessment of all structures on-site constructed prior to 1978 for the presence of ACBMs and/or lead-based paint. If ACBMs and/or lead-based paint are determined to exist on site, the contractor shall prepare a site-specific ACBM and lead hazard control plan. If the plan calls for the removal of ACBMs and lead-based paints prior to demolition activities, ACBM removal methods may include, but are not limited to: dry stripping, wet controlled stripping, high pressure water jetting, and air management for hot stripping. Paint removal methods may include, but are not limited to: use of a heat gun, tools equipped with HEPA exhaust capability, wet scraping, and chemical removers. If removal is not deemed necessary prior to demolition, the plan shall make other recommendations for the containment of any ACBMs or lead-based paint materials that could be released into the environment during demolition activities, as well as appropriate disposal methods. The plan shall also provide specific instructions for providing protective clothing and gear for abatement personnel. Wastes from abatement and demolition activities shall be managed and disposed of at a landfill(s) licensed to accept ACBMs and lead-based waste. Once all abatement measures have been implemented, the project applicant(s) shall provide written documentation to the City that ACBM and lead-based paint testing and abatement, if necessary, has been completed in accordance with all federal, state, and local laws and regulations, including: lead-based paint exposure guidelines provided in “Guidelines for the Evaluation and Control of Lead Based Paint Hazards in Housing” by the U.S. Department of Housing and Urban Development (HUD), Construction Safety Order 1532.1 from Title 8 of the California Code of Regulations (CCR), and the California Department of Health Services.	Applicant	P	DSD

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TABLE 5-2

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MITIGATION MONITORING PROGRAM

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4.8 Hydrology and Water Quality						
4.8-1 The proposed project would increase the amount of impervious surfaces and alter drainage patterns, which could increase the potential for localized and downstream flooding.	4.8-1(a)	i)	Project applicant(s) shall ensure that planned improvements to the SR 193 bridge are operational prior to receiving a grading permit for development in the programmatic portion (beginning with Phase 2). OR	Applicant	G	PSD DSD
		ii)	If SR 193 bridge improvements are not completed prior to receiving a grading permit for areas within the Auburn Ravine watershed, beginning with Phase 2, the applicant(s) shall provide on-site detention and/or retention to mitigate increases in water surface elevation (WSE) if the results of modeling show a 0.05-foot increase or greater in WSE, or if peak flow rates increase by 1 percent or more within project boundary or downstream of the SR 193 bridge. AND			
		iii)	Project applicant(s) shall provide for peak flow mitigation as defined in Village 1 Specific Plan, City of Lincoln, CA, Drainage Master Plan Table II.F.1B for the programmatic portion in order to mitigate potential on-site flooding from increased peak flows associated with development of the projects. Prior to issuance of a grading permit, project applicants shall demonstrate that provisions for peak flow mitigation in the preliminary grading plan, as defined in Village 1 Specific Plan, City of Lincoln, CA, Drainage Master Plan Table II.F.1B and Tables III.A.3A to III.A.3F, as applicable for the project. The City Engineer shall review plans for compliance with the applicable portions of Table II.F.1B and Tables III.A.3A to III.A.3F, as applicable, prior to issuance of a grading permit. Prior to issuing a building permit for any project in the Village 1 Specific Plan, overbank excavation and stabilization of channels that will receive runoff from the area(s) to be developed shall be completed. The City Engineer shall confirm that peak flow mitigation has been constructed in accordance with the approved plans.			

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		iv) The project applicant for projects within the programmatic portion of the project site shall prohibit development of structures within the modeled floodplains of North and South Ingram Slough as identified in the Village 1 Specific Plan, City of Lincoln, CA, Drainage Master Plan Post-Project 100-Year Floodplain Alt. 193 Fix figures.			
4.8-2 The proposed project would increase stormwater volumes in Auburn Ravine, Ingram Slough, Orchard Creek, and ultimately the Natomas Cross Canal.	4.8-2(a)	Prior to approval of the first final map, the Applicant shall identify 87.1 acre-feet of storage capacity in the watershed to accommodate increased stormwater runoff volumes associated with the programmatic portion of the Village 1 Specific Plan. Storage capacity may be incorporated into on-site design, obtained at the approved LFVMF, if operational at the time of development, or at a location approved by or acceptable to the City. The Applicant shall be required to cover its fair share of costs associated with construction, operation, and maintenance of the LFVMF to offset increased stormwater volume generated by the Village 1 Specific Plan. For capital improvements, funding shall be through the City's existing PFE program. Fees for operation and maintenance shall be through an assessment district established during the Final Map processing. Fees shall be paid in conjunction with issuance of building permits. If, at the time the first final map is submitted for approval, the regional facilities are not available or operational, or if additional capacity is required, the Applicant shall incorporate in to the final design sufficient on-site storage capacity, or a combination of on-site and off-site capacity, to fully mitigate the 87.1 acre-feet. If off-site facilities are used, the Applicant shall be required to cover its fair share of costs associated with construction, operation, maintenance, and management of the regional retention facilities to offset increased stormwater volume generated by the Village1 Specific Plan. Assuming the regional facility has been constructed, Applicant shall pay the appropriate fees.	Applicant	I	PSD DSD

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4.8-3 The proposed project would include placement of fill in the 100-year floodplain (overbank area) to accommodate road crossings, culverts, and other structures.	4.8-3(a)	When the Oak Tree Lane bridge is in the design phase, the City shall ensure the bridge is designed to convey 100-year storm event flows in accordance with the Village 1 Specific Plan, City of Lincoln, CA, Drainage Master Plan.	City	G	PSD
	4.8-3(b)	Implement Mitigation Measure 4.8-1 (V1SP DMP recommendations)			
4.8-4 The proposed project would increase the types and amounts of pollutants in stormwater runoff that could be discharged to Ingram Slough and its tributaries and Auburn Ravine, which could degrade water quality.	4.8-4	Low Impact Development BMPs. Project Conditions of Approval shall specify that appropriate Best Management Practices (BMPs) be incorporated into project design prior to approval of final grading/improvement plan(s) to reduce urban pollutants in runoff, consistent with goals and standards established under federal and State non-point source discharge NPDES regulations and Basin Plan water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance No. 826B, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan. The proposed water quality facilities shall be identified and designed in a Water Quality Management Plan prepared in accordance with Section 8.60.40 of the City's Municipal Code for City review and approval. All water quality facilities identified in the Water Quality Management Plan shall be constructed with the installation of the infrastructure. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality	Applicant	G	PSD DSD

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MITIGATION MONITORING PROGRAM

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	facilities. The City shall formally adopt and implement a funding mechanism specifically to fund the long-term maintenance of the proposed water quality facilities as proposed by the Stormwater Management Plan. The project Applicant shall submit a site-specific BMP plan showing the on-site locations and effectiveness of the BMP facilities proposed for long-term water quality impact reduction prior to project approval. The plan shall include a method or methods for financing the long-term maintenance of the proposed site-specific facilities. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (or other similar source approved by the City) for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the PCFCWCD and City standards and shall be included for long-term maintenance of BMPs. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. The Applicant shall verify that			

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MITIGATION MONITORING PROGRAM

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		proposed BMPs are appropriate to treat the pollutants of concern from the proposed project and shall provide for the establishment of vegetation, where specified, by means of proper irrigation, for effective performance of BMPs. Maintenance of these facilities shall be provided by the City. Prior to project approval or Final Map approval, easements shall be created and offered for dedication to the City for maintenance and access to these facilities in anticipation of possible City maintenance. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.			
4.9 Land Use					
4.9-1 The proposed project could result in internal land use incompatibilities.	4.9-1(a) 4.9-1(b)	Implement Mitigation Measures 4.1-3(a) and 4.10 3. When occupied residences would be located adjacent to active agricultural operations, including livestock grazing and/or confinement, the applicant shall provide to those home buyers information about the agricultural operations and potential nuisance activities occurring on lands adjacent to the project site, including a copy of Placer County's Right-to-Farm Ordinance. Residential development located next to active agricultural areas shall have a notice included in the deed notifying buyers of the agricultural use.	Applicant City	B O	DSD DSD
4.9-2 The proposed project could result in incompatibilities with adjacent land uses.	4.9-2	Implement Mitigation Measure 4.9-1(b).	See MM 4.9-1(b)		
4.10 Noise					
4.10-1 The proposed project would increase traffic noise levels at existing noise-sensitive land uses in the project vicinity.	4.10-1	The City shall work with Placer County and the Town of Loomis when Sierra College Boulevard is widened to four lanes from Taylor Road to Twelve Bridges Drive to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.	City	When SCB planned for widening	DSD

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MITIGATION MONITORING PROGRAM

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4.10-2 The proposed project would expose noise-sensitive land uses to construction noise.	4.10-2(a)	Construction hours shall be limited to 7am to 7pm, Monday through Friday (unless extended by special permit).	Applicant	C	PSD, DSD
	4.10-2(b)	All internal combustion engines associated with stationary and mobile construction equipment shall have adequate mufflers equal to or better than those supplied with the equipment by the manufacturer.			
	4.10-2(c)	Onsite construction staging areas shall be located as far as practical from existing residential areas.			
	4.10-2(d)	Advance notice shall be provided to all residences located within 300 feet of extensive compaction activities, including the approximate start date and duration of such compaction activities.			

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4.10-3 The proposed project would expose noise-sensitive land uses to noise generated by commercial and recreational activities.	4.10-3(a)	During design review for the Village Mixed Use area, the applicant shall demonstrate that outdoor areas associated with residential units will be protected from noise by one or a combination of the following and/or equally effective measures: i) Mechanical equipment associated with the commercial uses shall be shielded from view of adjacent residential uses by building parapets or located within mechanical equipment rooms, AND/OR ii) Commercial loading docks located within 300 feet of existing or proposed residences shall be positioned in areas shielded from view of those residences by intervening commercial buildings, AND/OR iii) Solid noise barrier shall be constructed at the boundary of the commercial uses of sufficient height to intercept line of sight between heavy trucks and the affected area of the residential use, AND/OR iv) Truck deliveries shall be limited to daytime hours (7 am – 10 pm). AND/OR v) Signs shall be posted prohibiting idling of delivery trucks to 10 minutes or less.	Applicant	B	DSD

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MITIGATION MONITORING PROGRAM

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	4.10-3(b)	For recreational uses, one or a combination of the following shall be used to minimize the effects of outdoor noise on nearby residences during evenings and nighttime: i) Any outdoor activity areas, such as sports fields or an amphitheater that seat large numbers of spectators and/or include mechanical amplification shall be sited and oriented away from residential areas, and shall be designed so that residential areas are shielded from noise from these sources; AND/OR ii) Loudspeakers and other forms of amplification shall not be used in outdoor activity areas after 10 pm; AND/OR iii) The City shall place a nuisance easement over residential lots in the vicinity of activity areas that would produce amplified noise in the evening or nighttime.	Applicant	B	DSD
	4.10-3(c)	The City shall place a nuisance easement over residential lots in the vicinity of the Turkey Creek Golf Course pertaining to the use of landscaping and maintenance equipment.	City	O	DSD

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MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Programmatic Portion		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.10-5 The proposed project could expose future noise-sensitive land uses within the Village 1 Specific Plan area to elevated traffic noise levels.	4.10-5(a)	Any residential development proposed within the 60-65 dB Ldn contour distances of Table 4.10-12, as measured from roadway centerline, shall include one of the following measures to ensure traffic noise does not exceed acceptable limits at the exterior and interior spaces of the residences: i) The setback from the roadway shall be increased to locate the primary outdoor activity area beyond the 60 dB Ldn contour. OR ii) The primary outdoor activity areas shall be located on portions of the property that are shielded from view of the roadway(s). OR iii) Noise barriers shall be constructed of sufficient height to intercept line of sight between the primary outdoor activity areas and roadway(s) in question. Such barriers could take the form of earthen berms, solid walls, or a combination of the two. OR iv) The residential structures shall be located between the primary outdoor activity area and subject roadway(s).	Applicant	G	DSD
	4.10-5(b)	Air conditioning or mechanical ventilation shall be provided to allow occupants to close doors and windows as desired for acoustical isolation from elevated traffic noise levels.	Applicant	B	DSD

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MITIGATION MONITORING PROGRAM

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	4.10-5(c)	Any residential development proposed within the 65-70 dB Ldn contour distances of Table 4.10-12, as measured from roadway centerline, shall include all of the following measures in addition to those specified in MM 4.10-5(b) to ensure traffic noise does not exceed acceptable limits at the exterior and interior spaces of the residences: i) Noise barriers shall be designed of sufficient height to reduce exterior noise levels to 60 dB Ldn or less in primary outdoor activity areas. AND ii) All windows and sliding glass doors from which the subject roadways are visible shall have a minimum Sound Transmission Class (STC) rating of 32. AND iii) Exterior wall construction shall be stucco siding, or wood siding with a ¾ inch shear under-layer, or the acoustic equivalent. AND iv) All exterior wall cavities shall be fully insulated.	Applicant	G, B	DSD
4.12 Public Services					
4.12-7 The proposed project would generate demand for park and recreation facilities.	4.12-7	The project applicant shall pay all applicable fair-share fees to the City pursuant to the established Park In-Lieu Fee Program and the applicable Public Facilities Element fees program to fund the provision of recreational facilities to meet demands created by Phase 1 development.	Applicant	B	DSD

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MITIGATION MONITORING PROGRAM

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4.13 Public Utilities					
4.13-1 The proposed project would increase the demand for water supplies.	4.13-1(a)	Prior to recordation of each Final Map for each subsequent project, the City of Lincoln shall obtain necessary entitlements demonstrating there will be adequate water supply to serve the portion of the proposed project defined on the Final Map, in accordance with Government Code Section 66473.7(a)(1) – SB 221 Written Verification of Water Supply. The commitment for service will require execution of a service order agreement, and the City shall collect necessary fees at the time of building permit issuance.	Applicant	I	DSD, PSD
	4.13-1(b)	Prior to the approval of the 1,200th connection to the City's water system or a demand of 1,500 gpm within Village 1 and/or Village 2, whichever occurs first, the City shall ensure the following four improvements, or equally effective improvements for distribution, have been completed and are operational: i) new 30-inch pipeline, to be owned by PCWA, connecting the 42-inch pipeline in the Catta Verdera 5 MG storage tank area to the City Pond Area, ii) new PCWA-owned metering station at the City Pond site, similar to the existing PCWA metering station at the Catta Verdera 5 MG tank site, to provide surface water deliveries to the City from the new 30-inch PCWA pipeline, iii) City-owned 16-inch high pressure pipeline to supply portions of the Catta Verdera development by gravity from the new PCWA metering station at the City Pond site so the current City booster pumping station serving the area can be placed on standby, iv) City-owned 36-inch pipeline that will connect the new PCWA metering station to the existing 24-inch pipeline in Twelve Bridges Drive and the existing 30-inch pipeline to supply the Reservoir 1 tank sites from the new PCWA metering station.	City	Prior to 1,200th connection	DSD

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	4.13-1(c)	Prior to the cessation of the 2004 Temporary Agreement, the City shall provide for its fair share funding of the design and construction of Phase 1 of the NID RWSP 10-mgd treatment facility and associated storage and transmission facilities. Funding shall be timed to ensure that water from the RWSP will be available at the point at which PCWA no longer treats and conveys NID water under the 2004 Temporary Agreement.	City	Prior to cessation of temporary agreement	
4.13-2 The proposed project would contribute to cumulative increases in demand for treated water supplies and distribution.	4.13-2	Implement Mitigation Measure 4.13-1(b) and (c).	See MM 4.13-1(b)		
4.13-5 The proposed project would contribute to cumulative increases in wastewater generation requiring conveyance to and treatment at the WWTRF.	4.13-5	Prior to approval of the first Final Small Lot Map for the first planning area developed in the programmatic portion of the Village 1 Specific Plan, the City shall ensure the planned expansion of the WWTRF provides adequate capacity to accommodate flows from the programmatic portion of the project site. The project applicants shall pay fair-share cost of required fees to fund the expansion of the WWTRF.	City	I	DSD
4.13-8 The proposed project would use energy for construction and operation.	4.13-8	Implement Mitigation Measures 4.3-1, 4.3-2, 4.6-1, and 4.13-12.	See MMs 4.3-1, 4.3-2, 4.6-1 and 4.13-12		
4.13-12 Construction of the proposed project would generate demolition waste and construction debris.	4.13-12	Prior to issuance of building permits for each individual project, project applicants shall prepare a waste management plan to divert at least 50 percent of the construction materials generated during construction of the particular project to ensure compliance with CALGreen requirements.	Applicant	G	DSD

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4.14 Transportation and Circulation					
4.14-1 The proposed project would increase traffic at intersections within the City of Lincoln.	4.14-1	The City shall construct the following improvements prior to the service level degrading to LOS D and/or when signal warrants are met. These improvements shall be incorporated into the City's PFE fee program or other appropriate fee program. If there are not enough funds to construct the improvements when they are needed, then the applicant shall provide the necessary funding, subject to reimbursement as PFE fees are collected from City development projects. a) Signalize the intersection of Ferrari Ranch Road and Ingram Parkway or widen Ferrari Ranch Road to four through lanes when the LOS approaches D and/or signal warrants are met. b) Signalize the intersection of Ferrari Ranch Road and Sun City Boulevard or, for Phase 1 only, widen Ferrari Ranch Road to four lanes when the LOS approaches D and/or signal warrants are met.	City	in accordance with mitigation	DSD, PSD
	4.14-1(c)	Signalize the intersection of Twelve Bridges Drive and Sierra College Boulevard when the LOS approaches D and/or signal warrants are met.	City	When signal warrants met	DSD
4.14-3 The proposed project would increase traffic on roadways outside the City of Lincoln.	4.14-3	If and when the Town of Loomis becomes a participant in SPRTA and/or the City and the Town enter into a reciprocal agreement for payment of fees to offset traffic impacts, the proposed project shall contribute its fair share toward the widening of Sierra College Boulevard to four lanes from the Town of Loomis limits to Taylor Road.	City, Loomis	If and when Loomis joins SPARTA and/or enters agreement with the City of Lincoln	DSD

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P = Pre-Construction/Grading
C = During Construction/Grading
O = Prior to Occupancy
B = Prior to Building Permit

TABLE 5-2

VILLAGE 1 SPECIFIC PLAN – PROGRAMMATIC PORTION
MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Programmatic Portion		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.14-4 The proposed project would increase traffic on impact a.m. and p.m. peak hour level of service on freeways under Existing Plus Project conditions.	4.14-4	The City shall work with Caltrans on the timing of an additional mainline lane is constructed on SR 65 northbound between I-80 and Galleria Boulevard.	City, Caltrans	O	PSD
4.14-7 The proposed project would contribute to cumulative increases in traffic at intersections outside the City of Lincoln.	4.14-7(a)	The proposed project shall contribute its fair share toward restriping to create a separate westbound right turn lane and northbound acceleration lane at the intersection of Sierra College Boulevard & English Colony Way (2030 and 2050).	Applicant	Payment of SPARTA fees	DSD
	4.14-7(b)	If and when the Town of Loomis becomes a participant in SPRTA and/or the City and the Town enter into a reciprocal agreement for payment of fees to offset traffic impacts, the proposed project shall contribute its fair share toward restriping to create a second southbound left turn lane at the intersection of Sierra College Boulevard & King Road (2030 and 2050).	Applicant	If and when Loomis joins SPARTA and/or enters agreement with the City of Lincoln	DSD, PSD
	4.14-7(c)	The proposed project shall contribute its fair share toward eliminating southbound U-turns on Wildcat Boulevard and providing a right turn “overlap” signal phase on westbound West Stanford Ranch Road (2030).	Applicant	If and when the cities of Rocklin and Lincoln enter agreement	DSD, PSD
	4.14-7(d)	The proposed project shall contribute its fair share toward providing a second eastbound left turn lane on Ranch View Drive at its intersection with Wildcat Boulevard (2030).	Applicant	If and when the cities of Rocklin and Lincoln enter agreement	DSD, PSD

Monitoring Responsibility
DSD = City of Lincoln Development Services Department
PSD = City of Lincoln Public Services Department
PCAPCD = Placer County Air Pollution Control District
CDFG = California Department of Fish and Game
PCDEHS = Placer County Environmental Health Services
Corps = U.S. Army Corps of Engineers

Timing of Action
I = Prior to Final Map Approval
G = Prior to Improvement Plan/Grading Permit Approval.
P = Pre-Construction/Grading
C = During Construction/Grading
O = Prior to Occupancy
B = Prior to Building Permit

TABLE 5-2

VILLAGE 1 SPECIFIC PLAN – PROGRAMMATIC PORTION
MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Programmatic Portion		Responsible Entity	Timing/ Milestone	Monitoring and Enforcement Responsibility
4.14-8 The proposed project would contribute to cumulative increases in traffic on local roadways outside the City of Lincoln.	4.14-8	The proposed project shall contribute its fair share toward the widening of Sierra College Boulevard to 6 lanes if and when this improvement is included in the SPRTA fee program (2030 and 2050).	Applicant	If and when improvement is included in SPARTA fee	DSD, PSD
4.14-9 The proposed project would contribute to cumulative increases in traffic levels on freeways.	4.14-9	The proposed project shall contribute its fair share toward the construction of an auxiliary lane on SR 65 Bypass Southbound from Ferrari Ranch Road to Lincoln Boulevard if and when the improvement is added to the SPRTA fee program and/or an agreement for collection of such fees is entered into by the City and Caltrans. (2030)	Applicant	If and when improvement is included in SPARTA fee	DSD, PSD

Monitoring Responsibility
DSD = City of Lincoln Development Services Department
PSD = City of Lincoln Public Services Department
PCAPCD = Placer County Air Pollution Control District
CDFG = California Department of Fish and Game
PCDEHS = Placer County Environmental Health Services
Corps = U.S. Army Corps of Engineers

Timing of Action
I = Prior to Final Map Approval
G = Prior to Improvement Plan/Grading Permit Approval.
P = Pre-Construction/Grading
C = During Construction/Grading
O = Prior to Occupancy
B = Prior to Building Permit

Revised Technical Appendix

Intersection Level of Service Worksheets

Village 1 EIR

prepared for
City of Lincoln

prepared by
DKS Associates

August 30, 2012

INTERSECTION LOS WORKSHEETS
EXISTING CONDITIONS

Lincoln Village 1
Existing Conditions
AM Peak Hour

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
# 19 Twelve Bridges Dr & SR 65 N/B	A	6.7	0.347	A	6.7	0.347	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	11.7	0.235	B	11.7	0.235	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	B	10.9	0.380	B	10.9	0.380	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	B	15.1	0.325	B	15.1	0.325	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	B	10.5	0.437	B	10.5	0.437	+ 0.000 D/V

Lincoln Village 1
Existing Conditions
AM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 9 Average Delay (sec/veh): 6.7
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 1	0	0 0	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	28	8	274	0	0	0	94	258	0	0	709	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	8	274	0	0	0	94	258	0	0	709	138
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	30	9	0	0	0	0	102	280	0	0	771	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	9	0	0	0	0	102	280	0	0	771	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	9	0	0	0	0	102	280	0	0	771	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.93	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	1862	1900	0	0	0	1769	3538	0	0	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.08	0.00	0.00	0.22	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.06	0.06	0.00	0.00	0.00	0.00	0.17	0.79	0.00	0.00	0.63	0.00
Volume/Cap:	0.35	0.08	0.00	0.00	0.00	0.00	0.35	0.10	0.00	0.00	0.35	0.00
Delay/Veh:	29.7	27.2	0.0	0.0	0.0	0.0	22.8	1.4	0.0	0.0	5.4	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:	29.7	27.2	0.0	0.0	0.0	0.0	22.8	1.4	0.0	0.0	5.4	0.0
LOS by Move:	C	C	A	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	2	1	0	0	4	0

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

Lincoln Village 1
Existing Conditions
AM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.235
Loss Time (sec): 9 Average Delay (sec/veh): 11.7
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	0 0 1	1	0	1 0	0	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	174	0	145	10	167	0	0	140	594
Growth Adj:	1.00	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	174	0	145	10	167	0	0	140	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	0	0	0	185	0	154	11	178	0	0	149	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	154	11	178	0	0	149	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	185	0	154	11	178	0	0	149	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.98	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1862	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.01	0.10	0.00	0.00	0.08	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.03	0.41	0.00	0.00	0.38	0.00
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.22	0.21	0.24	0.00	0.00	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	10.5	0.0	10.4	30.6	11.9	0.0	0.0	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.5	0.0	10.4	30.6	11.9	0.0	0.0	12.8	0.0
LOS by Move:	A	A	A	B	A	B	C	B	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	2	0	2	0	0	2	0

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

Lincoln Village 1
Existing Conditions
AM Peak Hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 0 Average Delay (sec/veh): 10.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			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	1	0 1	1	0	0 1 0
Volume Module:												
Base Vol:	180	0	50	0	2	1	0	158	293	149	207	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:	180	0	50	0	2	1	0	158	293	149	207	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	194	0	54	0	2	1	0	170	0	160	223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	54	0	2	1	0	170	0	160	223	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	194	0	54	0	2	1	0	170	0	160	223	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	0.00	0.67	0.33	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	510	0	142	0	397	198	0	608	687	591	643	0
Capacity Analysis Module:												
Vol/Sat:	0.38	xxxx	0.38	xxxx	0.01	0.01	xxxx	0.28	0.00	0.27	0.35	xxxx
Crit Moves:			****			****		****			****	
Delay/Veh:	11.2	0.0	11.2	0.0	8.5	8.5	0.0	10.5	0.0	10.8	10.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	0.0	11.2	0.0	8.5	8.5	0.0	10.5	0.0	10.8	10.9	0.0
LOS by Move:	B	*	B	*	A	A	*	B	*	B	B	*
ApproachDel:	11.2			8.5			10.5			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			8.5			10.5			10.9		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.4	0.4	0.0	0.4	0.5	0.5

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

Lincoln Village 1
Existing Conditions
AM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325	
Loss Time (sec):	0	Average Delay (sec/veh):	15.1	
Optimal Cycle:	34	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	411	37	0	669	8	0	0	5	573	6	230
Growth Adj:	1.00	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	411	37	0	669	8	0	0	5	573	6	230
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	447	0	0	727	9	0	0	5	623	7	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	0	0	727	9	0	0	5	623	7	250
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	447	0	0	727	9	0	0	5	623	7	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	0.83	1.00	1.00	0.83	0.90	0.84	0.84
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.05	1.95
Final Sat.:	1900	5083	1900	0	5083	1583	1900	0	1583	3432	81	3099
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.14	0.01	0.00	0.00	0.00	0.18	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.00	0.44	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.56	0.56	0.56
Volume/Cap:	0.00	0.20	0.00	0.00	0.32	0.01	0.00	0.00	xxxx	0.32	0.14	0.14
Delay/Veh:	0.0	17.2	0.0	0.0	18.3	15.7	0.0	0.0	0.0	12.0	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	0.0	0.0	18.3	15.7	0.0	0.0	0.0	12.0	10.6	10.6
LOS by Move:	A	B	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	0	3	0	0	5	0	0	0	0	5	2	2

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

Lincoln Village 1
Existing Conditions
AM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437	
Loss Time (sec):	9	Average Delay (sec/veh):	10.5	
Optimal Cycle:	31	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	508	1	0	1020	116	184	1	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	508	1	0	1020	116	184	1	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	552	1	0	1109	0	200	1	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	552	1	0	1109	0	200	1	134	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	552	1	0	1109	0	200	1	134	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.97	0.93	1.00	0.81	0.93	0.83	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	6778	1583	3686	3538	1900	3070	3538	1583	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.31	0.00	0.07	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.72	0.72	0.00	0.72	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	0.11	0.00	0.00	0.44	0.00	0.34	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	4.0	0.0	6.0	0.0	35.2	32.6	36.6	0.0	0.0	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:	0.0	4.4	4.0	0.0	6.0	0.0	35.2	32.6	36.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	C	D	A	A	A
HCM2kAvgQ:	0	1	0	0	7	0	3	0	4	0	0	0

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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 SR 65 & Wise Rd	E	36.1	0.110	E	36.1	0.110	+ 0.000 D/V
# 2 SR 65 & Gladding Rd	F	77.8	0.441	F	77.8	0.441	+ 0.000 D/V
# 3 SR 65 & 7th Street	C	31.3	0.859	C	31.3	0.859	+ 0.000 D/V
# 4 SR 65 & SR 193 (McBean Park Dr	E	69.8	1.058	E	69.8	1.058	+ 0.000 D/V
# 5 SR 65 & 1st St	E	65.8	1.086	E	65.8	1.086	+ 0.000 D/V
# 6 SR 65 & Ferrari Ranch Rd	C	24.4	0.720	C	24.4	0.720	+ 0.000 D/V
# 7 SR 65 & Sterling Pkwy	C	21.2	0.960	C	21.2	0.960	+ 0.000 D/V
# 8 Joiner Pkwy & Ferrari Ranch Rd	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000 V/C
# 9 Joiner Pkwy & Sterling Pkwy	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 10 E. Lincoln Pkwy & Del Webb (N)	B	11.9	0.481	B	11.9	0.481	+ 0.000 V/C
# 11 E. Lincoln Pkwy & Del Webb (S)	A	xxxxx	0.297	A	xxxxx	0.297	+ 0.000 V/C
# 12 Ferrari Ranch Rd & Ingram Pkwy	C	18.1	0.787	C	18.1	0.787	+ 0.000 V/C
# 13 Ferrari Ranch Rd & Sun City Bl	B	13.8	0.602	B	13.8	0.602	+ 0.000 V/C
# 14 SR 193 & Ferrari Ranch Rd	C	24.0	0.545	C	24.0	0.545	+ 0.000 D/V
# 15 SR 193 & East Ave	B	15.4	0.669	B	15.4	0.669	+ 0.000 D/V
# 16 SR 193 & Oak Tree Ln	C	20.4	0.046	C	20.4	0.046	+ 0.000 D/V
# 17 Twelve Bridges Dr & Sierra Col	D	32.2	0.229	D	32.2	0.229	+ 0.000 D/V
# 18 Twelve Bridges Dr & E Lincoln	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 19 Twelve Bridges Dr & SR 65 N/B	B	11.6	0.332	B	11.6	0.332	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	10.9	0.305	B	10.9	0.305	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	C	22.4	0.855	C	22.4	0.855	+ 0.000 V/C
# 22 Sierra College Blvd & English	B	14.9	0.149	B	14.9	0.149	+ 0.000 D/V
# 23 Sierra College Blvd & King Rd	B	11.7	0.469	B	11.7	0.469	+ 0.000 D/V

Lincoln Village 1
Existing Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sierra Collage & Bankhead	C	23.9	0.108	C	23.9	0.108	+ 0.000 D/V
# 25 Sierra College Blvd & Taylor R	C	28.6	0.578	C	28.6	0.578	+ 0.000 D/V
# 26 Sierra College & Brace	B	12.8	0.492	B	12.8	0.492	+ 0.000 D/V
# 27 Sierra College Blvd & Granite	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	B	13.9	0.240	B	13.9	0.240	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	B	12.1	0.280	B	12.1	0.280	+ 0.000 D/V

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #1 SR 65 & Wise Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: E[36.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	778	4	31	762	1	2	6	15	5	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	778	4	31	762	1	2	6	15	5	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	7	874	4	35	856	1	2	7	17	6	3	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	874	4	35	856	1	2	7	17	6	3	35
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	857	xxxx	xxxxx	879	xxxx	xxxxx	1835	1819	857	1828	1817	876
Potent Cap.:	771	xxxx	xxxxx	756	xxxx	xxxxx	59	79	360	60	79	351
Move Cap.:	771	xxxx	xxxxx	756	xxxx	xxxxx	49	74	360	51	75	351
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	0.05	0.09	0.05	0.11	0.05	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	141	xxxxx	xxxx	172	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	36.1	xxxxx	xxxxx	33.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			36.1			33.0		
ApproachLOS:	*			*			E			D		

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #2 SR 65 & Gladding Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F[77.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	790	80	1	820	0	0	0	0	32	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	790	80	1	820	0	0	0	0	32	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	1	888	90	1	921	0	0	0	0	36	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	888	90	1	921	0	0	0	0	36	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	921	xxxx	xxxxx	978	xxxx	xxxxx	xxxx	xxxx	xxxxx	1858	1858	933
Potent Cap.:	729	xxxx	xxxxx	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	74	326
Move Cap.:	729	xxxx	xxxxx	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	81	74	326
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.44	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	85	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	77.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			77.8		
ApproachLOS:	*			*			*			F		

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #3 SR 65 & 7th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 9 Average Delay (sec/veh): 31.3
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	9	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	1	0 1
Volume Module:												
Base Vol:	71	669	37	40	753	58	35	122	50	28	143	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	669	37	40	753	58	35	122	50	28	143	145
User Adj:	1.00	1.12	1.00	1.00	1.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	74	781	39	42	918	60	36	127	52	29	149	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	781	39	42	918	60	36	127	52	29	149	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	781	39	42	918	60	36	127	52	29	149	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.85	0.81	0.85	0.85	0.86	0.86	0.86	0.86	0.90	0.77
Lanes:	1.00	0.95	0.05	1.00	0.94	0.06	1.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1547	1540	76	1547	1514	100	1625	1160	475	1625	1710	1454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.03	0.61	0.61	0.02	0.11	0.11	0.02	0.09	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.69	0.69	0.05	0.69	0.69	0.05	0.12	0.12	0.04	0.12	0.12
Volume/Cap:	0.88	0.73	0.73	0.49	0.88	0.88	0.49	0.88	0.88	0.45	0.73	0.87
Delay/Veh:	106.3	12.3	12.3	50.4	20.3	20.3	51.6	75.2	75.2	51.8	55.3	78.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.3	12.3	12.3	50.4	20.3	20.3	51.6	75.2	75.2	51.8	55.3	78.6
LOS by Move:	F	B	B	D	C	C	D	E	E	D	E	E
HCM2kAvgQ:	5	17	17	2	27	27	2	8	8	1	6	7

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #4 SR 65 & SR 193 (McBean Park Dr)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 9 Average Delay (sec/veh): 69.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	4	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	4	838	78	108	782	1	1	2	11	174	2	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	838	78	108	782	1	1	2	11	174	2	104
User Adj:	1.00	1.08	1.02	1.26	1.16	1.00	1.00	1.00	1.00	1.04	1.00	1.40
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	984	86	148	986	1	1	2	12	197	2	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	984	86	148	986	1	1	2	12	197	2	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	984	86	148	986	1	1	2	12	197	2	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.76	0.76	0.81	0.77	0.77	0.68	0.68	0.68	0.82	0.82	0.65
Lanes:	1.00	0.92	0.08	1.00	0.99	0.01	0.07	0.14	0.79	0.99	0.01	1.00
Final Sat.:	1547	1323	116	1547	1455	2	93	185	1019	1534	17	1238
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.74	0.10	0.68	0.68	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:		****			****			****			****	
Green/Cycle:	0.04	0.69	0.69	0.09	0.74	0.74	0.03	0.03	0.03	0.12	0.12	0.12
Volume/Cap:	0.08	1.08	1.08	1.08	0.92	0.92	0.35	0.35	0.35	1.08	1.08	1.08
Delay/Veh:	56.5	73.4	73.4	156.3	25.2	25.2	61.6	61.6	61.6	143.8	144	150.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	73.4	73.4	156.3	25.2	25.2	61.6	61.6	61.6	143.8	144	150.8
LOS by Move:	E	E	E	F	C	C	E	E	E	F	F	F
HCM2kAvgQ:	0	54	54	10	34	34	1	1	1	13	13	11

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #5 SR 65 & 1st St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.086
Loss Time (sec):	9	Average Delay (sec/veh):	65.8
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	9	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	168	942	99	6	920	35	36	71	148	39	74	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	942	99	6	920	35	36	71	148	39	74	3
User Adj:	1.00	1.07	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	1072	105	6	1116	37	38	76	157	41	79	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1072	105	6	1116	37	38	76	157	41	79	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1072	105	6	1116	37	38	76	157	41	79	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.86	0.73	0.81	0.85	0.85	0.86	0.81	0.81	0.86	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.32	0.68	1.00	0.96	0.04
Final Sat.:	1547	1628	1379	1547	1567	52	1625	498	1038	1625	1634	66
Capacity Analysis Module:												
Vol/Sat:	0.12	0.66	0.08	0.00	0.71	0.71	0.02	0.15	0.15	0.03	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.72	0.72	0.04	0.65	0.65	0.05	0.14	0.14	0.03	0.12	0.12
Volume/Cap:	1.10	0.92	0.11	0.11	1.10	1.10	0.45	1.10	1.10	0.77	0.41	0.41
Delay/Veh:	152.9	25.6	5.2	56.9	79.7	79.7	58.8	142	142.2	105.0	50.3	50.3
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:	152.9	25.6	5.2	56.9	79.7	79.7	58.8	142	142.2	105.0	50.3	50.3
LOS by Move:	F	C	A	E	E	E	E	F	F	F	D	D
HCM2kAvgQ:	12	37	1	0	58	58	2	15	15	3	3	3

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #6 SR 65 & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	12	Average Delay (sec/veh):	24.4
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	214	1101	312	129	960	133	90	150	80	130	158	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1101	312	129	960	133	90	150	80	130	158	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	225	1159	328	136	1011	140	95	158	84	137	166	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1159	328	136	1011	140	95	158	84	137	166	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	1159	328	136	1011	140	95	158	84	137	166	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.71	0.81	0.90	0.90	0.81	0.95	1.00	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1718	2681	1537	1718	3437	1537	1805	1900	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.21	0.08	0.29	0.09	0.05	0.08	0.05	0.04	0.05	0.04
Crit Moves:		****			****			****		****		
Green/Cycle:	0.22	0.60	0.65	0.11	0.49	0.58	0.09	0.12	0.33	0.05	0.08	0.19
Volume/Cap:	0.60	0.72	0.33	0.72	0.60	0.16	0.58	0.72	0.16	0.72	0.58	0.20
Delay/Veh:	37.8	15.7	7.8	55.7	18.9	9.7	48.9	53.7	23.5	59.1	47.4	34.5
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:	37.8	15.7	7.8	55.7	18.9	9.7	48.9	53.7	23.5	59.1	47.4	34.5
LOS by Move:	D	B	A	E	B	A	D	D	C	E	D	C
HCM2kAvgQ:	7	14	4	6	12	2	4	6	2	4	4	2

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #7 SR 65 & Sterling Pkwy

Cycle (sec):	100					Critical Vol./Cap.(X):				0.960					
Loss Time (sec):	9					Average Delay (sec/veh):				21.2					
Optimal Cycle:	147					Level Of Service:				C					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	1518	1037		33	1144	0		0	0	0		508	0	24	
Growth Adj:	1.00	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	1518	1037		33	1144	0		0	0	0		508	0	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	0	1581	1080		34	1192	0		0	0	0		529	0	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1581	1080		34	1192	0		0	0	0		529	0	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1581	1080		34	1192	0		0	0	0		529	0	25	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.90	0.81		0.90	0.90	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3437	1537		1718	3437	0		0	0	0		3502	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.46	0.70		0.02	0.35	0.00		0.00	0.00	0.00		0.15	0.00	0.02	
Crit Moves:			****		****								****			
Green/Cycle:	0.00	0.73	0.73		0.02	0.75	0.00		0.00	0.00	0.00		0.16	0.00	0.16	
Volume/Cap:	0.00	0.63	0.96		0.96	0.46	0.00		0.00	0.00	0.00		0.96	0.00	0.10	
Delay/Veh:	0.0	7.2	30.1		182.8	4.8	0.0		0.0	0.0	0.0		70.3	0.0	36.2	
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:	0.0	7.2	30.1		182.8	4.8	0.0		0.0	0.0	0.0		70.3	0.0	36.2	
LOS by Move:	A	A	C		F	A	A		A	A	A		E	A	D	
HCM2kAvgQ:	0	13	36		3	7	0		0	0	0		13	0	1	

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #8 Joiner Pkwy & Ferrari Ranch Rd

Cycle (sec):	100					Critical Vol./Cap.(X):				0.429					
Loss Time (sec):	0					Average Delay (sec/veh):				xxxxxx					
Optimal Cycle:	40					Level Of Service:				A					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:																
Base Vol:	144	171	228		52	229	63		51	386	41		429	797	38	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	144	171	228		52	229	63		51	386	41		429	797	38	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	144	171	0		52	229	0		51	386	0		429	797	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	171	0		52	229	0		51	386	0		429	797	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.10	1.00	0.00		1.10	1.00	0.00		1.00	1.00	0.00		1.10	1.00	0.00	
FinalVolume:	158	171	0		57	229	0		51	386	0		472	797	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.06	0.00		0.02	0.08	0.00		0.03	0.13	0.00		0.16	0.27	0.00	
Crit Volume:	79					114			51					399		
Crit Moves:	****					****			****					****		

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #9 Joiner Pkwy & Sterling Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	1113	29	124	36	16	53	53	177	501	119	261	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1113	29	124	36	16	53	53	177	501	119	261	64
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1113	29	0	36	16	53	53	177	0	119	261	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1113	29	0	36	16	53	53	177	0	119	261	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	1224	29	0	36	16	53	53	177	0	131	261	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	1500	1500	1500	1500	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.41	0.02	0.00	0.02	0.01	0.04	0.04	0.06	0.00	0.04	0.09	0.04
Crit Volume:	612					53	53				131	
Crit Moves:	****					****	****				****	

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #10 E. Lincoln Pkwy & Del Webb (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	0	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 0	1 0	0	1 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	267	57	219	227	0	2	1	1	42	1	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	267	57	219	227	0	2	1	1	42	1	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	1	275	59	226	234	0	2	1	1	43	1	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	275	59	226	234	0	2	1	1	43	1	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	275	59	226	234	0	2	1	1	43	1	162
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.50	0.50	0.98	0.02	1.00
Final Sat.:	522	572	635	585	637	0	451	253	253	481	11	591
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.39	0.37	xxxx	0.00	0.00	0.00	0.09	0.09	0.27
Crit Moves:		****		****			****					****
Delay/Veh:	9.4	14.2	8.7	12.3	11.2	0.0	10.0	9.2	9.2	10.3	10.3	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	14.2	8.7	12.3	11.2	0.0	10.0	9.2	9.2	10.3	10.3	10.4
LOS by Move:	A	B	A	B	B	*	B	A	A	B	B	B
ApproachDel:		13.2			11.8			9.6			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.2			11.8			9.6			10.4	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.0	0.8	0.1	0.6	0.5	0.5	0.0	0.0	0.0	0.1	0.1	0.3

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #11 E. Lincoln Pkwy & Del Webb (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0 1	0	1	0 1	0 1	1	0 0 1	0
Volume Module:												
Base Vol:	3	244	156	65	199	13	29	17	5	119	9	55
Growth Adj:	1.00	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	244	156	65	199	13	29	17	5	119	9	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	244	156	65	199	13	29	17	5	119	9	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	244	156	65	199	13	29	17	5	119	9	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	244	156	65	199	13	29	17	5	119	9	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	1.00	1.00	1.00	1.00	0.14	0.86
Final Sat.:	1500	1500	1500	1500	1408	92	1500	1500	1500	1500	211	1289
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.10	0.04	0.14	0.14	0.02	0.01	0.00	0.08	0.04	0.04
Crit Volume:		244			65			17			119	
Crit Moves:		****			****			****			****	

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #12 Ferrari Ranch Rd & Ingram Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	0	Average Delay (sec/veh):	18.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	59	0	25	0	0	0	0	511	98	30	358	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:	59	0	25	0	0	0	0	511	98	30	358	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	63	0	27	0	0	0	0	544	104	32	381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	0	27	0	0	0	0	544	104	32	381	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	0	27	0	0	0	0	544	104	32	381	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	467	0	551	0	0	0	0	691	786	597	660	0
Capacity Analysis Module:												
Vol/Sat:	0.13	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.79	0.13	0.05	0.58	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.9	0.0	9.0	0.0	0.0	0.0	0.0	24.0	7.9	8.9	15.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	0.0	9.0	0.0	0.0	0.0	0.0	24.0	7.9	8.9	15.0	0.0
LOS by Move:	B	*	A	*	*	*	*	C	A	A	B	*
ApproachDel:		10.4			xxxxxx			21.4			14.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.4			xxxxxx			21.4			14.5	
LOS by Appr:		B			*			C			B	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.1	0.1	1.3	0.0

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #13 Ferrari Ranch Rd & Sun City Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 1	0	1	0	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	362		172	66	273		0	0	0		0	117	0		59
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	362		172	66	273		0	0	0		0	117	0		59
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93
PHF Volume:	0	389		185	71	294		0	0	0		0	126	0		63
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	389		185	71	294		0	0	0		0	126	0		63
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	389		185	71	294		0	0	0		0	126	0		63
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:	0.00	1.00		1.00	0.19	0.81		0.00	0.00	0.00		0.00	1.00	0.00		1.00
Final Sat.:	0	647		738	124	514		0	0	0		0	483	0		574
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.60		0.25	0.57	0.57		xxxx	xxxx	xxxx		xxxx	0.26	xxxx		0.11
Crit Moves:		****				****							****			
Delay/Veh:	0.0	15.9		9.1	15.5	15.5		0.0	0.0	0.0		0.0	12.0	0.0		9.2
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:	0.0	15.9		9.1	15.5	15.5		0.0	0.0	0.0		0.0	12.0	0.0		9.2
LOS by Move:	*	C		A	C	C		*	*	*		*	B	*		A
ApproachDel:		13.7				15.5			xxxxxx					11.1		
Delay Adj:		1.00				1.00			xxxxx					1.00		
ApprAdjDel:		13.7				15.5			xxxxxx					11.1		
LOS by Appr:		B				C			*					B		
AllWayAvgQ:	0.0	1.4		0.3	1.2	1.2		1.2	0.0	0.0		0.0	0.3	0.0		0.1

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #14 SR 193 & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 9 Average Delay (sec/veh): 24.0
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	292	0		141	0	0		0	0	316		178	157	452		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:	292	0		141	0	0		0	0	316		178	157	452		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:	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94
PHF Volume:	311	0		150	0	0		0	0	336		189	167	481		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	311	0		150	0	0		0	0	336		189	167	481		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	311	0		150	0	0		0	0	336		189	167	481		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.77	1.00		0.85	1.00	1.00		1.00	1.00	0.95		0.81	0.90	0.95		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	1.00		1.00	1.00	1.00		0.00
Final Sat.:	1461	0		1615	0	0		0	0	1809		1537	1718	1809		0
Capacity Analysis Module:																
Vol/Sat:	0.21	0.00		0.09	0.00	0.00		0.00	0.00	0.19		0.12	0.10	0.27		0.00
Crit Moves:	****									****			****			
Green/Cycle:	0.39	0.00		0.39	0.00	0.00		0.00	0.00	0.34		0.34	0.18	0.52		0.00
Volume/Cap:	0.54	0.00		0.24	0.00	0.00		0.00	0.00	0.54		0.36	0.54	0.51		0.00
Delay/Veh:	24.7	0.0		20.7	0.0	0.0		0.0	0.0	27.7		25.2	39.4	16.2		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	24.7	0.0		20.7	0.0	0.0		0.0	0.0	27.7		25.2	39.4	16.2		0.0
LOS by Move:	C	A		C	A	A		A	A	C		C	D	B		A
HCM2kAvgQ:	8	0		3	0	0		0	0	9		5	5	10		0

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

Existing Wed Jul 18, 2012 16:59:20 Page 17-1

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #15 SR 193 & East Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 9 Average Delay (sec/veh): 15.4
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0 1	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	263	0	136	105	243	0	1	273	478
Growth Adj:	1.00	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	263	0	136	105	243	0	1	273	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	289	0	149	115	267	0	1	300	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	289	0	149	115	267	0	1	300	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	289	0	149	115	267	0	1	300	525
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.90	0.95	1.00	0.90	0.95	0.81
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	1900	0	1809	0	1615	1718	1809	0	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.09	0.07	0.15	0.00	0.00	0.17	0.34
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.10	0.61	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.39	0.67	0.24	0.00	0.24	0.32	0.67
Delay/Veh:	0.0	0.0	0.0	24.7	0.0	19.8	35.7	5.5	0.0	55.9	8.8	13.1
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:	0.0	0.0	0.0	24.7	0.0	19.8	35.7	5.5	0.0	55.9	8.8	13.1
LOS by Move:	A	A	A	C	A	B	D	A	A	E	A	B
HCM2kAvgQ:	0	0	0	6	0	3	3	2	0	0	3	8

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

Existing Thu Aug 30, 2012 11:28:20 Page 33-1

Lincoln Village 1
Existing Conditions
AM Peak Hour

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

Intersection #16 SR 193 & Oak Tree Ln

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.4]

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 1	0	1	0 1
Volume Module:												
Base Vol:	10	0	1	0	0	0	0	452	7	2	588	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:	10	0	1	0	0	0	0	452	7	2	588	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	11	0	1	0	0	0	0	481	7	2	626	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	1	0	0	0	0	481	7	2	626	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1114	1114	485	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	xxxx	xxxxx
Potent Cap.:	232	210	586	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1059	xxxx	xxxxx
Move Cap.:	232	209	586	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1059	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	245	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #17 Twelve Bridges Dr & Sierra College Bl

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: D[32.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Ignore				Include				Ignore				Include			
Lanes:	1	0 1	0	0	0	0 1	0	1	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	207	497	0	0	223	43	36	0	123	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	207	497	0	0	223	43	36	0	123	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92				
PHF Volume:	225	540	0	0	242	47	39	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	225	540	0	0	242	47	39	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	289	xxxx	xxxxx	xxxx	xxxx	xxxxx	1233	xxxx	242	xxxx	xxxx	xxxxx				
Potent Cap.:	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	197	xxxx	801	xxxx	xxxx	xxxxx				
Move Cap.:	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	xxxx	801	xxxx	xxxx	xxxxx				
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	32.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			32.2			xxxxxx						
ApproachLOS:	*			*			D			*						

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #18 Twelve Bridges Dr & E Lincoln Pkwy

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	17	152	114		88	137	106		213	390	18		116	206	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	152	114		88	137	106		213	390	18		116	206	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	17	152	114		88	137	106		213	390	18		116	206	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	152	114		88	137	106		213	390	18		116	206	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	17	152	114		88	137	106		213	390	18		116	206	81	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1500	1500	1500		1500	1500	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.08		0.06	0.09	0.07		0.14	0.13	0.01		0.08	0.07	0.05	
Crit Volume:	152				88				213				103			
Crit Moves:	****				****				****				****			

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	9	Average Delay (sec/veh):	11.6
Optimal Cycle:	26	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 0	1	0	2 0	0	0	2 0 1
Volume Module:												
Base Vol:	59	3	467	0	0	0	199	244	0	0	408	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	3	467	0	0	0	199	244	0	0	408	163
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	64	3	0	0	0	0	216	265	0	0	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	3	0	0	0	0	216	265	0	0	443	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	3	0	0	0	0	216	265	0	0	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1615	1900	1900	0	0	0	1805	3610	0	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.12	0.07	0.00	0.00	0.12	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.12	0.12	0.00	0.00	0.00	0.00	0.36	0.73	0.00	0.00	0.37	0.00
Volume/Cap:	0.33	0.01	0.00	0.00	0.00	0.00	0.33	0.10	0.00	0.00	0.33	0.00
Delay/Veh:	25.2	23.3	0.0	0.0	0.0	0.0	14.2	2.4	0.0	0.0	13.7	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:	25.2	23.3	0.0	0.0	0.0	0.0	14.2	2.4	0.0	0.0	13.7	0.0
LOS by Move:	C	C	A	A	A	A	B	A	A	A	B	A
HCM2kAvgQ:	1	0	0	0	0	0	3	1	0	0	3	0

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.305
Loss Time (sec):	9	Average Delay (sec/veh):	10.9
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	0	1	0 0	1	0	1 0	0	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	126	0	87	26	331	0	0	124	354
Growth Adj:	1.00	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	126	0	87	26	331	0	0	124	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	0	0	0	134	0	93	28	352	0	0	132	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	93	28	352	0	0	132	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	134	0	93	28	352	0	0	132	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.02	0.19	0.00	0.00	0.07	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.11	0.61	0.00	0.00	0.50	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.24	0.14	0.31	0.00	0.00	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	19.0	0.0	18.5	24.5	5.8	0.0	0.0	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.0	0.0	18.5	24.5	5.8	0.0	0.0	8.2	0.0
LOS by Move:	A	A	A	B	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	1	3	0	0	1	0

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

Existing Wed Jul 18, 2012 16:59:20 Page 22-1

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 0 Average Delay (sec/veh): 22.4
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				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	0	0 1	0	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	394		1	123	0		0	1	2		216	199	71		202	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:	394		1	123	0		0	1	2		216	199	71		202	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00
PHF Adj:	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.00	0.93	0.93		0.93
PHF Volume:	424		1	132	0		0	1	2		232	0	76		217	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	424		1	132	0		0	1	2		232	0	76		217	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00
FinalVolume:	424		1	132	0		0	1	2		232	0	76		217	0
Saturation Flow Module:																
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.76	0.01		0.23	0.00	0.00		1.00	0.01	0.99		1.00	1.00	1.00		0.00
Final Sat.:	496		1	155	0		0	541	5		508	568	485		520	0
Capacity Analysis Module:																
Vol/Sat:	0.85	0.85		0.85	xxxx	xxxx		0.00	0.46	0.46		0.00	0.16	0.42		xxxx
Crit Moves:		****						****	****					****		
Delay/Veh:	30.9	30.9		30.9	0.0	0.0		8.9	14.4	14.4		0.0	11.0	13.6		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	30.9	30.9		30.9	0.0	0.0		8.9	14.4	14.4		0.0	11.0	13.6		0.0
LOS by Move:	D		D	D	*		*	A	B		B	*	B		B	*
ApproachDel:		30.9				8.9				14.4				12.9		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		30.9				8.9				14.4				12.9		
LOS by Appr:		D				A				B				B		
AllWayAvgQ:	4.1	4.1		4.1	0.0	0.0		0.0	0.7	0.7		0.0	0.2	0.6		0.6

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

Existing Wed Jul 18, 2012 16:59:20 Page 23-1

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #22 Sierra College Blvd & English Colony Way

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0		612	4	48		321	0	0		0	0	3		0	62
Growth Adj:	1.00	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		612	4	48		321	0	0		0	0	3		0	62
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	0		673	4	53		353	0	0		0	0	3		0	68
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	0		673	4	53		353	0	0		0	0	3		0	68
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5		6.2
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		677	xxxx	xxxxx	xxxx	xxxx	xxxxx			1133	1133		675
Potent Cap.:	xxxx	xxxx	xxxxx		924	xxxx	xxxxx	xxxx	xxxx	xxxxx			226	205		458
Move Cap.:	xxxx	xxxx	xxxxx		924	xxxx	xxxxx	xxxx	xxxx	xxxxx			217	193		458
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	xxxx	xxxx	xxxx	xxxx			0.02	0.00		0.15
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.1	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	435	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.6	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	14.9	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		B	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				14.9			
ApproachLOS:	*				*				*				B			

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #23 Sierra College Blvd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 9 Average Delay (sec/veh): 11.7
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	4	578	22	77	402	8	3	7	9	31	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	578	22	77	402	8	3	7	9	31	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	4	590	22	79	410	8	3	7	9	32	10	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	590	22	79	410	8	3	7	9	32	10	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	590	22	79	410	8	3	7	9	32	10	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	1.00	0.90	0.90	0.90	0.83	0.83	0.83
Lanes:	1.00	0.96	0.04	1.00	0.98	0.02	0.16	0.37	0.47	0.34	0.11	0.55
Final Sat.:	1805	1819	69	1805	1857	37	270	631	811	536	173	865
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.04	0.22	0.22	0.01	0.01	0.01	0.06	0.06	0.06
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.69	0.69	0.09	0.78	0.78	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.28	0.47	0.47	0.47	0.28	0.28	0.09	0.09	0.09	0.47	0.47	0.47
Delay/Veh:	59.9	7.3	7.3	45.1	3.3	3.3	38.8	38.8	38.8	42.4	42.4	42.4
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:	59.9	7.3	7.3	45.1	3.3	3.3	38.8	38.8	38.8	42.4	42.4	42.4
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	9	9	3	4	4	1	1	1	3	3	3

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #24 Sierra Collage & Bankhead

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[23.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0 0	1	0 0	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	1	10	23	0	0	2	307	2	7	661	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	10	23	0	0	2	307	2	7	661	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	10	23	0	0	2	307	2	7	661	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	10	23	0	0	2	307	2	7	661	48
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1011	1035	308	1017	xxxx	xxxxx	709	xxxx	xxxxx	309	xxxx	xxxxx
Potent Cap.:	220	234	737	218	xxxx	xxxxx	899	xxxx	xxxxx	1263	xxxx	xxxxx
Move Cap.:	219	232	737	213	xxxx	xxxxx	899	xxxx	xxxxx	1263	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.11	xxxx	xxxx	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	23.9	xxxx	xxxxx	9.0	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	534	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.9			23.9			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #25 Sierra College Blvd & Taylor Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 Average Delay (sec/veh): 28.6
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	82	456	187	20	238	79	140	274	103	150	244	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	456	187	20	238	79	140	274	103	150	244	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	91	507	208	22	264	88	156	304	114	167	271	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	507	208	22	264	88	156	304	114	167	271	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	507	208	22	264	88	156	304	114	167	271	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.13	0.01	0.14	0.05	0.09	0.16	0.07	0.09	0.14	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.46	0.46	0.02	0.35	0.35	0.16	0.28	0.28	0.16	0.27	0.27
Volume/Cap:	0.39	0.58	0.28	0.58	0.39	0.15	0.52	0.58	0.26	0.58	0.52	0.10
Delay/Veh:	41.1	20.7	16.8	68.4	24.6	22.2	39.9	32.7	28.4	41.8	31.8	27.3
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:	41.1	20.7	16.8	68.4	24.6	22.2	39.9	32.7	28.4	41.8	31.8	27.3
LOS by Move:	D	C	B	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	12	4	2	6	2	5	9	3	6	7	1

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

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #26 Sierra College & Brace

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 8 Average Delay (sec/veh): 12.8
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	678	105	83	386	0	0	0	73	62	0	80
Growth Adj:	1.00	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	678	105	83	386	0	0	0	73	62	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	678	105	83	386	0	0	0	73	62	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	678	105	83	386	0	0	0	73	62	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	678	105	83	386	0	0	0	73	62	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	1644	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.07	0.05	0.20	0.00	0.00	0.00	0.04	0.04	0.00	0.05
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.73	0.73	0.09	0.82	0.00	0.00	0.00	0.10	0.10	0.00	0.10
Volume/Cap:	0.00	0.49	0.09	0.49	0.25	0.00	0.00	0.00	0.44	0.42	0.00	0.49
Delay/Veh:	0.0	6.1	4.1	45.3	2.1	0.0	0.0	0.0	44.2	44.2	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	4.1	45.3	2.1	0.0	0.0	0.0	44.2	44.2	0.0	44.9
LOS by Move:	A	A	A	D	A	A	A	A	D	D	A	D
HCM2kAvgQ:	0	9	1	3	3	0	0	0	3	2	0	3

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

Existing Wed Jul 18, 2012 16:59:20 Page 28-1

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #27 Sierra College Blvd & Granite Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	105	550	64	62	406	88	130	32	159	113	25	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	550	64	62	406	88	130	32	159	113	25	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	550	64	62	406	88	130	32	159	113	25	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	550	64	62	406	88	130	32	159	113	25	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	105	550	64	62	406	88	130	32	175	113	25	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	3000	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.04	0.04	0.14	0.06	0.09	0.02	0.06	0.08	0.02	0.02
Crit Volume:		275			62				87	113		
Crit Moves:		****			****				****	****		

Existing Wed Jul 18, 2012 16:59:20 Page 29-1

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.240
Loss Time (sec): 0 Average Delay (sec/veh): 13.9
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	7	573	61	0	650	8	7	0	14	291	6	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	573	61	0	650	8	7	0	14	291	6	176
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	8	623	0	0	707	9	8	0	15	316	7	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	623	0	0	707	9	8	0	15	316	7	191
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	623	0	0	707	9	8	0	15	316	7	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.95	1.00	0.85	0.92	0.86	0.86
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.07	1.93
Final Sat.:	1805	5187	1900	0	5187	1615	1805	0	1615	3502	107	3142
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.14	0.01	0.00	0.00	0.01	0.09	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.58	0.00	0.00	0.57	0.57	0.03	0.00	0.04	0.38	0.39	0.39
Volume/Cap:	0.24	0.21	0.00	0.00	0.24	0.01	0.16	0.00	0.24	0.24	0.16	0.16
Delay/Veh:	52.4	9.8	0.0	0.0	10.9	9.4	49.1	0.0	48.6	21.5	20.0	20.0
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:	52.4	9.8	0.0	0.0	10.9	9.4	49.1	0.0	48.6	21.5	20.0	20.0
LOS by Move:	D	A	A	A	B	A	D	A	D	C	B	B
HCM2kAvgQ:	0	3	0	0	4	0	0	0	1	3	2	2

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

Existing Wed Jul 18, 2012 16:59:20 Page 30-1

Lincoln Village 1
Existing Conditions
PM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	9	Average Delay (sec/veh):	12.1
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	4 0	1	2 0	2 0	1	2 0	2 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	758	2	2	577	198	262	1	40	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	758	2	2	577	198	262	1	40	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	824	2	2	627	0	285	1	43	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	824	2	2	627	0	285	1	43	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	824	2	2	627	0	285	1	43	0	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	1.00	0.92	0.95	0.85	1.00	1.00	0.85
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	6916	1615	3502	3610	1900	3502	3610	1615	1900	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.17	0.00	0.08	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.00	0.62	0.62	0.00	0.62	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.19	0.00	0.19	0.28	0.00	0.28	0.00	0.09	0.00	0.00	xxxx
Delay/Veh:	0.0	8.4	7.4	58.0	8.8	0.0	27.6	25.2	26.0	0.0	0.0	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:	0.0	8.4	7.4	58.0	8.8	0.0	27.6	25.2	26.0	0.0	0.0	0.0
LOS by Move:	A	A	A	E	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	0	0	5	0	4	0	1	0	0	0

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

INTERSECTION LOS WORKSHEETS
EXISTING PLUS VILLAGE 1 BUILDOUT CONDITIONS

Lincoln Village 1
Existing Plus Village 1 Buildout
AM Peak Hour

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
# 19 Twelve Bridges Dr & SR 65 N/B	A	7.1	0.356	A	7.1	0.356	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	12.1	0.334	B	12.1	0.334	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	A	9.4	0.315	A	9.4	0.315	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	B	15.1	0.360	B	15.1	0.360	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	B	10.4	0.458	B	10.4	0.458	+ 0.000 D/V

Lincoln Village 1
Existing Plus Village 1 Buildout
AM Peak Hour

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

****

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 9 Average Delay (sec/veh): 7.1
Optimal Cycle: 27 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	28	8	256	0	0	0	104	247	0	0	714	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	8	256	0	0	0	104	247	0	0	714	138
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	30	9	0	0	0	0	113	268	0	0	776	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	9	0	0	0	0	113	268	0	0	776	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	9	0	0	0	0	113	268	0	0	776	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.93	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	1862	1900	0	0	0	1769	3538	0	0	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.08	0.00	0.00	0.22	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.05	0.05	0.00	0.00	0.00	0.00	0.18	0.80	0.00	0.00	0.62	0.00
Volume/Cap:	0.36	0.09	0.00	0.00	0.00	0.00	0.36	0.10	0.00	0.00	0.36	0.00
Delay/Veh:	29.9	27.3	0.0	0.0	0.0	0.0	22.3	1.4	0.0	0.0	5.8	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:	29.9	27.3	0.0	0.0	0.0	0.0	22.3	1.4	0.0	0.0	5.8	0.0
LOS by Move:	C	C	A	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	2	1	0	0	4	0

****

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

****

Lincoln Village 1
Existing Plus Village 1 Buildout
AM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.334
Loss Time (sec):	9	Average Delay (sec/veh):	12.1
Optimal Cycle:	26	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	167	0	221	10	173	0	0	226	514
Growth Adj:	1.00	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	167	0	221	10	173	0	0	226	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	0	0	0	178	0	235	11	184	0	0	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	235	11	184	0	0	240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	178	0	235	11	184	0	0	240	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.98	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1862	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.01	0.10	0.00	0.00	0.13	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.02	0.40	0.00	0.00	0.39	0.00
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.33	0.33	0.24	0.00	0.00	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	10.4	0.0	11.1	35.2	12.0	0.0	0.0	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	0.0	11.1	35.2	12.0	0.0	0.0	13.2	0.0
LOS by Move:	A	A	A	B	A	B	D	B	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	3	1	2	0	0	3	0

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

Lincoln Village 1
Existing Plus Village 1 Buildout
AM Peak Hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	109	0	67	0	2	1	0	201	435	9	95	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:	109	0	67	0	2	1	0	201	435	9	95	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	117	0	72	0	2	1	0	216	0	10	102	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	72	0	2	1	0	216	0	10	102	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	117	0	72	0	2	1	0	216	0	10	102	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.67	0.33	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	593	0	738	0	417	208	0	687	788	611	669	0
Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.10	xxxx	0.01	0.01	xxxx	0.31	0.00	0.02	0.15	xxxx
Crit Moves:	****				****			****			****	
Delay/Veh:	9.9	0.0	7.8	0.0	8.4	8.4	0.0	10.1	0.0	8.5	8.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	0.0	7.8	0.0	8.4	8.4	0.0	10.1	0.0	8.5	8.8	0.0
LOS by Move:	A	*	A	*	A	A	*	B	*	A	A	*
ApproachDel:	9.1			8.4			10.1			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			8.4			10.1			8.8		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.2	0.2	0.1	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.2	0.2

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

Lincoln Village 1
Existing Plus Village 1 Buildout
AM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	438	37	0	806	8	0	0	5	594	6	229
Growth Adj:	1.00	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	438	37	0	806	8	0	0	5	594	6	229
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	476	0	0	876	9	0	0	5	646	7	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	476	0	0	876	9	0	0	5	646	7	249
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	476	0	0	876	9	0	0	5	646	7	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	0.83	1.00	1.00	0.83	0.90	0.84	0.84
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.05	1.95
Final Sat.:	1900	5083	1900	0	5083	1583	1900	0	1583	3432	81	3099
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.17	0.01	0.00	0.00	0.00	0.19	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.52	0.52	0.52
Volume/Cap:	0.00	0.20	0.00	0.00	0.36	0.01	0.00	0.00	xxxx	0.36	0.15	0.15
Delay/Veh:	0.0	15.1	0.0	0.0	16.5	13.7	0.0	0.0	0.0	14.2	12.5	12.5
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:	0.0	15.1	0.0	0.0	16.5	13.7	0.0	0.0	0.0	14.2	12.5	12.5
LOS by Move:	A	B	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	0	3	0	0	6	0	0	0	0	6	2	2

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

Lincoln Village 1
Existing Plus Village 1 Buildout
AM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 9 Average Delay (sec/veh): 10.4
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	526	1	0	1083	115	193	1	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	526	1	0	1083	115	193	1	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	572	1	0	1177	0	210	1	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	572	1	0	1177	0	210	1	134	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	572	1	0	1177	0	210	1	134	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.97	0.93	1.00	0.81	0.93	0.83	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	6778	1583	3686	3538	1900	3070	3538	1583	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.33	0.00	0.07	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.73	0.73	0.00	0.73	0.00	0.18	0.18	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.12	0.00	0.00	0.46	0.00	0.37	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	0.0	4.1	3.8	0.0	5.8	0.0	36.1	33.3	37.5	0.0	0.0	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:	0.0	4.1	3.8	0.0	5.8	0.0	36.1	33.3	37.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	C	D	A	A	A
HCM2kAvgQ:	0	1	0	0	8	0	3	0	4	0	0	0

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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 SR 65 & Wise Rd	E	47.6	0.253	E	47.6	0.253	+ 0.000 D/V
# 2 SR 65 & Gladding Rd	F	107.7	0.680	F	107.7	0.680	+ 0.000 D/V
# 3 SR 65 & 7th Street	D	53.4	1.011	D	53.4	1.011	+ 0.000 D/V
# 4 SR 65 & SR 193 (McBean Park Dr	F	79.2	1.114	E	79.2	1.114	+ 0.000 D/V
# 5 SR 65 & 1st St	E	61.0	1.065	E	61.0	1.065	+ 0.000 D/V
# 6 SR 65 & Ferrari Ranch Rd	C	32.9	0.912	C	32.9	0.912	+ 0.000 D/V
# 7 SR 65 & Sterling Pkwy	B	19.2	0.937	B	19.2	0.937	+ 0.000 D/V
# 8 Joiner Pkwy & Ferrari Ranch Rd	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
# 9 Joiner Pkwy & Sterling Pkwy	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
# 10 E. Lincoln Pkwy & Del Webb (N)	C	15.8	0.723	C	15.8	0.723	+ 0.000 V/C
# 11 E. Lincoln Pkwy & Del Webb (S)	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 12 Ferrari Ranch Rd & Ingram Pkwy	F	85.9	1.152	F	85.9	1.152	+ 0.000 V/C
# 13 Ferrari Ranch Rd & Sun City Bl	F	140.7	1.391	F	140.7	1.391	+ 0.000 V/C
# 14 SR 193 & Ferrari Ranch Rd	D	45.9	0.969	D	45.9	0.969	+ 0.000 D/V
# 15 SR 193 & East Ave	B	14.7	0.610	B	14.7	0.610	+ 0.000 D/V
# 17 Twelve Bridges Dr & Sierra Col	F	OVRFL	3.329	F	OVRFL	3.329	+ 0.000 D/V
# 18 Twelve Bridges Dr & E Lincoln	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 19 Twelve Bridges Dr & SR 65 N/B	B	11.5	0.355	B	11.5	0.355	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	10.7	0.383	B	10.7	0.383	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	C	23.4	0.867	C	23.4	0.867	+ 0.000 V/C
# 22 Sierra College Blvd & English	D	32.2	0.565	D	32.2	0.565	+ 0.000 D/V
# 23 Sierra College Blvd & King Rd	B	12.1	0.585	B	12.1	0.585	+ 0.000 D/V
# 24 Sierra Collage & Bankhead	D	33.5	0.125	D	33.5	0.125	+ 0.000 D/V

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sierra College Blvd & Taylor R	C	30.6	0.730	C	30.6	0.730	+ 0.000 D/V
# 26 Sierra College & Brace	B	14.1	0.546	B	14.1	0.546	+ 0.000 D/V
# 27 Sierra College Blvd & Granite	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	B	13.2	0.255	B	13.2	0.255	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	B	14.0	0.317	B	14.0	0.317	+ 0.000 D/V
# 30 Ferrari Ranch Rd & Oak Tree Ln	B	10.5	0.432	B	10.5	0.432	+ 0.000 V/C
# 31 Sierra College Blvd & Oak Tree	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000 V/C
# 32 Virginiatown Rd & Oak Tree Ln	A	9.8	0.317	A	9.8	0.317	+ 0.000 V/C
# 33 SR 193 & Village 1 Coll	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 34 Oak Tree Ln & Village 1 Coll	A	xxxxx	0.257	A	xxxxx	0.257	+ 0.000 V/C
#116 SR 193 & Oak Tree Ln	C	26.2	0.613	C	26.2	0.613	+ 0.000 D/V

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #1 SR 65 & Wise Rd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: E[47.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	6	673		4			32	756		1			2	20		16			5		3		30	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	6	673		4			32	756		1			2	20		16			5		3		30	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Adj:	0.89	0.89		0.89			0.89	0.89		0.89			0.89	0.89		0.89			0.89		0.89		0.89	
PHF Volume:	7	756		4			36	849		1			2	22		18			6		3		34	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	7	756		4			36	849		1			2	22		18			6		3		34	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5		6.2			7.1	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	851	xxxx	xxxxx				761	xxxx	xxxxx				1712	1696		850			1714	1694		758		
Potent Cap.:	775	xxxx	xxxxx				838	xxxx	xxxxx				72	94		363			72	94		410		
Move Cap.:	775	xxxx	xxxxx				838	xxxx	xxxxx				62	89		363			53	89		410		
Volume/Cap:	0.01	xxxx	xxxx				0.04	xxxx	xxxx				0.04	0.25		0.05			0.11	0.04		0.08		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	9.7	xxxx	xxxxx				9.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	126	xxxxx				xxxx	189	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	1.4	xxxxx				xxxxx	0.8	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	47.6	xxxxx				xxxxx	29.6	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	E	*				*	D	*			
ApproachDel:	xxxxxx						xxxxxx						47.6						29.6					
ApproachLOS:	*						*						E						D					

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

Lincoln Village 1
Existing Plus Village 1 Buildout
AM Peak Hour

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

Intersection #4 SR 65 & SR 193 (McBean Park Dr)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.114
Loss Time (sec): 9 Average Delay (sec/veh): 79.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	4	9		0			4	9		0			4	4		0			4	9		0		
Y+R:	4.0	4.0		4.0			4.0	4.0		4.0			4.0	4.0		4.0			4.0	4.0		4.0		
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	4	895		84			171	730		1			1	2		11			214		2		96	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	4	895		84			171	730		1			1	2		11			214		2		96	
User Adj:	1.00	1.08		1.02			1.26	1.16		1.00			1.00	1.00		1.00			1.04		1.00		1.40	
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92	0.92		0.92			0.92		0.92		0.92	
PHF Volume:	4	1051		93			234	920		1			1	2		12			242		2		146	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
Reduced Vol:	4	1051		93			234	920		1			1	2		12			242		2		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	
FinalVolume:	4	1051		93			234	920		1			1	2		12			242		2		146	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900		1900		1900	
Adjustment:	0.81	0.85		0.85			0.81	0.86		0.86			0.76	0.76		0.76			0.82		0.82		0.73	
Lanes:	1.00	0.92		0.08			1.00	0.99		0.01			0.07	0.14		0.79			0.99		0.01		1.00	
Final Sat.:	1547	1477		131			1547	1626		2			104	207		1139			1538		14		1384	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.71		0.71			0.15	0.57		0.57			0.01	0.01		0.01			0.16		0.16		0.11	
Crit Moves:		****					****						****								****			
Green/Cycle:	0.04	0.62		0.62			0.13	0.71		0.71			0.03	0.03		0.03			0.14		0.14		0.14	
Volume/Cap:	0.07	1.14		1.14			1.14	0.79		0.79			0.31	0.31		0.31			1.14		1.14		0.77	
Delay/Veh:	55.7	99.5		99.5			159.1	15.3		15.3			60.4	60.4		60.4			157.5		158		66.9	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
AdjDel/Veh:	55.7	99.5		99.5			159.1	15.3		15.3			60.4	60.4		60.4			157.5		158		66.9	
LOS by Move:	E	F		F			F	B		B			E	E		E			F		F		E	
HCM2kAvgQ:	0	62		62			15	24		24			1	1		1			16		16		7	

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #3 SR 65 & 7th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 9 Average Delay (sec/veh): 53.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	9	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	71	684	37	40	785	52	39	165	181	27	149	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:	71	684	37	40	785	52	39	165	181	27	149	148
User Adj:	1.00	1.12	1.00	1.00	1.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	74	798	39	42	957	54	41	172	189	28	155	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	798	39	42	957	54	41	172	189	28	155	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	798	39	42	957	54	41	172	189	28	155	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.85	0.81	0.85	0.85	0.86	0.83	0.83	0.86	0.90	0.77
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	0.48	0.52	1.00	1.00	1.00
Final Sat.:	1547	1542	74	1547	1528	87	1625	752	825	1625	1710	1454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.52	0.52	0.03	0.63	0.63	0.03	0.23	0.23	0.02	0.09	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.05	0.60	0.60	0.05	0.60	0.60	0.07	0.22	0.22	0.04	0.19	0.19
Volume/Cap:	1.04	0.86	0.86	0.58	1.04	1.04	0.35	1.04	1.04	0.43	0.48	0.56
Delay/Veh:	164.9	24.0	24.0	57.8	58.7	58.7	46.1	97.2	97.2	51.5	37.3	39.4
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:	164.9	24.0	24.0	57.8	58.7	58.7	46.1	97.2	97.2	51.5	37.3	39.4
LOS by Move:	F	C	C	E	E	E	D	F	F	D	D	D
HCM2kAvgQ:	5	24	24	2	42	42	2	18	18	1	5	5

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

Lincoln Village 1
Existing Plus Village 1 Buildout
AM Peak Hour

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

Intersection #4 SR 65 & SR 193 (McBean Park Dr)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.114
Loss Time (sec): 9 Average Delay (sec/veh): 79.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	4	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	4	895	84	171	730	1	1	2	11	214	2	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	895	84	171	730	1	1	2	11	214	2	96
User Adj:	1.00	1.08	1.02	1.26	1.16	1.00	1.00	1.00	1.00	1.04	1.00	1.40
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	1051	93	234	920	1	1	2	12	242	2	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1051	93	234	920	1	1	2	12	242	2	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
FinalVolume:	4	1051	93	234	920	1	1	2	12	242	2	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.85	0.81	0.86	0.86	0.76	0.76	0.76	0.82	0.82	0.73
Lanes:	1.00	0.92	0.08	1.00	0.99	0.01	0.07	0.14	0.79	0.99	0.01	1.00
Final Sat.:	1547	1477	131	1547	1626	2	104	207	1139	1538	14	1384
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.71	0.15	0.57	0.57	0.01	0.01	0.01	0.16	0.16	0.11
Crit Moves:		****			****			****			****	
Green/Cycle:	0.04	0.62	0.62	0.13	0.71	0.71	0.03	0.03	0.03	0.14	0.14	0.14
Volume/Cap:	0.07	1.14	1.14	1.14	0.79	0.79	0.31	0.31	0.31	1.14	1.14	0.77
Delay/Veh:	55.7	99.5	99.5	159.1	15.3	15.3	60.4	60.4	60.4	157.5	158	66.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	99.5	99.5	159.1	15.3	15.3	60.4	60.4	60.4	157.5	158	66.9
LOS by Move:	E	F	F	F	B	B	E	E	E	F	F	E
HCM2kAvgQ:	0	62	62	15	24	24	1	1	1	16	16	7

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #5 SR 65 & 1st St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.065
Loss Time (sec): 9 Average Delay (sec/veh): 61.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	9	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0 1	0	1	0 0 1	0	1	0 0 1	0
Volume Module:												
Base Vol:	162	1019	390	6	911	37	35	79	137	28	72	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1019	390	6	911	37	35	79	137	28	72	3
User Adj:	1.00	1.07	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	172	1160	415	6	1105	39	37	84	146	30	77	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1160	415	6	1105	39	37	84	146	30	77	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1160	415	6	1105	39	37	84	146	30	77	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.86	0.73	0.81	0.85	0.85	0.86	0.81	0.81	0.86	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.37	0.63	1.00	0.96	0.04
Final Sat.:	1547	1628	1379	1547	1564	56	1625	565	980	1625	1632	68
Capacity Analysis Module:												
Vol/Sat:	0.11	0.71	0.30	0.00	0.71	0.71	0.02	0.15	0.15	0.02	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.72	0.72	0.03	0.65	0.65	0.05	0.14	0.14	0.03	0.12	0.12
Volume/Cap:	1.08	0.99	0.42	0.12	1.08	1.08	0.44	1.08	1.08	0.55	0.40	0.40
Delay/Veh:	149.4	39.7	7.0	57.3	74.2	74.2	58.7	138	137.7	68.7	50.3	50.3
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:	149.4	39.7	7.0	57.3	74.2	74.2	58.7	138	137.7	68.7	50.3	50.3
LOS by Move:	F	D	A	E	E	E	E	F	F	E	D	D
HCM2kAvgQ:	11	49	6	0	57	57	2	14	14	2	3	3

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #6 SR 65 & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 12 Average Delay (sec/veh): 32.9
Optimal Cycle: 116 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	167	1368	366	125	937	128	162	145	74	361	157	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1368	366	125	937	128	162	145	74	361	157	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1440	385	132	986	135	171	153	78	380	165	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1440	385	132	986	135	171	153	78	380	165	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1440	385	132	986	135	171	153	78	380	165	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.71	0.81	0.90	0.90	0.81	0.95	1.00	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1718	2681	1537	1718	3437	1537	1805	1900	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.25	0.08	0.29	0.09	0.09	0.08	0.05	0.11	0.05	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.59	0.71	0.08	0.50	0.64	0.14	0.09	0.26	0.12	0.07	0.15
Volume/Cap:	0.58	0.91	0.35	0.91	0.58	0.14	0.68	0.91	0.18	0.91	0.68	0.36
Delay/Veh:	40.5	26.6	5.9	94.9	18.3	7.3	48.1	90.1	28.6	67.5	53.0	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	26.6	5.9	94.9	18.3	7.3	48.1	90.1	28.6	67.5	53.0	38.9
LOS by Move:	D	C	A	F	B	A	D	F	C	E	D	D
HCM2kAvgQ:	6	25	5	7	12	2	6	8	2	9	4	3

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #7 SR 65 & Sterling Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 9 Average Delay (sec/veh): 19.2
Optimal Cycle: 127 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	1786	1006	33	1336	0	0	0	0	509	0	24
Growth Adj:	1.00	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	1786	1006	33	1336	0	0	0	0	509	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1860	1048	34	1392	0	0	0	0	530	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1860	1048	34	1392	0	0	0	0	530	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1860	1048	34	1392	0	0	0	0	530	0	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.81	0.90	0.90	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3437	1537	1718	3437	0	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.68	0.02	0.40	0.00	0.00	0.00	0.00	0.15	0.00	0.02
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.73	0.73	0.02	0.75	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.74	0.94	0.94	0.54	0.00	0.00	0.00	0.00	0.94	0.00	0.10
Delay/Veh:	0.0	9.4	26.1	172.0	5.6	0.0	0.0	0.0	0.0	64.8	0.0	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	26.1	172.0	5.6	0.0	0.0	0.0	0.0	64.8	0.0	35.9
LOS by Move:	A	A	C	F	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	19	33	3	10	0	0	0	0	12	0	1

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #8 Joiner Pkwy & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	2	0	2 0 1	1	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	138	180	231	59	230	60	44	389	39	433	779	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	180	231	59	230	60	44	389	39	433	779	155
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	138	180	0	59	230	0	44	389	0	433	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	180	0	59	230	0	44	389	0	433	779	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00	1.10	1.00	0.00
FinalVolume:	152	180	0	65	230	0	44	389	0	476	779	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.02	0.08	0.00	0.03	0.13	0.00	0.16	0.26	0.00
Crit Volume:	76				115			195		238		
Crit Moves:	****				****			****		****		

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #9 Joiner Pkwy & Sterling Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	1090	29	125	36	16	53	53	182	507	117	389	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1090	29	125	36	16	53	53	182	507	117	389	64
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1090	29	0	36	16	53	53	182	0	117	389	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1090	29	0	36	16	53	53	182	0	117	389	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	1199	29	0	36	16	53	53	182	0	129	389	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	1500	1500	1500	1500	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.40	0.02	0.00	0.02	0.01	0.04	0.04	0.06	0.00	0.04	0.13	0.04
Crit Volume:	600					53	53				195	
Crit Moves:	****					****	****				****	

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #10 E. Lincoln Pkwy & Del Webb (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 0 Average Delay (sec/veh): 15.8
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:	1	0 1	0 1	1	0 0	1 0	0	1 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	393	250	228	224	0	2	1	1	55	1	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	393	250	228	224	0	2	1	1	55	1	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	1	405	258	235	231	0	2	1	1	57	1	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	405	258	235	231	0	2	1	1	57	1	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	405	258	235	231	0	2	1	1	57	1	161
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.50	0.50	0.98	0.02	1.00
Final Sat.:	510	560	622	536	578	0	410	228	228	444	8	535
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.41	0.44	0.40	xxxx	0.01	0.00	0.00	0.13	0.13	0.30
Crit Moves:		****		****			****					****
Delay/Veh:	9.6	23.4	12.1	14.1	12.5	0.0	10.8	9.9	9.9	11.3	11.3	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	23.4	12.1	14.1	12.5	0.0	10.8	9.9	9.9	11.3	11.3	11.5
LOS by Move:	A	C	B	B	B	*	B	A	A	B	B	B
ApproachDel:		19.0			13.3			10.3			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.0			13.3			10.3			11.5	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	0.0	2.2	0.7	0.7	0.6	0.6	0.0	0.0	0.0	0.1	0.1	0.4

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #11 E. Lincoln Pkwy & Del Webb (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	3	562	313	62	210	13	29	17	5	109	9	55
Growth Adj:	1.00	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	562	313	62	210	13	29	17	5	109	9	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	562	313	62	210	13	29	17	5	109	9	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	562	313	62	210	13	29	17	5	109	9	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	562	313	62	210	13	29	17	5	109	9	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	1.00	1.00	1.00	1.00	0.14	0.86
Final Sat.:	1500	1500	1500	1500	1413	87	1500	1500	1500	1500	211	1289
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.21	0.04	0.15	0.15	0.02	0.01	0.00	0.07	0.04	0.04
Crit Volume:		562		62				17		109		
Crit Moves:		****		****				****		****		

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #12 Ferrari Ranch Rd & Ingram Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.152
Loss Time (sec):	0	Average Delay (sec/veh):	85.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	65	0	168	0	0	0	0	628	73	51	633	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:	65	0	168	0	0	0	0	628	73	51	633	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	69	0	179	0	0	0	0	668	78	54	673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	179	0	0	0	0	668	78	54	673	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	0	179	0	0	0	0	668	78	54	673	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	456	0	536	0	0	0	0	586	656	537	585	0
Capacity Analysis Module:												
Vol/Sat:	0.15	xxxx	0.33	xxxx	xxxx	xxxx	xxxx	1.14	0.12	0.10	1.15	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	12.0	0.0	12.7	0.0	0.0	0.0	0.0	105	8.9	10.1	109	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	0.0	12.7	0.0	0.0	0.0	0.0	105	8.9	10.1	109	0.0
LOS by Move:	B	*	B	*	*	*	*	F	A	B	F	*
ApproachDel:		12.5			xxxxxx			94.8			101.7	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		12.5			xxxxxx			94.8			101.7	
LOS by Appr:		B			*			F			F	
AllWayAvgQ:	0.2	0.0	0.5	0.0	0.0	0.0	0.0	15.6	0.1	0.1	16.3	0.0

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #13 Ferrari Ranch Rd & Sun City Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.391
Loss Time (sec):	0	Average Delay (sec/veh):	140.7
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	769	24	84	563	0	0	0	0	123	0	99
Growth Adj:	1.00	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	769	24	84	563	0	0	0	0	123	0	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	827	26	90	605	0	0	0	0	132	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	827	26	90	605	0	0	0	0	132	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	827	26	90	605	0	0	0	0	132	0	106
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:	0.00	1.00	1.00	0.13	0.87	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	595	670	77	518	0	0	0	0	459	0	540
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.39	0.04	1.17	1.17	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.20
Crit Moves:		****			****					****		
Delay/Veh:	0.0	204	8.3	114.5	115	0.0	0.0	0.0	0.0	13.7	0.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	204	8.3	114.5	115	0.0	0.0	0.0	0.0	13.7	0.0	11.0
LOS by Move:	*	F	A	F	F	*	*	*	*	B	*	B
ApproachDel:	198.0			114.5			xxxxxx			12.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	198.0			114.5			xxxxxx			12.5		
LOS by Appr:	F			F			*			B		
AllWayAvgQ:	0.0	32.2	0.0	17.5	17.5	17.5	0.0	0.0	0.0	0.4	0.0	0.2

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #14 SR 193 & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	9	Average Delay (sec/veh):	45.9
Optimal Cycle:	158	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	36	343	648	0	214	45	119	685	36	393	487	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	343	648	0	214	45	119	685	36	393	487	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	38	365	689	0	228	48	127	729	38	418	518	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	365	689	0	228	48	127	729	38	418	518	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	365	689	0	228	48	127	729	38	418	518	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	1.00	0.85	1.00	1.00	0.85	0.90	0.90	0.81	0.90	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1022	1900	1615	1900	1900	1615	1718	3437	1537	1718	3190	216
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.43	0.00	0.12	0.03	0.07	0.21	0.02	0.24	0.16	0.16
Crit Moves:			****					****		****		
Green/Cycle:	0.44	0.44	0.44	0.00	0.44	0.44	0.15	0.22	0.22	0.25	0.32	0.32
Volume/Cap:	0.09	0.44	0.97	0.00	0.27	0.07	0.50	0.97	0.11	0.97	0.50	0.50
Delay/Veh:	16.4	19.8	53.6	0.0	18.0	16.2	40.9	64.1	31.5	72.4	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	19.8	53.6	0.0	18.0	16.2	40.9	64.1	31.5	72.4	27.7	27.7
LOS by Move:	B	B	D	A	B	B	D	E	C	E	C	C
HCM2kAvgQ:	1	8	27	0	4	1	4	17	1	18	8	8

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #15 SR 193 & East Ave

Cycle (sec):	60					Critical Vol./Cap.(X):					0.610				
Loss Time (sec):	9					Average Delay (sec/veh):					14.7				
Optimal Cycle:	39					Level Of Service:					B				
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		293	0	138		107	559	0		1	337	91	
Growth Adj:	1.00	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		293	0	138		107	559	0		1	337	91	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	0	0	0		322	0	152		118	614	0		1	370	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		322	0	152		118	614	0		1	370	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	
FinalVolume:	0	0	0		322	0	152		118	614	0		1	370	100	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.95	1.00	0.85		0.90	0.95	1.00		0.90	0.95	0.81	
Lanes:	0.00	1.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Sat.:	0	1900	0		1809	0	1615		1718	1809	0		1718	1809	1537	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.18	0.00	0.09		0.07	0.34	0.00		0.00	0.20	0.07	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.29	0.00	0.29		0.14	0.56	0.00		0.00	0.42	0.42	
Volume/Cap:	0.00	0.00	0.00		0.61	0.00	0.32		0.49	0.61	0.00		0.61	0.49	0.16	
Delay/Veh:	0.0	0.0	0.0		20.4	0.0	17.0		25.4	10.0	0.0		282.9	13.3	11.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		20.4	0.0	17.0		25.4	10.0	0.0		282.9	13.3	11.0	
LOS by Move:	A	A	A		C	A	B		C	B	A		F	B	B	
HCM2kAvgQ:	0	0	0		6	0	2		3	8	0		0	5	1	

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #17 Twelve Bridges Dr & Sierra College Bl

Average Delay (sec/veh): 159.0 Worst Case Level Of Service: F[1160.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Ignore				Include				Ignore				Include			
Lanes:	1	0	1	0 0	0	0	1	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	190	862	0		0	387	90		241	0	111		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	862	0		0	387	90		241	0	111		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.00		0.92	0.92	0.92		0.92	0.92	0.00		0.92	0.92	0.92	
PHF Volume:	207	937	0		0	421	98		262	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	207	937	0		0	421	98		262	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx			6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx			3.3	xxxxx	xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	518	xxxx	xxxxx		xxxx	xxxx	xxxxx		1771	xxxx		421	xxxx	xxxx	xxxxx	
Potent Cap.:	1058	xxxx	xxxxx		xxxx	xxxx	xxxxx		93	xxxx		637	xxxx	xxxx	xxxxx	
Move Cap.:	1058	xxxx	xxxxx		xxxx	xxxx	xxxxx		79	xxxx		637	xxxx	xxxx	xxxxx	
Volume/Cap:	0.20	xxxx	xxxx		xxxx	xxxx	xxxx		3.33	xxxx		0.00	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		26.6	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		1160	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		F	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				1160.5				xxxxxx			
ApproachLOS:	*				*				F				*			

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #18 Twelve Bridges Dr & E Lincoln Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	15	562	248	81	167	86	282	415	15	135	184	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	562	248	81	167	86	282	415	15	135	184	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	562	248	81	167	86	282	415	15	135	184	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	562	248	81	167	86	282	415	15	135	184	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	562	248	81	167	86	282	415	15	135	184	77
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.17	0.05	0.11	0.06	0.19	0.14	0.01	0.09	0.06	0.05
Crit Volume:		562			81			282			92	
Crit Moves:		****			****			****			****	

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 9 Average Delay (sec/veh): 11.5
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 1	0	0 0	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	59	3	255	0	0	0	262	297	0	0	347	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	3	255	0	0	0	262	297	0	0	347	149
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	64	3	0	0	0	0	285	323	0	0	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	3	0	0	0	0	285	323	0	0	377	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	3	0	0	0	0	285	323	0	0	377	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1615	1900	1900	0	0	0	1805	3610	0	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.16	0.09	0.00	0.00	0.10	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.11	0.11	0.00	0.00	0.00	0.00	0.44	0.74	0.00	0.00	0.29	0.00
Volume/Cap:	0.36	0.02	0.00	0.00	0.00	0.00	0.36	0.12	0.00	0.00	0.36	0.00
Delay/Veh:	25.9	23.7	0.0	0.0	0.0	0.0	11.3	2.3	0.0	0.0	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	23.7	0.0	0.0	0.0	0.0	11.3	2.3	0.0	0.0	16.9	0.0
LOS by Move:	C	C	A	A	A	A	B	A	A	A	B	A
HCM2kAvgQ:	2	0	0	0	0	0	4	1	0	0	3	0

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	9	Average Delay (sec/veh):	10.7
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	0 0	1	0	1 0	0	0	1 0
Volume Module:												
Base Vol:	0	0	0	127	0	113	26	447	0	0	120	298
Growth Adj:	1.00	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	127	0	113	26	447	0	0	120	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	0	0	0	135	0	120	28	476	0	0	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	120	28	476	0	0	128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	135	0	120	28	476	0	0	128	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.02	0.25	0.00	0.00	0.07	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.12	0.65	0.00	0.00	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.38	0.13	0.38	0.00	0.00	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	21.7	0.0	21.7	23.8	5.0	0.0	0.0	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.7	0.0	21.7	23.8	5.0	0.0	0.0	7.1	0.0
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	1	4	0	0	1	0

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	0	Average Delay (sec/veh):	23.4
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 0	1	0	1 0	0	1	0 1
Volume Module:												
Base Vol:	469	1	70	0	0	1	2	112	118	78	240	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:	469	1	70	0	0	1	2	112	118	78	240	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	504	1	75	0	0	1	2	120	0	84	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1	75	0	0	1	2	120	0	84	258	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	504	1	75	0	0	1	2	120	0	84	258	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.01	0.13	0.00	0.00	1.00	0.02	0.98	1.00	1.00	1.00	0.00
Final Sat.:	582	1	87	0	0	584	9	501	566	506	545	0
Capacity Analysis Module:												
Vol/Sat:	0.87	0.87	0.87	xxxx	xxxx	0.00	0.24	0.24	0.00	0.17	0.47	xxxx
Crit Moves:			****			****		****			****	
Delay/Veh:	31.9	31.9	31.9	0.0	0.0	8.6	11.3	11.3	0.0	10.8	14.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	31.9	0.0	0.0	8.6	11.3	11.3	0.0	10.8	14.2	0.0
LOS by Move:	D	D	D	*	*	A	B	B	*	B	B	*
ApproachDel:	31.9			8.6			11.3			13.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.9			8.6			11.3			13.3		
LOS by Appr:	D			A			B			B		
AllWayAvgQ:	4.4	4.4	4.4	0.0	0.0	0.0	0.3	0.3	0.0	0.2	0.8	0.8

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #22 Sierra College Blvd & English Colony Way

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: D[32.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	857		4	51	470		0	0		0		3		0	165
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
Initial Bse:	0	857		4	51	470		0	0		0		3		0	165
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91		0.91		0.91		0.91	0.91
PHF Volume:	0	942		4	56	516		0	0		0		3		0	181
Reduct Vol:	0	0		0	0	0		0	0		0		0		0	0
FinalVolume:	0	942		4	56	516		0	0		0		3		0	181
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4		6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		946	xxxx	xxxxx		xxxx	xxxx	xxxxx		1573	1573		944
Potent Cap.:	xxxx	xxxx	xxxxx		734	xxxx	xxxxx		xxxx	xxxx	xxxxx		123	111		321
Move Cap.:	xxxx	xxxx	xxxxx		734	xxxx	xxxxx		xxxx	xxxx	xxxxx		115	103		321
Volume/Cap:	xxxx	xxxx	xxxx		0.08	xxxx	xxxx		xxxx	xxxx	xxxx		0.03	0.00		0.57
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.3	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	311	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	3.6	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	32.2	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	D	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				32.2			
ApproachLOS:	*				*				*				D			

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #23 Sierra College Blvd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 9 Average Delay (sec/veh): 12.1
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	746		22	84	543		9	82		9	9	31		10	1
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	2	746		22	84	543		9	82		9	9	31		10	1
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.98	0.98		0.98	0.98	0.98		0.98	0.98		0.98	0.98	0.98		0.98	0.98
PHF Volume:	2	761		22	86	554		9	84		9	9	32		10	1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	2	761		22	86	554		9	84		9	9	32		10	1
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	2	761		22	86	554		9	84		9	9	32		10	1
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	0.95	1.00		1.00	0.76	0.76		0.76	0.82	0.82		0.82
Lanes:	1.00	0.97		0.03	1.00	0.98		0.02	0.82	0.09		0.09	0.74	0.24		0.02
Final Sat.:	1805	1838		54	1805	1865		31	1182	130		130	1147	370		37
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41		0.41	0.05	0.30		0.30	0.07	0.07		0.07	0.03	0.03		0.03
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.71		0.71	0.08	0.79		0.79	0.12	0.12		0.12	0.12	0.12		0.12
Volume/Cap:	0.38	0.59		0.59	0.59	0.38		0.38	0.59	0.59		0.59	0.23	0.23		0.23
Delay/Veh:	88.8	8.0		8.0	50.3	3.4		3.4	46.6	46.6		46.6	40.4	40.4		40.4
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:	88.8	8.0		8.0	50.3	3.4		3.4	46.6	46.6		46.6	40.4	40.4		40.4
LOS by Move:	F	A		A	D	A		A	D	D		D	D	D		D
HCM2kAvgQ:	0	12		12	4	5		5	4	4		4	1	1		1

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #24 Sierra Collage & Bankhead

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[33.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	1	10		18	1	0		2	446	2		7	771	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	1	10		18	1	0		2	446	2		7	771	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1	10		18	1	0		2	446	2		7	771	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	2	1	10		18	1	0		2	446	2		7	771	42	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	xxxxx		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	xxxxx		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1258	1278	447		1263	1258	xxxxx		813	xxxx	xxxxx		448	xxxx	xxxxx	
Potent Cap.:	149	168	616		148	172	xxxxx		823	xxxx	xxxxx		1123	xxxx	xxxxx	
Move Cap.:	148	166	616		144	171	xxxxx		823	xxxx	xxxxx		1123	xxxx	xxxxx	
Volume/Cap:	0.01	0.01	0.02		0.12	0.01	xxxx		0.00	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx		8.2	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	363	xxxxx		145	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.1	xxxxx		0.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	15.3	xxxxx		33.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	C	*		D	*	*		*	*	*		*	*	*	
ApproachDel:	15.3				33.5				xxxxxx				xxxxxx			
ApproachLOS:	C				D				*				*			

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #25 Sierra College Blvd & Taylor Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): 30.6
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	78	625	83		24	353	95		135	345	86		145	244	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	78	625	83		24	353	95		135	345	86		145	244	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	87	694	92		27	392	106		150	383	96		161	271	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	694	92		27	392	106		150	383	96		161	271	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	87	694	92		27	392	106		150	383	96		161	271	38	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.85		0.95	1.00	0.85		0.95	1.00	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	1900	1615		1805	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.37	0.06		0.01	0.21	0.07		0.08	0.20	0.06		0.09	0.14	0.02	
Crit Moves:		****				****					****			****		
Green/Cycle:	0.10	0.50	0.50		0.02	0.42	0.42		0.15	0.28	0.28		0.12	0.25	0.25	
Volume/Cap:	0.49	0.73	0.11		0.73	0.49	0.15		0.57	0.73	0.21		0.73	0.57	0.09	
Delay/Veh:	44.8	22.5	13.3		102.4	21.5	17.9		42.5	37.9	28.1		54.0	34.2	28.7	
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:	44.8	22.5	13.3		102.4	21.5	17.9		42.5	37.9	28.1		54.0	34.2	28.7	
LOS by Move:	D	C	B		F	C	B		D	D	C		D	C	C	
HCM2kAvgQ:	3	18	1		2	9	2		5	12	2		6	8	1	

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #26 Sierra College & Brace

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 Average Delay (sec/veh): 14.1
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	717	102	83	478	0	0	0	73	62	0	103
Growth Adj:	1.00	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	717	102	83	478	0	0	0	73	62	0	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	717	102	83	478	0	0	0	73	62	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	717	102	83	478	0	0	0	73	62	0	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	717	102	83	478	0	0	0	73	62	0	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.87	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	1644	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.06	0.05	0.25	0.00	0.00	0.00	0.04	0.03	0.00	0.06
Crit Moves:		****		****					****	****		
Green/Cycle:	0.00	0.69	0.69	0.08	0.78	0.00	0.00	0.00	0.08	0.06	0.00	0.14
Volume/Cap:	0.00	0.55	0.09	0.55	0.32	0.00	0.00	0.00	0.55	0.55	0.00	0.44
Delay/Veh:	0.0	8.1	5.1	48.0	3.5	0.0	0.0	0.0	48.8	50.9	0.0	40.4
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:	0.0	8.1	5.1	48.0	3.5	0.0	0.0	0.0	48.8	50.9	0.0	40.4
LOS by Move:	A	A	A	D	A	A	A	A	D	D	A	D
HCM2kAvgQ:	0	11	1	3	4	0	0	0	3	3	0	3

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #27 Sierra College Blvd & Granite Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	94	677	64	62	489	97	39	32	150	113	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	677	64	62	489	97	39	32	150	113	25	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	677	64	62	489	97	39	32	150	113	25	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	677	64	62	489	97	39	32	150	113	25	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	94	677	64	62	489	97	39	32	165	113	25	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	3000	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.04	0.04	0.16	0.06	0.03	0.02	0.06	0.08	0.02	0.02
Crit Volume:		339		62					83	113		
Crit Moves:		****		****					****	****		

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.255
Loss Time (sec): 0 Average Delay (sec/veh): 13.2
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	7	690	61	0	723	8	7	0	14	289	6	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	690	61	0	723	8	7	0	14	289	6	174
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	8	750	0	0	786	9	8	0	15	314	7	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	750	0	0	786	9	8	0	15	314	7	189
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	750	0	0	786	9	8	0	15	314	7	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.95	1.00	0.85	0.92	0.86	0.86
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.07	1.93
Final Sat.:	1805	5187	1900	0	5187	1615	1805	0	1615	3502	108	3141
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.15	0.01	0.00	0.00	0.01	0.09	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.61	0.00	0.00	0.59	0.59	0.03	0.00	0.04	0.35	0.36	0.36
Volume/Cap:	0.25	0.24	0.00	0.00	0.25	0.01	0.17	0.00	0.25	0.25	0.17	0.17
Delay/Veh:	53.0	8.9	0.0	0.0	9.7	8.3	49.4	0.0	49.1	23.2	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	8.9	0.0	0.0	9.7	8.3	49.4	0.0	49.1	23.2	21.6	21.6
LOS by Move:	D	A	A	A	A	A	D	A	D	C	C	C
HCM2kAvgQ:	1	4	0	0	4	0	0	0	1	4	2	2

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 9 Average Delay (sec/veh): 14.0
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	804	2	2	597	181	350	1	40	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	804	2	2	597	181	350	1	40	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	874	2	2	649	0	380	1	43	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	874	2	2	649	0	380	1	43	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	874	2	2	649	0	380	1	43	0	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	1.00	0.92	0.95	0.85	1.00	1.00	0.85
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	6916	1615	3502	3610	1900	3502	3610	1615	1900	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.18	0.00	0.11	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.00	0.56	0.56	0.00	0.57	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.22	0.00	0.22	0.32	0.00	0.32	0.00	0.08	0.00	0.00	xxxx
Delay/Veh:	0.0	10.9	9.5	61.1	11.5	0.0	24.4	21.6	22.3	0.0	0.0	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:	0.0	10.9	9.5	61.1	11.5	0.0	24.4	21.6	22.3	0.0	0.0	0.0
LOS by Move:	A	B	A	E	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	4	0	0	5	0	4	0	1	0	0	0

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #30 Ferrari Ranch Rd & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	9	133	0	0	83	187	252	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	133	0	0	83	187	252	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	133	0	0	83	187	252	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	133	0	0	83	187	252	0	24	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	133	0	0	83	187	252	0	24	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	567	618	0	0	633	724	584	0	718	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	xxxx	xxxx	0.13	0.26	0.43	xxxx	0.03	xxxx	xxxx	xxxx
Crit Moves:		****				****	****					
Delay/Veh:	8.9	9.7	0.0	0.0	9.0	9.1	12.9	0.0	7.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	9.7	0.0	0.0	9.0	9.1	12.9	0.0	7.6	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	B	*	A	*	*	*
ApproachDel:		9.7			9.0			12.4			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.7			9.0			12.4			xxxxxx	
LOS by Appr:		A			A			B			*	
AllWayAvgQ:	0.0	0.2	0.0	0.0	0.1	0.3	0.7	0.0	0.0	0.0	0.0	0.0

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #31 Sierra College Blvd & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	626	492	0	0	177	18	4	0	306	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	626	492	0	0	177	18	4	0	306	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	626	492	0	0	177	18	4	0	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	492	0	0	177	18	4	0	306	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	492	0	0	177	18	4	0	306	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.32	0.00	0.00	0.11	0.01	0.00	0.00	0.20	0.00	0.00	0.00
Crit Volume:	626				177				306	0		
Crit Moves:	****				****				****			

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #32 Virginiatown Rd & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 0 Average Delay (sec/veh): 9.8
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	1 0	1 0	0	0 0	1 0	0	1 0	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	191	105	89	0	53	5	14	26	157	61	18	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:	191	105	89	0	53	5	14	26	157	61	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	105	89	0	53	5	14	26	157	61	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	105	89	0	53	5	14	26	157	61	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	105	89	0	53	5	14	26	157	61	18	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.99	0.55	0.46	0.00	0.91	0.09	0.35	0.65	1.00	1.00	1.00	0.00
Final Sat.:	602	382	325	0	557	53	204	378	681	539	582	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.27	0.27	xxxx	0.10	0.10	0.07	0.07	0.23	0.11	0.03	xxxx
Crit Moves:	****				****				****	****		
Delay/Veh:	11.1	9.5	9.5	0.0	9.2	9.2	9.0	9.0	9.1	9.8	8.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	9.5	9.5	0.0	9.2	9.2	9.0	9.0	9.1	9.8	8.7	0.0
LOS by Move:	B	A	A	*	A	A	A	A	A	A	A	*
ApproachDel:	10.3			9.2			9.1			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			9.2			9.1			9.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.4	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.3	0.1	0.0	0.0

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

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #33 SR 193 & Village 1 Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	90	26	82	0	20	80	180	589	214	123	800	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:	90	26	82	0	20	80	180	589	214	123	800	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	26	82	0	20	80	180	589	214	123	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	26	82	0	20	80	180	589	214	123	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	26	82	0	20	80	180	589	214	123	800	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.05	0.00	0.01	0.05	0.12	0.20	0.14	0.08	0.27	0.00
Crit Volume:	90					80	180				400	
Crit Moves:	****					****	****				****	

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #34 Oak Tree Ln & Village 1 Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	36	0	52	118	293	0	0	229	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:	0	0	0	36	0	52	118	293	0	0	229	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	52	118	293	0	0	229	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	52	118	293	0	0	229	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	52	118	293	0	0	229	97
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.08	0.19	0.00	0.00	0.15	0.06
Crit Volume:	0					52	118				229	
Crit Moves:						****	****				****	

Lincoln Village 1
Existing Plus Village 1 Buildout
PM Peak Hour

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

Intersection #116 SR 193 & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	199	74	7	49	78	124	255	725	362	10	589	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	74	7	49	78	124	255	725	362	10	589	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	212	79	7	52	83	132	271	771	385	11	627	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	79	7	52	83	132	271	771	385	11	627	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	79	7	52	83	132	271	771	385	11	627	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.00	0.03	0.04	0.08	0.16	0.22	0.25	0.01	0.18	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.19	0.19	0.19	0.13	0.13	0.13	0.26	0.54	0.54	0.01	0.30	0.30
Volume/Cap:	0.61	0.22	0.02	0.22	0.33	0.61	0.61	0.41	0.46	0.46	0.61	0.24
Delay/Veh:	40.3	34.4	32.9	39.1	40.0	46.0	35.3	13.7	14.4	63.0	31.3	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	34.4	32.9	39.1	40.0	46.0	35.3	13.7	14.4	63.0	31.3	26.9
LOS by Move:	D	C	C	D	D	D	D	B	B	E	C	C
HCM2kAvgQ:	7	2	0	2	3	5	8	7	7	1	9	3

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

INTERSECTION LOS WORKSHEETS
EXISTING PLUS PHASE 1 CONDITIONS

Lincoln Village 1
Existing Plus Project Specific
AM Peak hour

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
# 19 Twelve Bridges Dr & SR 65 N/B	A	6.9	0.340	A	6.9	0.340	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	11.7	0.259	B	11.7	0.259	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	B	10.7	0.386	B	10.7	0.386	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	B	15.1	0.325	B	15.1	0.325	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	B	10.5	0.441	B	10.5	0.441	+ 0.000 D/V

Lincoln Village 1
Existing Plus Project Specific
AM Peak hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec):	60					Critical Vol./Cap.(X):					0.340						
Loss Time (sec):	9					Average Delay (sec/veh):					6.9						
Optimal Cycle:	26					Level Of Service:					A						
Approach:	North Bound					South Bound					East Bound					West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ignore					Include					Include					Ignore				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	1	0	0	1	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	28	8	271			0	0	0			95	251	0			0	687	138		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	28	8	271			0	0	0			95	251	0			0	687	138		
User Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
PHF Adj:	0.92	0.92	0.00			0.92	0.92	0.92			0.92	0.92	0.92			0.92	0.92	0.00		
PHF Volume:	30	9	0			0	0	0			103	273	0			0	747	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	30	9	0			0	0	0			103	273	0			0	747	0		
PCE Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
MLF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
FinalVolume:	30	9	0			0	0	0			103	273	0			0	747	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.83	0.98	1.00			1.00	1.00	1.00			0.93	0.93	1.00			1.00	0.93	1.00		
Lanes:	1.00	1.00	1.00			0.00	0.00	0.00			1.00	2.00	0.00			0.00	2.00	1.00		
Final Sat.:	1583	1862	1900			0	0	0			1769	3538	0			0	3538	1900		
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.00	0.00			0.00	0.00	0.00			0.06	0.08	0.00			0.00	0.21	0.00		
Crit Moves:	****										****						****			
Green/Cycle:	0.06	0.06	0.00			0.00	0.00	0.00			0.17	0.79	0.00			0.00	0.62	0.00		
Volume/Cap:	0.34	0.08	0.00			0.00	0.00	0.00			0.34	0.10	0.00			0.00	0.34	0.00		
Delay/Veh:	29.5	27.2	0.0			0.0	0.0	0.0			22.5	1.4	0.0			0.0	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:	29.5	27.2	0.0			0.0	0.0	0.0			22.5	1.4	0.0			0.0	5.5	0.0		
LOS by Move:	C	C	A			A	A	A			C	A	A			A	A	A		
HCM2kAvgQ:	1	0	0			0	0	0			2	1	0			0	4	0		

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

Lincoln Village 1
Existing Plus Project Specific
AM Peak hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.259
Loss Time (sec): 9 Average Delay (sec/veh): 11.7
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	0 0 1	1	0	1 0	0	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	167	0	185	10	167	0	0	142	571
Growth Adj:	1.00	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	167	0	185	10	167	0	0	142	571
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	0	0	0	178	0	197	11	178	0	0	151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	197	11	178	0	0	151	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	178	0	197	11	178	0	0	151	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.98	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1862	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.01	0.10	0.00	0.00	0.08	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.48	0.03	0.37	0.00	0.00	0.34	0.00
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.26	0.24	0.26	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	9.1	0.0	9.4	31.4	13.4	0.0	0.0	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.1	0.0	9.4	31.4	13.4	0.0	0.0	14.3	0.0
LOS by Move:	A	A	A	A	A	A	C	B	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	2	0	2	0	0	2	0

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

Lincoln Village 1
Existing Plus Project Specific
AM Peak hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			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	1	0 0	1	0	0 1 0
Volume Module:												
Base Vol:	183	0	52	0	2	1	0	172	363	146	184	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:	183	0	52	0	2	1	0	172	363	146	184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	197	0	56	0	2	1	0	185	0	157	198	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	0	56	0	2	1	0	185	0	157	198	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	197	0	56	0	2	1	0	185	0	157	198	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.01	0.22	0.00	0.67	0.33	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	510	0	145	0	398	199	0	619	701	595	649	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.39	xxxx	0.01	0.01	xxxx	0.30	0.00	0.26	0.30	xxxx
Crit Moves:	****					****		****			****	
Delay/Veh:	11.3	11.3	11.3	0.0	8.5	8.5	0.0	10.5	0.0	10.6	10.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	0.0	8.5	8.5	0.0	10.5	0.0	10.6	10.4	0.0
LOS by Move:	B	B	B	*	A	A	*	B	*	B	B	*
ApproachDel:	11.3			8.5			10.5			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			8.5			10.5			10.5		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.4	0.4	0.0	0.3	0.4	0.4

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

Lincoln Village 1
Existing Plus Project Specific
AM Peak hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	413	37	0	678	8	0	0	5	567	6	230
Growth Adj:	1.00	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	413	37	0	678	8	0	0	5	567	6	230
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	449	0	0	737	9	0	0	5	616	7	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	449	0	0	737	9	0	0	5	616	7	250
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	449	0	0	737	9	0	0	5	616	7	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	0.83	1.00	1.00	0.83	0.90	0.84	0.84
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.05	1.95
Final Sat.:	1900	5083	1900	0	5083	1583	1900	0	1583	3432	81	3099
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.14	0.01	0.00	0.00	0.00	0.18	0.08	0.08
Crit Moves:	****				****			****			****	
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.55	0.55	0.55
Volume/Cap:	0.00	0.20	0.00	0.00	0.32	0.01	0.00	0.00	xxxx	0.32	0.15	0.15
Delay/Veh:	0.0	16.8	0.0	0.0	18.0	15.4	0.0	0.0	0.0	12.3	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	0.0	0.0	18.0	15.4	0.0	0.0	0.0	12.3	10.9	10.9
LOS by Move:	A	B	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	0	3	0	0	5	0	0	0	0	5	2	2

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

Lincoln Village 1
Existing Plus Project Specific
AM Peak hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 9 Average Delay (sec/veh): 10.5
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	509	1	0	1031	116	185	1	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	509	1	0	1031	116	185	1	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	553	1	0	1121	0	201	1	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	553	1	0	1121	0	201	1	134	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	553	1	0	1121	0	201	1	134	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.97	0.93	1.00	0.81	0.93	0.83	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	6778	1583	3686	3538	1900	3070	3538	1583	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.32	0.00	0.07	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.72	0.72	0.00	0.72	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	0.11	0.00	0.00	0.44	0.00	0.34	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	4.3	4.0	0.0	5.9	0.0	35.3	32.7	36.7	0.0	0.0	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:	0.0	4.3	4.0	0.0	5.9	0.0	35.3	32.7	36.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	C	D	A	A	A
HCM2kAvgQ:	0	1	0	0	8	0	3	0	4	0	0	0

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 SR 65 & Wise Rd	E	39.5	0.130	E	39.5	0.130	+ 0.000 D/V
# 2 SR 65 & Gladding Rd	F	82.6	0.475	F	82.6	0.475	+ 0.000 D/V
# 3 SR 65 & 7th Street	C	33.4	0.879	C	33.4	0.879	+ 0.000 D/V
# 4 SR 65 & SR 193 (McBean Park Dr	E	59.2	1.036	E	59.2	1.036	+ 0.000 D/V
# 5 SR 65 & 1st St	E	65.1	1.081	E	65.1	1.081	+ 0.000 D/V
# 6 SR 65 & Ferrari Ranch Rd	C	25.2	0.752	C	25.2	0.752	+ 0.000 D/V
# 7 SR 65 & Sterling Pkwy	B	19.9	0.945	B	19.9	0.945	+ 0.000 D/V
# 8 Joiner Pkwy & Ferrari Ranch Rd	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
# 9 Joiner Pkwy & Sterling Pkwy	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 10 E. Lincoln Pkwy & Del Webb (N)	B	12.6	0.546	B	12.6	0.546	+ 0.000 V/C
# 11 E. Lincoln Pkwy & Del Webb (S)	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000 V/C
# 12 Ferrari Ranch Rd & Ingram Pkwy	D	34.9	0.985	D	34.9	0.985	+ 0.000 V/C
# 13 Ferrari Ranch Rd & Sun City Bl	D	28.2	0.918	D	28.2	0.918	+ 0.000 V/C
# 14 SR 193 & Ferrari Ranch Rd	C	27.8	0.584	C	27.8	0.584	+ 0.000 D/V
# 15 SR 193 & East Ave	B	14.3	0.598	B	14.3	0.598	+ 0.000 D/V
# 17 Twelve Bridges Dr & Sierra Col	E	40.0	0.339	E	40.0	0.339	+ 0.000 D/V
# 18 Twelve Bridges Dr & E Lincoln	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 19 Twelve Bridges Dr & SR 65 N/B	B	12.4	0.373	B	12.4	0.373	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	10.8	0.327	B	10.8	0.327	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	E	35.2	0.979	E	35.2	0.979	+ 0.000 V/C
# 22 Sierra College Blvd & English	C	16.0	0.161	C	16.0	0.161	+ 0.000 D/V
# 23 Sierra College Blvd & King Rd	B	12.5	0.488	B	12.5	0.488	+ 0.000 D/V
# 24 Sierra Collage & Bankhead	C	23.3	0.105	C	23.3	0.105	+ 0.000 D/V

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Sierra College Blvd & Taylor R	C	28.7	0.612	C	28.7	0.612	+ 0.000 D/V
# 26 Sierra College & Brace	B	14.3	0.526	B	14.3	0.526	+ 0.000 D/V
# 27 Sierra College Blvd & Granite	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	B	13.9	0.239	B	13.9	0.239	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	B	11.9	0.280	B	11.9	0.280	+ 0.000 D/V
#116 SR 193 & Oak Tree Ln	B	17.7	0.588	B	17.7	0.588	+ 0.000 D/V

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #1 SR 65 & Wise Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: E[39.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	755		4	30	760		1	2	9		15	5	3		31
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	755		4	30	760		1	2	9		15	5	3		31
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89
PHF Volume:	7	848		4	34	854		1	2	10		17	6	3		35
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	7	848		4	34	854		1	2	10		17	6	3		35
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5		6.2	7.1	6.5		6.2
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0		3.3	3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	855	xxxx	xxxxx		853	xxxx	xxxxx		1805	1788		854	1799	1787		851
Potent Cap.:	772	xxxx	xxxxx		774	xxxx	xxxxx		62	82		361	63	82		363
Move Cap.:	772	xxxx	xxxxx		774	xxxx	xxxxx		52	78		361	52	78		363
Volume/Cap:	0.01	xxxx	xxxx		0.04	xxxx	xxxx		0.04	0.13		0.05	0.11	0.04		0.10
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.7	xxxx	xxxxx		9.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	133	xxxxx		xxxx	177	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.8	xxxxx		xxxxx	0.9	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	39.5	xxxxx		xxxxx	31.9	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	E	*		*	D	*	
ApproachDel:	xxxxxx				xxxxxx				39.5				31.9			
ApproachLOS:	*				*				E				D			

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #2 SR 65 & Gladding Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: F[82.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:		1	765	144		1	821	0		0	0	0		34	0	2
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:		1	765	144		1	821	0		0	0	0		34	0	2
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89
PHF Volume:		1	860	162		1	922	0		0	0	0		38	0	2
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
FinalVolume:		1	860	162		1	922	0		0	0	0		38	0	2
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5		6.2
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	922	xxxx	xxxxx		1021	xxxx	xxxxx		xxxx	xxxx	xxxxx		1867	1867		940
Potent Cap.:	728	xxxx	xxxxx		668	xxxx	xxxxx		xxxx	xxxx	xxxxx		81	73		322
Move Cap.:	728	xxxx	xxxxx		668	xxxx	xxxxx		xxxx	xxxx	xxxxx		80	73		322
Volume/Cap:	0.00	xxxx	xxxx		0.00	xxxx	xxxx		xxxx	xxxx	xxxx		0.47	0.00		0.01
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.0	xxxx	xxxxx		10.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		B	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	84	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	2.0	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	82.6	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				82.6			
ApproachLOS:	*				*				*				F			

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #3 SR 65 & 7th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 9 Average Delay (sec/veh): 33.4
Optimal Cycle: 93 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	9	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	67	681	37	39	758	57	43	121	76	28	147	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	681	37	39	758	57	43	121	76	28	147	165
User Adj:	1.00	1.12	1.00	1.00	1.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	70	795	39	41	924	59	45	126	79	29	153	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	795	39	41	924	59	45	126	79	29	153	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	795	39	41	924	59	45	126	79	29	153	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.85	0.81	0.85	0.85	0.86	0.85	0.85	0.86	0.90	0.77
Lanes:	1.00	0.95	0.05	1.00	0.94	0.06	1.00	0.61	0.39	1.00	1.00	1.00
Final Sat.:	1547	1542	75	1547	1516	97	1625	989	621	1625	1710	1454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.52	0.52	0.03	0.61	0.61	0.03	0.13	0.13	0.02	0.09	0.12
Crit Moves:	****				****			****			****	
Green/Cycle:	0.05	0.68	0.68	0.05	0.68	0.68	0.05	0.14	0.14	0.04	0.14	0.14
Volume/Cap:	0.90	0.76	0.76	0.50	0.90	0.90	0.60	0.90	0.90	0.45	0.66	0.87
Delay/Veh:	116.0	14.1	14.1	50.9	23.3	23.3	59.7	75.9	75.9	51.8	47.8	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.0	14.1	14.1	50.9	23.3	23.3	59.7	75.9	75.9	51.8	47.8	73.9
LOS by Move:	F	B	B	D	C	C	E	E	E	D	D	E
HCM2kAvgQ:	4	18	18	2	29	29	2	9	9	1	6	8

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

Lincoln Village 1
Existing Plus Project Specific
AM Peak hour

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

Intersection #4 SR 65 & SR 193 (McBean Park Dr)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 9 Average Delay (sec/veh): 59.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	4	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	4	871	64	142	760	1	1	2	11	195	2	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	871	64	142	760	1	1	2	11	195	2	83
User Adj:	1.00	1.08	1.02	1.26	1.16	1.00	1.00	1.00	1.00	1.04	1.00	1.40
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	1022	71	194	958	1	1	2	12	220	2	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1022	71	194	958	1	1	2	12	220	2	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
FinalVolume:	4	1022	71	194	958	1	1	2	12	220	2	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.85	0.81	0.86	0.86	0.76	0.76	0.76	0.82	0.82	0.73
Lanes:	1.00	0.94	0.06	1.00	0.99	0.01	0.07	0.14	0.79	0.99	0.01	1.00
Final Sat.:	1547	1507	105	1547	1626	2	104	207	1139	1536	15	1384
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.68	0.13	0.59	0.59	0.01	0.01	0.01	0.14	0.14	0.09
Crit Moves:		****			****			****			****	
Green/Cycle:	0.04	0.64	0.64	0.12	0.72	0.72	0.03	0.03	0.03	0.14	0.14	0.14
Volume/Cap:	0.07	1.06	1.06	1.06	0.82	0.82	0.31	0.31	0.31	1.06	1.06	0.68
Delay/Veh:	55.9	68.0	68.0	137.1	16.6	16.6	60.4	60.4	60.4	131.7	132	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	68.0	68.0	137.1	16.6	16.6	60.4	60.4	60.4	131.7	132	58.9
LOS by Move:	E	E	E	F	B	B	E	E	E	F	F	E
HCM2kAvgQ:	0	53	53	12	26	26	1	1	1	14	14	6

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #5 SR 65 & 1st St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.081
Loss Time (sec):	9	Average Delay (sec/veh):	65.1
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	9	0	4	9	0	4	9	0	4	9	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	168	959	129	6	919	36	33	76	143	33	74	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	959	129	6	919	36	33	76	143	33	74	3
User Adj:	1.00	1.07	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	1092	137	6	1115	38	35	81	152	35	79	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1092	137	6	1115	38	35	81	152	35	79	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1092	137	6	1115	38	35	81	152	35	79	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.86	0.73	0.81	0.85	0.85	0.86	0.81	0.81	0.86	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.35	0.65	1.00	0.96	0.04
Final Sat.:	1547	1628	1379	1547	1566	54	1625	535	1006	1625	1634	66
Capacity Analysis Module:												
Vol/Sat:	0.12	0.67	0.10	0.00	0.71	0.71	0.02	0.15	0.15	0.02	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.72	0.72	0.04	0.65	0.65	0.05	0.14	0.14	0.03	0.12	0.12
Volume/Cap:	1.10	0.93	0.14	0.12	1.10	1.10	0.41	1.10	1.10	0.65	0.41	0.41
Delay/Veh:	152.7	27.9	5.4	57.0	79.4	79.4	58.2	142	142.0	81.6	50.3	50.3
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:	152.7	27.9	5.4	57.0	79.4	79.4	58.2	142	142.0	81.6	50.3	50.3
LOS by Move:	F	C	A	E	E	E	E	F	F	F	D	D
HCM2kAvgQ:	12	39	2	0	58	58	2	15	15	2	3	3

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #6 SR 65 & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	12	Average Delay (sec/veh):	25.2
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	207	1138	395	123	949	137	99	146	73	196	157	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1138	395	123	949	137	99	146	73	196	157	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1198	416	129	999	144	104	154	77	206	165	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1198	416	129	999	144	104	154	77	206	165	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	1198	416	129	999	144	104	154	77	206	165	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.71	0.81	0.90	0.90	0.81	0.95	1.00	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1718	2681	1537	1718	3437	1537	1805	1900	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.27	0.08	0.29	0.09	0.06	0.08	0.05	0.06	0.05	0.04
Crit Moves:		****			****			****		****		
Green/Cycle:	0.21	0.59	0.67	0.10	0.48	0.59	0.10	0.11	0.32	0.08	0.08	0.18
Volume/Cap:	0.60	0.75	0.40	0.75	0.60	0.16	0.56	0.75	0.15	0.75	0.56	0.21
Delay/Veh:	38.5	17.0	7.6	60.7	19.4	9.5	46.3	57.8	24.5	56.2	46.5	35.1
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:	38.5	17.0	7.6	60.7	19.4	9.5	46.3	57.8	24.5	56.2	46.5	35.1
LOS by Move:	D	B	A	E	B	A	D	E	C	E	D	D
HCM2kAvgQ:	7	16	6	6	12	2	4	6	2	5	3	2

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #7 SR 65 & Sterling Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.945	
Loss Time (sec):	9	Average Delay (sec/veh):	19.9	
Optimal Cycle:	133	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1	1	0 2.0	0 0	0	0 0.0	0 0	2	0 0.0	0 1
Volume Module:												
Base Vol:	0	1631	1015	33	1190	0	0	0	0	511	0	24
Growth Adj:	1.00	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	1631	1015	33	1190	0	0	0	0	511	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1699	1057	34	1240	0	0	0	0	532	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1699	1057	34	1240	0	0	0	0	532	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1699	1057	34	1240	0	0	0	0	532	0	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.81	0.90	0.90	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3437	1537	1718	3437	0	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.69	0.02	0.36	0.00	0.00	0.00	0.00	0.15	0.00	0.02
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.73	0.73	0.02	0.75	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.68	0.94	0.94	0.48	0.00	0.00	0.00	0.00	0.94	0.00	0.10
Delay/Veh:	0.0	8.1	27.3	175.5	5.1	0.0	0.0	0.0	0.0	66.4	0.0	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	27.3	175.5	5.1	0.0	0.0	0.0	0.0	66.4	0.0	35.9
LOS by Move:	A	A	C	F	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	15	34	3	8	0	0	0	0	12	0	1

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #8 Joiner Pkwy & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	39	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2.0	0 1	2	0 2.0	0 1	1	0 2.0	0 1	2	0 2.0	0 1
Volume Module:												
Base Vol:	143	174	229	59	229	63	42	390	40	432	798	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	174	229	59	229	63	42	390	40	432	798	57
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	143	174	0	59	229	0	42	390	0	432	798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	174	0	59	229	0	42	390	0	432	798	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00	1.10	1.00	0.00
FinalVolume:	157	174	0	65	229	0	42	390	0	475	798	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.02	0.08	0.00	0.03	0.13	0.00	0.16	0.27	0.00
Crit Volume:	79				114		42				399	
Crit Moves:	****				****		****				****	

Ex Plus Proj Specific Wed Jul 18, 2012 16:59:32 Page 11-1

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #9 Joiner Pkwy & Sterling Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	0 1	1	0	1	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	1100	29	118		36	16	53		53	183	506		118	297	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1100	29	118		36	16	53		53	183	506		118	297	64	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	1100	29	0		36	16	53		53	183	0		118	297	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1100	29	0		36	16	53		53	183	0		118	297	64	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.10	1.00	1.00	
FinalVolume:	1210	29	0		36	16	53		53	183	0		130	297	64	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	1500	1500		1500	1500	1500		1500	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.02	0.00		0.02	0.01	0.04		0.04	0.06	0.00		0.04	0.10	0.04	
Crit Volume:	605						53		53					149		
Crit Moves:	****						****		****					****		

Ex Plus Proj Specific Wed Jul 18, 2012 16:59:33 Page 12-1

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #10 E. Lincoln Pkwy & Del Webb (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 0 Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	0	1 0	0	1	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	1	303	128		214	232	0		2	1	1		40	1	155	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	303	128		214	232	0		2	1	1		40	1	155	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	1	312	132		221	239	0		2	1	1		41	1	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	312	132		221	239	0		2	1	1		41	1	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	312	132		221	239	0		2	1	1		41	1	160	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	0.50	0.50		0.98	0.02	1.00	
Final Sat.:	521	572	635		571	620	0		437	244	244		466	12	570	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.55	0.21		0.39	0.39	xxxx		0.00	0.00	0.00		0.09	0.09	0.28	
Crit Moves:		****				****				****						****
Delay/Veh:	9.4	15.8	9.6		12.5	11.7	0.0		10.2	9.4	9.4		10.5	10.5	10.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.4	15.8	9.6		12.5	11.7	0.0		10.2	9.4	9.4		10.5	10.5	10.7	
LOS by Move:	A	C	A		B	B	*		B	A	A		B	B	B	
ApproachDel:	13.9				12.1				9.8				10.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	13.9				12.1				9.8				10.7			
LOS by Appr:	B				B				A				B			
AllWayAvgQ:	0.0	1.1	0.2		0.6	0.6	0.6		0.0	0.0	0.0		0.1	0.1	0.3	

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #11 E. Lincoln Pkwy & Del Webb (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	3	350	168	64	202	13	29	17	5	116	9	55
Growth Adj:	1.00	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	350	168	64	202	13	29	17	5	116	9	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	350	168	64	202	13	29	17	5	116	9	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	350	168	64	202	13	29	17	5	116	9	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	350	168	64	202	13	29	17	5	116	9	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	1.00	1.00	1.00	1.00	0.14	0.86
Final Sat.:	1500	1500	1500	1500	1409	91	1500	1500	1500	1500	211	1289
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.11	0.04	0.14	0.14	0.02	0.01	0.00	0.08	0.04	0.04
Crit Volume:		350			64			17			116	
Crit Moves:		****			****			****			****	

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #12 Ferrari Ranch Rd & Ingram Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 0 Average Delay (sec/veh): 34.9
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	59	0	84	0	0	0	0	602	96	29	434	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:	59	0	84	0	0	0	0	602	96	29	434	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	63	0	89	0	0	0	0	640	102	31	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	0	89	0	0	0	0	640	102	31	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	0	89	0	0	0	0	640	102	31	462	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	458	0	539	0	0	0	0	650	727	566	619	0
Capacity Analysis Module:												
Vol/Sat:	0.14	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	0.99	0.14	0.05	0.75	xxxx
Crit Moves:			****						****			****
Delay/Veh:	11.5	0.0	10.3	0.0	0.0	0.0	0.0	54.6	8.3	9.3	23.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	0.0	10.3	0.0	0.0	0.0	0.0	54.6	8.3	9.3	23.2	0.0
LOS by Move:	B	*	B	*	*	*	*	F	A	A	C	*
ApproachDel:		10.8			xxxxxx			48.2			22.3	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.8			xxxxxx			48.2			22.3	
LOS by Appr:		B			*			E			C	
AllWayAvgQ:	0.1	0.0	0.2	0.0	0.0	0.0	0.0	8.4	0.2	0.1	2.5	0.0

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #13 Ferrari Ranch Rd & Sun City Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	0	Average Delay (sec/veh):	28.2
Optimal Cycle:	0	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:	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 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	534	149	86	352	0	0	0	0	113	0	79
Growth Adj:	1.00	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	534	149	86	352	0	0	0	0	113	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	574	160	92	378	0	0	0	0	122	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	574	160	92	378	0	0	0	0	122	0	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	574	160	92	378	0	0	0	0	122	0	85
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:	0.00	1.00	1.00	0.20	0.80	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	626	708	120	490	0	0	0	0	459	0	540
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.92	0.23	0.77	0.77	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	0.16
Crit Moves:		****		****						****		
Delay/Veh:	0.0	41.6	9.2	25.5	25.5	0.0	0.0	0.0	0.0	12.9	0.0	10.2
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:	0.0	41.6	9.2	25.5	25.5	0.0	0.0	0.0	0.0	12.9	0.0	10.2
LOS by Move:	*	E	A	D	D	*	*	*	*	B	*	B
ApproachDel:		34.6			25.5			xxxxxx			11.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		34.6			25.5			xxxxxx			11.8	
LOS by Appr:		D			D			*			B	
AllWayAvgQ:	0.0	5.8	0.3	2.8	2.8	2.8	0.0	0.0	0.0	0.3	0.0	0.2

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #14 SR 193 & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	9	Average Delay (sec/veh):	27.8
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	180	163	283	0	63	32	67	366	161	210	479	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	163	283	0	63	32	67	366	161	210	479	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	191	173	301	0	67	34	71	389	171	223	510	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	173	301	0	67	34	71	389	171	223	510	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	173	301	0	67	34	71	389	171	223	510	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.90	0.95	0.81	0.90	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1805	1900	1615	1900	1900	1615	1718	1809	1537	1718	1710	86
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.19	0.00	0.04	0.02	0.04	0.22	0.11	0.13	0.30	0.30
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.32	0.32	0.00	0.08	0.08	0.07	0.37	0.37	0.22	0.52	0.52
Volume/Cap:	0.44	0.29	0.58	0.00	0.44	0.26	0.57	0.58	0.30	0.58	0.57	0.57
Delay/Veh:	33.1	25.8	30.2	0.0	46.0	44.4	51.3	26.8	22.7	37.1	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	25.8	30.2	0.0	46.0	44.4	51.3	26.8	22.7	37.1	17.4	17.4
LOS by Move:	C	C	C	A	D	D	D	C	C	D	B	B
HCM2kAvgQ:	5	4	8	0	3	1	3	10	4	7	12	12

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #15 SR 193 & East Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	9	Average Delay (sec/veh):	14.3
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0 1	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	262	0	135	105	344	0	1	302	395
Growth Adj:	1.00	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	262	0	135	105	344	0	1	302	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	288	0	148	115	378	0	1	332	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	0	148	115	378	0	1	332	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	288	0	148	115	378	0	1	332	434
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.90	0.95	1.00	0.90	0.95	0.81
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	1900	0	1809	0	1615	1718	1809	0	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.09	0.07	0.21	0.00	0.00	0.18	0.28
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.11	0.58	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.35	0.60	0.36	0.00	0.36	0.39	0.60
Delay/Veh:	0.0	0.0	0.0	21.3	0.0	18.3	30.5	6.8	0.0	89.9	10.5	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.3	0.0	18.3	30.5	6.8	0.0	89.9	10.5	13.0
LOS by Move:	A	A	A	C	A	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	6	0	3	3	4	0	0	4	7

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #17 Twelve Bridges Dr & Sierra College Bl

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: E[40.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Ignore				Include				Ignore				Include			
Lanes:	1	0	1	0 0	0	0	1	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	206	561		0	0	230		44	48		0	120	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Initial Bse:	206	561		0	0	230		44	48		0	120	0	0		0
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00
PHF Adj:	0.92	0.92		0.00	0.92	0.92		0.92	0.92		0.00	0.92	0.92	0.92		0.92
PHF Volume:	224	610		0	0	250		48	52		0	0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
FinalVolume:	224	610		0	0	250		48	52		0	0	0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	298	xxxx	xxxxx	xxxx	xxxx	xxxxx		1308	xxxx		250	xxxx	xxxx	xxxxx		
Potent Cap.:	1275	xxxx	xxxxx	xxxx	xxxx	xxxxx		178	xxxx		794	xxxx	xxxx	xxxxx		
Move Cap.:	1275	xxxx	xxxxx	xxxx	xxxx	xxxxx		154	xxxx		794	xxxx	xxxx	xxxxx		
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx		0.34	xxxx		0.00	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx		1.4	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		40.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
LOS by Move:	A	*		*	*		*		E	*		*	*		*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*	*		*		*	*		*	*		*	
ApproachDel:	xxxxxx			xxxxxx				40.0				xxxxxx				
ApproachLOS:	*			*				E				*				

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #18 Twelve Bridges Dr & E Lincoln Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	16	266	140	87	139	106	216	372	17	116	205	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	266	140	87	139	106	216	372	17	116	205	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	266	140	87	139	106	216	372	17	116	205	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	266	140	87	139	106	216	372	17	116	205	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	266	140	87	139	106	216	372	17	116	205	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.09	0.06	0.09	0.07	0.14	0.12	0.01	0.08	0.07	0.05
Crit Volume:		266			87			216			103	
Crit Moves:		****			****			****			****	

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 9 Average Delay (sec/veh): 12.4
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 1	0	0 0	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	59	3	472	0	0	0	260	214	0	0	402	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	3	472	0	0	0	260	214	0	0	402	159
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	64	3	0	0	0	0	283	233	0	0	437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	3	0	0	0	0	283	233	0	0	437	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	3	0	0	0	0	283	233	0	0	437	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1615	1900	1900	0	0	0	1805	3610	0	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.16	0.06	0.00	0.00	0.12	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.11	0.11	0.00	0.00	0.00	0.00	0.42	0.74	0.00	0.00	0.32	0.00
Volume/Cap:	0.37	0.02	0.00	0.00	0.00	0.00	0.37	0.09	0.00	0.00	0.37	0.00
Delay/Veh:	26.3	24.0	0.0	0.0	0.0	0.0	12.3	2.1	0.0	0.0	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	24.0	0.0	0.0	0.0	0.0	12.3	2.1	0.0	0.0	15.8	0.0
LOS by Move:	C	C	A	A	A	A	B	A	A	A	B	A
HCM2kAvgQ:	2	0	0	0	0	0	4	1	0	0	4	0

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 9 Average Delay (sec/veh): 10.8
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	0 0 1	1	0	1 0	0	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	127	0	92	26	363	0	0	123	349
Growth Adj:	1.00	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	127	0	92	26	363	0	0	123	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	0	0	0	135	0	98	28	386	0	0	131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	98	28	386	0	0	131	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	135	0	98	28	386	0	0	131	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.02	0.20	0.00	0.00	0.07	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.11	0.62	0.00	0.00	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.26	0.14	0.33	0.00	0.00	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	19.8	0.0	19.4	24.3	5.6	0.0	0.0	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.8	0.0	19.4	24.3	5.6	0.0	0.0	7.9	0.0
LOS by Move:	A	A	A	B	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	1	4	0	0	1	0

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 0 Average Delay (sec/veh): 35.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 0 1	0	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	460	1	134	0	0	1	2	197	208	72	219	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:	460	1	134	0	0	1	2	197	208	72	219	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	495	1	144	0	0	1	2	212	0	77	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	1	144	0	0	1	2	212	0	77	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	495	1	144	0	0	1	2	212	0	77	235	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.01	0.22	0.00	0.00	1.00	0.01	0.99	1.00	1.00	1.00	0.00
Final Sat.:	505	1	147	0	0	546	5	509	571	490	526	0
Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	0.98	xxxx	xxxx	0.00	0.42	0.42	0.00	0.16	0.45	xxxx
Crit Moves:	****					****		****			****	
Delay/Veh:	52.7	52.7	52.7	0.0	0.0	9.1	14.3	14.3	0.0	11.3	14.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	52.7	52.7	0.0	0.0	9.1	14.3	14.3	0.0	11.3	14.7	0.0
LOS by Move:	F	F	F	*	*	A	B	B	*	B	B	*
ApproachDel:	52.7			9.1			14.3			13.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	52.7			9.1			14.3			13.8		
LOS by Appr:	F			A			B			B		
AllWayAvgQ:	8.0	8.0	8.0	0.0	0.0	0.0	0.7	0.7	0.0	0.2	0.8	0.8

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #22 Sierra College Blvd & English Colony Way

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[16.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	1	0	1	0 1	0	0	0	0 0	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	677	4		44	329	0		0	0	0		3	0	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	677	4		44	329	0		0	0	0		3	0	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	0	744	4		48	362	0		0	0	0		3	0	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	744	4		48	362	0		0	0	0		3	0	67	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		748	xxxx	xxxxx		xxxx	xxxx	xxxxx		1204	1204	746	
Potent Cap.:	xxxx	xxxx	xxxxx		869	xxxx	xxxxx		xxxx	xxxx	xxxxx		205	186	417	
Move Cap.:	xxxx	xxxx	xxxxx		869	xxxx	xxxxx		xxxx	xxxx	xxxxx		196	175	417	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	xxxx		xxxx	xxxx	xxxx		0.02	0.00	0.16	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	396	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.6	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	16.0	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	C	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				16.0			
ApproachLOS:	*				*				*				C			

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #23 Sierra College Blvd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 9 Average Delay (sec/veh): 12.5
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	4	606	22		77	410	8		35	7	9		31	10	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	606	22		77	410	8		35	7	9		31	10	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	4	618	22		79	418	8		36	7	9		32	10	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	618	22		79	418	8		36	7	9		32	10	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	618	22		79	418	8		36	7	9		32	10	55	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.73	0.73	0.73		0.83	0.83	0.83	
Lanes:	1.00	0.96	0.04		1.00	0.98	0.02		0.68	0.14	0.18		0.33	0.10	0.57	
Final Sat.:	1805	1824	66		1805	1858	36		956	191	246		512	165	891	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.04	0.23	0.23		0.04	0.04	0.04		0.06	0.06	0.06	
Crit Moves:		****				****								****		
Green/Cycle:	0.01	0.69	0.69		0.09	0.78	0.78		0.13	0.13	0.13		0.13	0.13	0.13	
Volume/Cap:	0.29	0.49	0.49		0.49	0.29	0.29		0.30	0.30	0.30		0.49	0.49	0.49	
Delay/Veh:	60.5	7.4	7.4		45.7	3.4	3.4		40.6	40.6	40.6		42.5	42.5	42.5	
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:	60.5	7.4	7.4		45.7	3.4	3.4		40.6	40.6	40.6		42.5	42.5	42.5	
LOS by Move:	E	A	A		D	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	9	9		3	4	4		2	2	2		3	3	3	

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #24 Sierra Collage & Bankhead

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[23.3]

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	1 0	0	0	0	0 1! 0		0	0	0 1! 0		0
Volume Module:																
Base Vol:	1	1	10	23	1	0	2	315	2	7	634	47				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	1	10	23	1	0	2	315	2	7	634	47				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1	1	10	23	1	0	2	315	2	7	634	47				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	1	1	10	23	1	0	2	315	2	7	634	47				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	992	1015	316	997	993	xxxxx	681	xxxx	xxxxx	317	xxxx	xxxxx				
Potent Cap.:	227	240	729	225	248	xxxxx	921	xxxx	xxxxx	1255	xxxx	xxxxx				
Move Cap.:	225	238	729	220	246	xxxxx	921	xxxx	xxxxx	1255	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	0.01	0.10	0.00	xxxx	0.00	xxxx	xxxx	0.01	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	7.9	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	537	xxxxx	221	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.1	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	11.9	xxxxx	23.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	B	*	C	*	*	*	*	*	*	*	*				
ApproachDel:	11.9			23.3			xxxxxx			xxxxxx						
ApproachLOS:	B			C			*			*						

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #25 Sierra College Blvd & Taylor Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 Average Delay (sec/veh): 28.7
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	82	497	161		20	245	81		124	288	100		149	246	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	82	497	161		20	245	81		124	288	100		149	246	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	91	552	179		22	272	90		138	320	111		166	273	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	552	179		22	272	90		138	320	111		166	273	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	91	552	179		22	272	90		138	320	111		166	273	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.85		0.95	1.00	0.85		0.95	1.00	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	1900	1615		1805	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.29	0.11		0.01	0.14	0.06		0.08	0.17	0.07		0.09	0.14	0.03	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.13	0.47	0.47		0.02	0.37	0.37		0.15	0.28	0.28		0.15	0.28	0.28	
Volume/Cap:	0.39	0.61	0.23		0.61	0.39	0.15		0.52	0.61	0.25		0.61	0.52	0.10	
Delay/Veh:	41.0	20.7	15.7		75.7	23.8	21.4		41.2	33.7	28.5		43.9	31.4	27.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.0	20.7	15.7		75.7	23.8	21.4		41.2	33.7	28.5		43.9	31.4	27.0	
LOS by Move:	D	C	B		E	C	C		D	C	C		D	C	C	
HCM2kAvgQ:	3	13	3		2	6	2		5	9	3		6	7	1	

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #26 Sierra College & Brace

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526		
Loss Time (sec):	8	Average Delay (sec/veh):	14.3		
Optimal Cycle:	33	Level Of Service:	B		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	685	105	80	391	0	0	0	73	62	0	88
Growth Adj:	1.00	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	685	105	80	391	0	0	0	73	62	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	685	105	80	391	0	0	0	73	62	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	105	80	391	0	0	0	73	62	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	685	105	80	391	0	0	0	73	62	0	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.87	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	1644	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.07	0.04	0.21	0.00	0.00	0.00	0.04	0.03	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.00	0.69	0.69	0.08	0.77	0.00	0.00	0.00	0.08	0.07	0.00	0.15
Volume/Cap:	0.00	0.53	0.09	0.53	0.27	0.00	0.00	0.00	0.53	0.53	0.00	0.36
Delay/Veh:	0.0	8.1	5.3	47.2	3.4	0.0	0.0	0.0	47.5	49.6	0.0	39.2
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:	0.0	8.1	5.3	47.2	3.4	0.0	0.0	0.0	47.5	49.6	0.0	39.2
LOS by Move:	A	A	A	D	A	A	A	A	D	D	A	D
HCM2kAvgQ:	0	10	1	3	4	0	0	0	3	3	0	3

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

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #27 Sierra College Blvd & Granite Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	36	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	103	565	64	62	409	89	122	32	150	113	25	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	565	64	62	409	89	122	32	150	113	25	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	565	64	62	409	89	122	32	150	113	25	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	565	64	62	409	89	122	32	150	113	25	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	103	565	64	62	409	89	122	32	165	113	25	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	3000	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.04	0.04	0.14	0.06	0.08	0.02	0.06	0.08	0.02	0.02
Crit Volume:		283			62				83	113		
Crit Moves:		****			****				****	****		

Ex Plus Proj Specific Wed Jul 18, 2012 16:59:33 Page 29-1

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	0	Average Delay (sec/veh):	13.9
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	7	586	61	0	644	8	7	0	14	290	6	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	586	61	0	644	8	7	0	14	290	6	176
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	8	637	0	0	700	9	8	0	15	315	7	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	637	0	0	700	9	8	0	15	315	7	191
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	637	0	0	700	9	8	0	15	315	7	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.95	1.00	0.85	0.92	0.86	0.86
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.07	1.93
Final Sat.:	1805	5187	1900	0	5187	1615	1805	0	1615	3502	107	3142
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.13	0.01	0.00	0.00	0.01	0.09	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.58	0.00	0.00	0.57	0.57	0.03	0.00	0.04	0.38	0.39	0.39
Volume/Cap:	0.24	0.21	0.00	0.00	0.24	0.01	0.16	0.00	0.24	0.24	0.16	0.16
Delay/Veh:	52.3	9.9	0.0	0.0	11.0	9.5	49.0	0.0	48.5	21.4	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	9.9	0.0	0.0	11.0	9.5	49.0	0.0	48.5	21.4	19.9	19.9
LOS by Move:	D	A	A	A	B	A	D	A	D	C	B	B
HCM2kAvgQ:	0	3	0	0	4	0	0	0	1	3	2	2

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

Ex Plus Proj Specific Wed Jul 18, 2012 16:59:33 Page 30-1

Lincoln Village 1
Existing Plus Project Specific
PM Peak hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	9	Average Delay (sec/veh):	11.9
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	777	2	2	579	189	258	1	40	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	777	2	2	579	189	258	1	40	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	845	2	2	629	0	280	1	43	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	845	2	2	629	0	280	1	43	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	845	2	2	629	0	280	1	43	0	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	1.00	0.92	0.95	0.85	1.00	1.00	0.85
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	6916	1615	3502	3610	1900	3502	3610	1615	1900	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.17	0.00	0.08	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.00	0.62	0.62	0.00	0.62	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.20	0.00	0.00	0.28	0.00	0.28	0.00	0.09	0.00	0.00	xxxx
Delay/Veh:	0.0	8.2	7.2	58.3	8.6	0.0	27.8	25.5	26.3	0.0	0.0	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:	0.0	8.2	7.2	58.3	8.6	0.0	27.8	25.5	26.3	0.0	0.0	0.0
LOS by Move:	A	A	A	E	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	0	0	5	0	3	0	1	0	0	0

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

Ex Plus Proj Specific Thu Aug 30, 2012 12:33:48 Page 5-1

Lincoln Village 1
Existing Plus Project Specific
AM Peak hour

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

Intersection #116 SR 193 & Oak Tree Ln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	12	Average Delay (sec/veh):	17.7
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	1	3	21	1	79	204	440	11	3	614	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	3	21	1	79	204	440	11	3	614	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	3	21	1	79	204	440	11	3	614	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	3	21	1	79	204	440	11	3	614	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	3	21	1	79	204	440	11	3	614	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.00	0.05	0.12	0.24	0.01	0.00	0.34	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.01	0.01	0.09	0.08	0.08	0.20	0.77	0.77	0.01	0.58	0.58
Volume/Cap:	0.59	0.04	0.13	0.13	0.01	0.59	0.59	0.31	0.01	0.31	0.59	0.05
Delay/Veh:	75.2	49.3	51.5	42.6	42.1	50.8	38.7	3.5	2.6	67.5	14.4	9.2
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:	75.2	49.3	51.5	42.6	42.1	50.8	38.7	3.5	2.6	67.5	14.4	9.2
LOS by Move:	E	D	D	D	D	D	D	A	A	E	B	A
HCM2kAvgQ:	1	0	0	1	0	3	6	4	0	0	12	1

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

INTERSECTION LOS WORKSHEETS
2030 NO PROJECT CONDITIONS

Lincoln Village 1
2030 No Project
AM Peak Hour

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
# 19 Twelve Bridges Dr & SR 65 N/B	C	23.7	0.835	C	23.7	0.835	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	14.3	0.542	B	14.3	0.542	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	C	19.2	0.728	C	19.2	0.728	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	C	20.7	0.539	C	20.7	0.539	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	C	29.8	0.690	C	29.8	0.690	+ 0.000 D/V
# 41 SR 65 Bypass NB & Ferrari Ranc	C	21.9	0.598	C	21.9	0.598	+ 0.000 D/V
# 42 SR 65 Bypass SB & Ferrari Ranc	B	12.5	0.841	B	12.5	0.841	+ 0.000 D/V
# 43 SR 65 NB & Industrial/Lincoln	C	26.3	0.831	C	26.3	0.831	+ 0.000 D/V
# 44 SR 65 SB & Industrial/Lincoln	A	2.8	0.392	A	2.8	0.392	+ 0.000 D/V

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 9 Average Delay (sec/veh): 23.7
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	552	8	422	0	0	0	190	410	0	0	896	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	552	8	422	0	0	0	190	410	0	0	896	249
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	552	8	0	0	0	0	190	410	0	0	896	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	8	0	0	0	0	190	410	0	0	896	249
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	552	8	0	0	0	0	190	410	0	0	896	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	1862	1900	0	0	0	1769	3538	0	0	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.00	0.00	0.00	0.00	0.11	0.12	0.00	0.00	0.25	0.16
Crit Moves:	****						****				****	
Green/Cycle:	0.42	0.42	0.00	0.00	0.00	0.00	0.13	0.43	0.00	0.00	0.30	0.30
Volume/Cap:	0.83	0.01	0.00	0.00	0.00	0.00	0.83	0.27	0.00	0.00	0.83	0.52
Delay/Veh:	24.6	10.2	0.0	0.0	0.0	0.0	48.0	11.0	0.0	0.0	25.3	18.3
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:	24.6	10.2	0.0	0.0	0.0	0.0	48.0	11.0	0.0	0.0	25.3	18.3
LOS by Move:	C	B	A	A	A	A	D	B	A	A	C	B
HCM2kAvgQ:	12	0	0	0	0	0	6	3	0	0	11	4

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

NP30 Mon Jul 16, 2012 08:46:15 Page 4-1

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	9	Average Delay (sec/veh):	14.3
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	289	26	159	91	300	0	0	780	665
Growth Adj:	1.00	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	289	26	159	91	300	0	0	780	665
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	289	26	159	91	300	0	0	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	289	26	159	91	300	0	0	780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	289	26	159	91	300	0	0	780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	0.80	0.80	0.93	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.14	0.86	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1528	215	1313	1769	3538	0	0	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.12	0.12	0.05	0.08	0.00	0.00	0.22	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.09	0.50	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.35	0.35	0.54	0.17	0.00	0.00	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	16.4	14.6	14.6	29.5	8.2	0.0	0.0	14.0	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:	0.0	0.0	0.0	16.4	14.6	14.6	29.5	8.2	0.0	0.0	14.0	0.0
LOS by Move:	A	A	A	B	B	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	5	3	3	3	2	0	0	6	0

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

NP30 Mon Jul 16, 2012 08:46:15 Page 5-1

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	0	Average Delay (sec/veh):	19.2
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					Ignore					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	292	0	77			0	2		1		0	274		495		290	417		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:	292	0	77			0	2		1		0	274		495		290	417		0	
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
PHF Volume:	292	0	77			0	2		1		0	274		0		290	417		0	
Reduct Vol:	0	0	0			0	0		0		0	0		0		0	0		0	
Reduced Vol:	292	0	77			0	2		1		0	274		0		290	417		0	
PCE Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
FinalVolume:	292	0	77			0	2		1		0	274		0		290	417		0	
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	0.00	1.00			0.00	0.67		0.33		0.00	1.00		1.00		1.00	1.00		0.00	
Final Sat.:	473	0	557			0	287		143		0	521		568		529	573		0	
Capacity Analysis Module:																				
Vol/Sat:	0.62	xxxx	0.14			xxxx	0.01		0.01		xxxx	0.53		0.00		0.55	0.73		xxxx	
Crit Moves:	****								****			****					****			
Delay/Veh:	20.7	0.0	9.9			0.0	10.6		10.6		0.0	16.4		0.0		17.0	23.2		0.0	
Delay Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	20.7	0.0	9.9			0.0	10.6		10.6		0.0	16.4		0.0		17.0	23.2		0.0	
LOS by Move:	C	*	A			*	B		B		*	C		*		C	C		*	
ApproachDel:	18.4					10.6					16.4					20.7				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	18.4					10.6					16.4					20.7				
LOS by Appr:	C					B					C					C				
AllWayAvgQ:	1.4	1.4	0.1			0.0	0.0		0.0		1.0	1.0		0.0		1.1	2.3		2.3	

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

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 1	0	0	3	0 1	1	0	0	0 1	2	0	0	1 1
Volume Module:																
Base Vol:	176	974	37		0	1218	8		0	0	87		496	52	417	
Growth Adj:	1.00	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	974	37		0	1218	8		0	0	87		496	52	417	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	176	974	0		0	1218	8		0	0	87		496	52	417	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	974	0		0	1218	8		0	0	87		496	52	417	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	176	974	0		0	1218	8		0	0	87		496	52	417	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		1.00	1.00	0.83		0.90	0.85	0.85	
Lanes:	1.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	1.00		2.00	0.22	1.78	
Final Sat.:	1769	5083	1900		0	5083	1583		1900	0	1583		3432	358	2871	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.19	0.00		0.00	0.24	0.01		0.00	0.00	0.05		0.14	0.15	0.15	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.18	0.63	0.00		0.00	0.44	0.44		0.00	0.00	0.10		0.27	0.37	0.37	
Volume/Cap:	0.54	0.30	0.00		0.00	0.54	0.01		0.00	0.00	0.54		0.54	0.39	0.39	
Delay/Veh:	38.7	8.5	0.0		0.0	20.5	15.5		0.0	0.0	46.3		31.9	23.4	23.4	
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:	38.7	8.5	0.0		0.0	20.5	15.5		0.0	0.0	46.3		31.9	23.4	23.4	
LOS by Move:	D	A	A		A	C	B		A	A	D		C	C	C	
HCM2kAvgQ:	6	5	0		0	10	0		0	0	3		7	5	5	

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

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 9 Average Delay (sec/veh): 29.8
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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	0	1	0	1 0
Volume Module:																
Base Vol:	0	529	80		172	1025	114		736	253	143		57	29	194	
Growth Adj:	1.00	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	529	80		172	1025	114		736	253	143		57	29	194	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	529	80		172	1025	0		736	253	143		57	29	194	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	529	80		172	1025	0		736	253	143		57	29	194	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	529	80		172	1025	0		736	253	143		57	29	194	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.83		0.90	0.93	1.00		0.90	0.93	0.83		0.83	0.83	0.83	
Lanes:	0.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		0.66	0.34	1.00	
Final Sat.:	0	6778	1583		3432	3538	1900		3432	3538	1583		1040	529	1569	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.05		0.05	0.29	0.00		0.21	0.07	0.09		0.05	0.05	0.12	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.00	0.26	0.26		0.16	0.42	0.00		0.31	0.31	0.31		0.19	0.18	0.18	
Volume/Cap:	0.00	0.31	0.20		0.31	0.69	0.00		0.69	0.23	0.30		0.30	0.31	0.69	
Delay/Veh:	0.0	30.1	29.4		37.1	25.1	0.0		32.2	26.1	26.9		35.3	35.8	43.4	
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:	0.0	30.1	29.4		37.1	25.1	0.0		32.2	26.1	26.9		35.3	35.8	43.4	
LOS by Move:	A	C	C		D	C	A		C	C	C		D	D	D	
HCM2kAvgQ:	0	4	2		3	14	0		11	3	3		3	3	7	

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

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #41 SR 65 Bypass NB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	21.9
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	323	0	510	0	0	0	120	1003	0	0	1059	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	0	510	0	0	0	120	1003	0	0	1059	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	0	510	0	0	0	120	1003	0	0	1059	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	0	510	0	0	0	120	1003	0	0	1059	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	0	510	0	0	0	120	1003	0	0	1059	121
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	0.93	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1769	0	1583	0	0	0	1769	5083	0	0	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.32	0.00	0.00	0.00	0.07	0.20	0.00	0.00	0.21	0.08
Crit Moves:			****				****				****	
Green/Cycle:	0.54	0.00	0.54	0.00	0.00	0.00	0.11	0.46	0.00	0.00	0.35	0.35
Volume/Cap:	0.34	0.00	0.60	0.00	0.00	0.00	0.60	0.43	0.00	0.00	0.60	0.22
Delay/Veh:	13.2	0.0	16.9	0.0	0.0	0.0	47.1	18.2	0.0	0.0	27.4	23.2
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:	13.2	0.0	16.9	0.0	0.0	0.0	47.1	18.2	0.0	0.0	27.4	23.2
LOS by Move:	B	A	B	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	6	0	11	0	0	0	4	8	0	0	10	3

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

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #42 SR 65 Bypass SB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	143	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	337	0	55	0	988	1029	0	552	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	337	0	55	0	988	1029	0	552	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	337	0	55	0	988	1029	0	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	337	0	55	0	988	1029	0	552	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	337	0	55	0	988	1029	0	552	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1769	0	1583	0	5083	1583	0	5083	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.03	0.00	0.19	0.65	0.00	0.11	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.77	0.77	0.00	0.77	0.00
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.15	0.00	0.25	0.84	0.00	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	51.6	0.0	31.2	0.0	3.2	12.7	0.0	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	51.6	0.0	31.2	0.0	3.2	12.7	0.0	2.9	0.0
LOS by Move:	A	A	A	D	A	C	A	A	B	A	A	A
HCM2kAvgQ:	0	0	0	13	0	1	0	3	23	0	2	0

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

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #43 SR 65 NB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	0	Average Delay (sec/veh):	26.3
Optimal Cycle:	135	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	0	0	3 0	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	114	0	0	1858	0	0	0	0	0	0	737
Growth Adj:	1.00	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	114	0	0	1858	0	0	0	0	0	0	737
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	114	0	0	1858	0	0	0	0	0	0	737
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	114	0	0	1858	0	0	0	0	0	0	737
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	114	0	0	1858	0	0	0	0	0	0	737
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5083	0	0	5083	0	0	0	0	1900	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.47
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.44	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.56
Volume/Cap:	0.00	0.05	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.83
Delay/Veh:	0.0	16.1	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	24.8
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:	0.0	16.1	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	24.8
LOS by Move:	A	B	A	A	C	A	A	A	A	A	A	C
HCM2kAvgQ:	0	1	0	0	21	0	0	0	0	0	0	21

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

Lincoln Village 1
2030 No Project
AM Peak Hour

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

Intersection #44 SR 65 SB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.392
Loss Time (sec):	0	Average Delay (sec/veh):	2.8
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	1	0 3	0	0	0 0	0	0	0 0
Volume Module:												
Base Vol:	0	114	0	653	1205	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	114	0	653	1205	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	114	0	653	1205	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	114	0	653	1205	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	114	0	653	1205	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	0.93	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5083	1900	1769	5083	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.37	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.06	0.00	0.94	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.00	0.39	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	46.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	46.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	2	0	0	0	0	0	0	0	0

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

Lincoln Village 1
230 No Project
PM Peak Hour

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 Lincoln Blvd & Wise Rd	C	23.4	0.212	C	23.4	0.212	+ 0.000 D/V
# 2 Lincoln Blvd & Gladding Rd	C	18.0	0.225	C	18.0	0.225	+ 0.000 D/V
# 3 Lincoln Blvd & 7th Street	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 4 Lincoln Blvd & McBean Park Dr	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 5 Lincoln Blvd & 1st St	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
# 6 Lincoln Blvd & Ferrari Ranch R	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 7 Lincoln Blvd & Sterling Pkwy	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 8 Joiner Pkwy & Ferrari Ranch Rd	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000 V/C
# 9 Joiner Pkwy & Sterling Pkwy	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 10 E. Joiner Pkwy & Del Webb (N)	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
# 11 E. Joiner Pkwy & Del Webb (S)	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
# 12 Ferrari Ranch Rd & Ingram Pkwy	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
# 13 Ferrari Ranch Rd & Sun City Bl	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000 V/C
# 14 McBean Park Dr & Ferrari Ranch	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 15 McBean Park Dr & East Ave	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000 V/C
# 16 McBean Park Dr & Oak Tree Ln	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C
# 17 Twelve Bridges Dr & Sierra Col	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
# 18 Twelve Bridges Dr & E Joiner P	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 19 Twelve Bridges Dr & SR 65 N/B	B	20.0	0.839	B	20.0	0.839	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	C	20.2	0.885	C	20.2	0.885	+ 0.000 D/V
# 21 Lincoln-Newcastle Hwy & Sierra	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 22 Sierra College Blvd & English	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 23 Sierra College Blvd & King Rd	D	37.1	0.898	D	37.1	0.898	+ 0.000 D/V

Lincoln Village 1
230 No Project
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sierra Collage & Bankhead	F	347.2	0.899	F	347.2	0.899	+ 0.000 D/V
# 25 Sierra College Blvd & Taylor R	D	40.6	0.900	D	40.6	0.900	+ 0.000 D/V
# 26 Sierra College & Brace	C	25.5	0.720	C	25.5	0.720	+ 0.000 D/V
# 27 Sierra College Blvd & Granite	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	C	23.9	0.675	C	23.9	0.675	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	D	36.8	0.769	D	36.8	0.769	+ 0.000 D/V

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #1 Lincoln Blvd & Wise Rd

Average Delay (sec/veh): 3.0 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	9	324		4			78	487		1			3	49		13			5	23		12		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	9	324		4			78	487		1			3	49		13			5	23		12		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	9	324		4			78	487		1			3	49		13			5	23		12		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	9	324		4			78	487		1			3	49		13			5	23		12		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5		6.2			7.1	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	488	xxxx	xxxxx				328	xxxx	xxxxx				1005	990		488			1019	988		326		
Potent Cap.:	1060	xxxx	xxxxx				1215	xxxx	xxxxx				222	249		584			217	249		720		
Move Cap.:	1060	xxxx	xxxxx				1215	xxxx	xxxxx				191	231		584			168	231		720		
Volume/Cap:	0.01	xxxx	xxxx				0.06	xxxx	xxxx				0.02	0.21		0.02			0.03	0.10		0.02		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.2	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	8.4	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	260	xxxxx				xxxx	274	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	1.0	xxxxx				xxxxx	0.5	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				23.4	xxxxx	xxxxx				20.4	xxxxx				
Shared LOS:	*	*	*				*	*	*				*	C	*				*	C	*			
ApproachDel:	xxxxxx						xxxxxx						23.4						20.4					
ApproachLOS:	*						*						C						C					

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

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #2 Lincoln Blvd & Gladding Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[18.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		1	0	1	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	293		377			1	355		0			0	0		0			76	0		24		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	1	293		377			1	355		0			0	0		0			76	0		24		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	1	293		377			1	355		0			0	0		0			76	0		24		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	1	293		377			1	355		0			0	0		0			76	0		24		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.4	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	355	xxxx	xxxxx				670	xxxx	xxxxx				xxxx	xxxx	xxxxx				841	841		482		
Potent Cap.:	1187	xxxx	xxxxx				906	xxxx	xxxxx				xxxx	xxxx	xxxxx				338	304		589		
Move Cap.:	1187	xxxx	xxxxx				906	xxxx	xxxxx				xxxx	xxxx	xxxxx				337	303		589		
Volume/Cap:	0.00	xxxx	xxxx				0.00	xxxx	xxxx				xxxx	xxxx	xxxx				0.23	0.00		0.04		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	8.0	xxxx	xxxxx				9.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	376	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	1.1	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				18.0	xxxxx				
Shared LOS:	*	*	*				*	*	*				*	*	*				*	C	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						18.0					
ApproachLOS:	*						*						*						C					

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

NP30 Wed Jul 18, 2012 17:00:29 Page 5-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #3 Lincoln Blvd & 7th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 1
Volume Module:												
Base Vol:	75	462	36	24	393	13	2	89	75	25	139	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	462	36	24	393	13	2	89	75	25	139	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	462	36	24	393	13	2	89	75	25	139	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	462	36	24	393	13	2	89	75	25	139	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	462	36	24	393	13	2	89	75	25	139	193
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1500	1392	108	1500	1452	48	1500	814	686	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.33	0.02	0.27	0.27	0.00	0.11	0.11	0.02	0.09	0.13
Crit Volume:			498		24				164		25	
Crit Moves:			****		****				****		****	

NP30 Wed Jul 18, 2012 17:00:29 Page 6-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #4 Lincoln Blvd & McBean Park Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	0	1! 0 0	0	1	0 0 1
Volume Module:												
Base Vol:	4	588	22	0	508	1	1	2	11	45	2	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	588	22	0	508	1	1	2	11	45	2	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	588	22	0	508	1	1	2	11	45	2	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	588	22	0	508	1	1	2	11	45	2	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	588	22	0	508	1	1	2	11	45	2	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	0.99	0.01	0.07	0.14	0.79	0.96	0.04	1.00
Final Sat.:	1500	1446	54	1500	1497	3	107	214	1179	1436	64	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.00	0.34	0.34	0.01	0.01	0.01	0.03	0.03	0.03
Crit Volume:			610		0				14		47	
Crit Moves:			****		****				****		****	

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #5 Lincoln Blvd & 1st St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	176	699	88	6	596	31	30	75	156	67	88	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	699	88	6	596	31	30	75	156	67	88	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	699	88	6	596	31	30	75	156	67	88	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	699	88	6	596	31	30	75	156	67	88	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	699	88	6	596	31	30	75	156	67	88	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	1.00	0.32	0.68	1.00	0.97	0.03
Final Sat.:	1500	1500	1500	1500	1426	74	1500	487	1013	1500	1451	49
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.06	0.00	0.42	0.42	0.02	0.15	0.15	0.04	0.06	0.06
Crit Volume:	176				627				231	67		
Crit Moves:	****				****				****	****		

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #6 Lincoln Blvd & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	158	920	318	116	760	152	94	297	47	184	384	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	920	318	116	760	152	94	297	47	184	384	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	920	318	116	760	152	94	297	47	184	384	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	920	318	116	760	152	94	297	47	184	384	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	158	920	318	116	760	152	94	297	47	202	384	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27	2.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2590	410	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.21	0.08	0.25	0.10	0.06	0.11	0.11	0.07	0.13	0.03
Crit Volume:	460			116			94			192		
Crit Moves:	****			****			****			****		

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #7 Lincoln Blvd & Sterling Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1.0	1.0	2.0	0 0.0	0.0	0 0.0	0 0.0	2.0	0 0.0	1
Volume Module:												
Base Vol:	0	1167	314	99	884	0	0	0	0	101	0	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:	0	1167	314	99	884	0	0	0	0	101	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1167	314	99	884	0	0	0	0	101	0	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1167	314	99	884	0	0	0	0	101	0	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1167	314	99	884	0	0	0	0	111	0	114
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3100	1550	1550	3100	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.20	0.06	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.07
Crit Volume:		584		99			0					114
Crit Moves:		****		****								****

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #8 Joiner Pkwy & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2.0	2.0	0 1.0	2.0	2.0	0 1.0	1.0	2.0	0 1.0	2.0	2.0	0 1.0
Volume Module:												
Base Vol:	930	493	265	30	569	30	29	127	600	886	324	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	930	493	265	30	569	30	29	127	600	886	324	13
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	930	493	0	30	569	0	29	127	0	886	324	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	930	493	0	30	569	0	29	127	0	886	324	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00	1.10	1.00	0.00
FinalVolume:	1023	493	0	33	569	0	29	127	0	975	324	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.34	0.16	0.00	0.01	0.19	0.00	0.02	0.04	0.00	0.32	0.11	0.00
Crit Volume:	512				285			64		487		
Crit Moves:	****				****			****		****		

NP30 Wed Jul 18, 2012 17:00:29 Page 11-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #9 Joiner Pkwy & Sterling Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	462	29	220	36	16	53	53	194	64	253	865	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	29	220	36	16	53	53	194	64	253	865	64
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	462	29	0	36	16	53	53	194	0	253	865	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	29	0	36	16	53	53	194	0	253	865	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	508	29	0	36	16	53	53	194	0	278	865	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	1500	1500	1500	1500	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.02	0.00	0.02	0.01	0.04	0.04	0.06	0.00	0.09	0.29	0.04
Crit Volume:	254					53	53				433	
Crit Moves:	****					****	****				****	

NP30 Wed Jul 18, 2012 17:00:29 Page 12-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #10 E. Joiner Pkwy & Del Webb (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	0	1 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	964	169	230	329	0	2	1	1	78	1	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	964	169	230	329	0	2	1	1	78	1	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	964	169	230	329	0	2	1	1	78	1	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	964	169	230	329	0	2	1	1	78	1	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	964	169	230	329	0	2	1	1	78	1	196
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	0.99	0.01	1.00
Final Sat.:	1500	3000	1500	1500	3000	0	1500	750	750	1481	19	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.11	0.15	0.11	0.00	0.00	0.00	0.00	0.05	0.05	0.13
Crit Volume:		482		230				2				196
Crit Moves:		****		****				****				****

NP30 Wed Jul 18, 2012 17:00:29 Page 13-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #11 E. Joiner Pkwy & Del Webb (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2.0	0 1	1	0 1.1	1 0	1	0 1.0	0 1	1	0 0.1	1 0
Volume Module:												
Base Vol:	27	1093	78	61	370	13	29	17	5	104	14	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1093	78	61	370	13	29	17	5	104	14	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1093	78	61	370	13	29	17	5	104	14	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1093	78	61	370	13	29	17	5	104	14	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1093	78	61	370	13	29	17	5	104	14	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00	1.00	0.22	0.78
Final Sat.:	1500	3000	1500	1500	2898	102	1500	1500	1500	1500	328	1172
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.05	0.04	0.13	0.13	0.02	0.01	0.00	0.07	0.04	0.04
Crit Volume:		547			61			17		104		
Crit Moves:		****			****			****		****		

NP30 Wed Jul 18, 2012 17:00:29 Page 14-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #12 Ferrari Ranch Rd & Ingram Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0.0	0 1	0	0 0.0	0 0	0	0 2.0	0 1	1	0 2.0	0 0
Volume Module:												
Base Vol:	35	0	109	0	0	0	0	719	25	56	612	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:	35	0	109	0	0	0	0	719	25	56	612	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	109	0	0	0	0	719	25	56	612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	109	0	0	0	0	719	25	56	612	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	109	0	0	0	0	719	25	56	612	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1550	0	1550	0	0	0	0	3100	1550	1550	3100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.23	0.02	0.04	0.20	0.00
Crit Volume:			109		0			360		56		
Crit Moves:			****					****		****		

NP30 Wed Jul 18, 2012 17:00:29 Page 15-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #13 Ferrari Ranch Rd & Sun City Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 0	1	1	0 2	0 0	0	0 0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	785	20	26	562	0	0	0	0	77	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	785	20	26	562	0	0	0	0	77	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	785	20	26	562	0	0	0	0	77	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	785	20	26	562	0	0	0	0	77	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	785	20	26	562	0	0	0	0	77	0	22
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3100	1550	1550	3100	0	0	0	0	1550	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.01	0.02	0.18	0.00	0.00	0.00	0.00	0.05	0.00	0.01
Crit Volume:		393		26				0		77		
Crit Moves:		****		****						****		

NP30 Wed Jul 18, 2012 17:00:29 Page 16-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #14 McBean Park Dr & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	482	0	355	0	0	0	0	437	189	345	690	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:	482	0	355	0	0	0	0	437	189	345	690	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	0	355	0	0	0	0	437	189	345	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	0	355	0	0	0	0	437	189	345	690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	0	355	0	0	0	0	437	189	345	690	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1550	0	1550	0	0	0	0	1550	1550	1550	1550	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.23	0.00	0.00	0.00	0.00	0.28	0.12	0.22	0.45	0.00
Crit Volume:	482					0			437		345	
Crit Moves:	****								****		****	

NP30 Wed Jul 18, 2012 17:00:29 Page 17-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #15 McBean Park Dr & East Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	493	0	128	105	145	0	1	382	797
Growth Adj:	1.00	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	493	0	128	105	145	0	1	382	797
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	493	0	128	105	145	0	1	382	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	493	0	128	105	145	0	1	382	797
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	493	0	128	105	145	0	1	382	797
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	1550	0	1550	0	1550	1550	1550	0	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.08	0.07	0.09	0.00	0.00	0.25	0.51
Crit Volume:		0		493			105					797
Crit Moves:				****			****					****

NP30 Wed Jul 18, 2012 17:00:29 Page 18-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #16 McBean Park Dr & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	1	0 1	1	0	2 0	1	1	0 2 0 1
Volume Module:												
Base Vol:	18	0	3	0	0	0	0	786	11	3	1015	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:	18	0	3	0	0	0	0	786	11	3	1015	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	0	3	0	0	0	0	786	11	3	1015	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	3	0	0	0	0	786	11	3	1015	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	0	3	0	0	0	0	786	11	3	1015	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1550	1550	1550	1550	1550	1550	1550	3100	1550	1550	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.01	0.00	0.33	0.00
Crit Volume:	18					0		0			507	
Crit Moves:	****						****				****	

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #17 Twelve Bridges Dr & Sierra College Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	301	1011		0	0	461		49	55		0	337	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	301	1011		0	0	461		49	55		0	337	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	301	1011		0	0	461		49	55		0	337	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	301	1011		0	0	461		49	55		0	337	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	301	1011		0	0	461		49	55		0	337	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550		1550	1550	1550		1550	1550		1550	1550	1550		1550	1550
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1550	3100		0	0	3100		1550	1550		0	1550	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.19	0.33	0.00	0.00	0.15		0.03	0.04	0.00	0.22		0.00	0.00		0.00	
Crit Volume:	301				231					337			0			
Crit Moves:	****				****					****						

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #18 Twelve Bridges Dr & E Joiner Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	15	783		214	78	299		90	286	752		10	183	276		115
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	15	783		214	78	299		90	286	752		10	183	276		115
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	15	783		214	78	299		90	286	752		10	183	276		115
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	15	783		214	78	299		90	286	752		10	183	276		115
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.10	1.00		1.00	1.10	1.00		1.00
FinalVolume:	15	783		214	78	299		90	315	752		10	201	276		115
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	2.00	2.00		1.00	2.00	2.00		1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	3000	3000		1500	3000	3000		1500
Capacity Analysis Module:																
Vol/Sat:	0.01	0.26		0.14	0.05	0.10		0.06	0.10	0.25		0.01	0.07	0.09		0.08
Crit Volume:		392				78				376			101			
Crit Moves:		****				****				****			****			

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	9	Average Delay (sec/veh):	20.0
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 0	1	0	2 0	0	0	2 0 1
Volume Module:												
Base Vol:	131	4	585	0	0	0	824	579	0	0	633	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	4	585	0	0	0	824	579	0	0	633	163
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	131	4	0	0	0	0	824	579	0	0	633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	4	0	0	0	0	824	579	0	0	633	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	131	4	0	0	0	0	824	579	0	0	633	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1615	1900	1900	0	0	0	1805	3610	0	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.46	0.16	0.00	0.00	0.18	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.10	0.10	0.00	0.00	0.00	0.00	0.54	0.75	0.00	0.00	0.21	0.00
Volume/Cap:	0.84	0.02	0.00	0.00	0.00	0.00	0.84	0.21	0.00	0.00	0.84	0.00
Delay/Veh:	57.8	24.6	0.0	0.0	0.0	0.0	18.0	2.2	0.0	0.0	31.0	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:	57.8	24.6	0.0	0.0	0.0	0.0	18.0	2.2	0.0	0.0	31.0	0.0
LOS by Move:	E	C	A	A	A	A	B	A	A	A	C	A
HCM2kAvgQ:	5	0	0	0	0	0	16	2	0	0	9	0

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

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	9	Average Delay (sec/veh):	20.2
Optimal Cycle:	75	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	0	1	0 0	1	0	1 0	0	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	234	0	162	371	1183	0	0	302	473
Growth Adj:	1.00	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	234	0	162	371	1183	0	0	302	473
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	234	0	162	371	1183	0	0	302	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	162	371	1183	0	0	302	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	234	0	162	371	1183	0	0	302	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.10	0.21	0.62	0.00	0.00	0.16	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.40	0.70	0.00	0.00	0.31	0.00
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.68	0.52	0.89	0.00	0.00	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	52.9	0.0	32.4	14.4	14.4	0.0	0.0	18.0	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:	0.0	0.0	0.0	52.9	0.0	32.4	14.4	14.4	0.0	0.0	18.0	0.0
LOS by Move:	A	A	A	D	A	C	B	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	4	6	21	0	0	5	0

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

NP30 Wed Jul 18, 2012 17:00:29 Page 23-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #21 Lincoln-Newcastle Hwy & Sierra College Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	709	1	384	0	0	1	2	355	410	132	327	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:	709	1	384	0	0	1	2	355	410	132	327	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	709	1	384	0	0	1	2	355	410	132	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	709	1	384	0	0	1	2	355	410	132	327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	709	1	384	0	0	1	2	355	410	132	327	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.99	0.01	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1548	2	1550	0	0	1550	1550	1550	1550	1550	1550	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.25	0.00	0.00	0.00	0.00	0.23	0.26	0.09	0.21	0.00
Crit Volume:	709					1			410	132		
Crit Moves:	****					****			****	****		

NP30 Wed Jul 18, 2012 17:00:29 Page 24-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #22 Sierra College Blvd & English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0
Volume Module:												
Base Vol:	0	1584	52	209	815	0	0	0	0	20	0	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1584	52	209	815	0	0	0	0	20	0	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1584	52	209	815	0	0	0	0	20	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1584	52	209	815	0	0	0	0	20	0	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1584	52	209	815	0	0	0	0	20	0	141
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	3001	99	1550	3100	0	0	0	0	193	0	1357
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.13	0.26	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Volume:		818		209			0					161
Crit Moves:		****		****								****

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #23 Sierra College Blvd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 9 Average Delay (sec/veh): 37.1
Optimal Cycle: 102 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	787	22		536	759	15		165	33	9		31	12	347	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	787	22		536	759	15		165	33	9		31	12	347	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	787	22		536	759	15		165	33	9		31	12	347	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	787	22		536	759	15		165	33	9		31	12	347	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	787	22		536	759	15		165	33	9		31	12	347	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.37	0.37	0.37		0.85	0.85	0.85	
Lanes:	1.00	1.95	0.05		1.00	1.96	0.04		0.80	0.16	0.04		0.08	0.03	0.89	
Final Sat.:	1805	3498	98		1805	3529	70		559	112	30		128	50	1436	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.30	0.22	0.22		0.30	0.30	0.30		0.24	0.24	0.24	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.25	0.25		0.33	0.58	0.58		0.33	0.33	0.33		0.33	0.33	0.33	
Volume/Cap:	0.37	0.90	0.90		0.90	0.37	0.37		0.90	0.90	0.90		0.73	0.73	0.73	
Delay/Veh:	88.2	48.0	48.0		48.3	11.5	11.5		65.3	65.3	65.3		35.0	35.0	35.0	
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:	88.2	48.0	48.0		48.3	11.5	11.5		65.3	65.3	65.3		35.0	35.0	35.0	
LOS by Move:	F		D	D		B	B		E	E	E		C	C	C	
HCM2kAvgQ:	0		16	16		19	7	7		9	9	9		12	12	12

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

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #24 Sierra Collage & Bankhead

Average Delay (sec/veh): 14.9 Worst Case Level Of Service: F[347.2]

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	1	0	0 1	0	1	0	0 1	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	22	22	120		34	15	0		2	632	34		203	790	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	22	120		34	15	0		2	632	34		203	790	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	22	22	120		34	15	0		2	632	34		203	790	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	22	22	120		34	15	0		2	632	34		203	790	12	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1462	1861	333		1533	1872	401		802	xxxx	xxxxx		666	xxxx	xxxxx	
Potent Cap.:	92	74	669		81	73	604		830	xxxx	xxxxx		933	xxxx	xxxxx	
Move Cap.:	59	56	669		38	55	604		830	xxxx	xxxxx		933	xxxx	xxxxx	
Volume/Cap:	0.37	0.40	0.18		0.90	0.27	0.00		0.00	xxxx	xxxx		0.22	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.6		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	11.6		xxxxx	xxxx	xxxxx		9.3	xxxx	xxxxx		9.9	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	57	xxxx	xxxxx		42	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	3.3	xxxx	xxxxx		4.8	xxxx	xxxxx		0.0	xxxx	xxxxx		0.8	xxxx	xxxxx	
Shrd ConDel:	172.2	xxxx	xxxxx		347.2	xxxx	xxxxx		9.3	xxxx	xxxxx		9.9	xxxx	xxxxx	
Shared LOS:	F	*	*		F	*	*		A	*	*		A	*	*	
ApproachDel:	54.7				347.2				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

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

NP30 Wed Jul 18, 2012 17:00:29 Page 27-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #25 Sierra College Blvd & Taylor Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	8	Average Delay (sec/veh):	40.6
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	257	783	505	37	652	95	128	228	262	326	269	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:	257	783	505	37	652	95	128	228	262	326	269	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	783	505	37	652	95	128	228	262	326	269	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	783	505	37	652	95	128	228	262	326	269	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	783	505	37	652	95	128	228	262	326	269	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.31	0.02	0.34	0.06	0.07	0.12	0.16	0.18	0.14	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.51	0.51	0.03	0.38	0.38	0.13	0.18	0.18	0.20	0.25	0.25
Volume/Cap:	0.90	0.80	0.61	0.80	0.90	0.15	0.56	0.67	0.90	0.90	0.56	0.17
Delay/Veh:	70.4	25.0	18.5	111.7	43.5	20.5	44.1	43.1	68.8	63.4	33.9	29.3
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:	70.4	25.0	18.5	111.7	43.5	20.5	44.1	43.1	68.8	63.4	33.9	29.3
LOS by Move:	E	C	B	F	D	C	D	D	E	E	C	C
HCM2kAvgQ:	11	22	11	3	23	2	4	8	11	13	8	2

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

NP30 Wed Jul 18, 2012 17:00:29 Page 28-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #26 Sierra College & Brace

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	8	Average Delay (sec/veh):	25.5
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	1 0	0	0 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	0	1339	344	343	875	0	0	0	73	290	0	239
Growth Adj:	1.00	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	1339	344	343	875	0	0	0	73	290	0	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1339	344	343	875	0	0	0	73	290	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1339	344	343	875	0	0	0	73	290	0	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1339	344	343	875	0	0	0	73	290	0	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.91	0.91	1.00	1.00	0.87	0.71	1.00	0.85
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5187	1615	1805	5187	0	0	0	1644	1357	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.21	0.19	0.17	0.00	0.00	0.00	0.04	0.21	0.00	0.15
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.36	0.26	0.62	0.00	0.00	0.00	0.30	0.30	0.00	0.30
Volume/Cap:	0.00	0.72	0.59	0.72	0.27	0.00	0.00	0.00	0.15	0.72	0.00	0.50
Delay/Veh:	0.0	29.1	27.8	38.7	8.6	0.0	0.0	0.0	26.0	37.6	0.0	29.8
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:	0.0	29.1	27.8	38.7	8.6	0.0	0.0	0.0	26.0	37.6	0.0	29.8
LOS by Move:	A	C	C	D	A	A	A	A	C	D	A	C
HCM2kAvgQ:	0	14	9	11	4	0	0	0	2	9	0	6

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

NP30 Wed Jul 18, 2012 17:00:29 Page 29-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #27 Sierra College Blvd & Granite Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	165	1100	139	60	957	234	370	44	357	243	35	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1100	139	60	957	234	370	44	357	243	35	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1100	139	60	957	234	370	44	357	243	35	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1100	139	60	957	234	370	44	357	243	35	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	165	1100	139	60	957	234	370	44	393	243	35	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	3000	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.09	0.04	0.32	0.16	0.25	0.03	0.13	0.16	0.02	0.02
Crit Volume:	165				479				196	243		
Crit Moves:	****				****				****	****		

NP30 Wed Jul 18, 2012 17:00:29 Page 30-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 0 Average Delay (sec/veh): 23.9
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	0	1 0	1 0	2	0 0	1 1
Volume Module:												
Base Vol:	162	1136	61	0	1530	8	11	31	315	312	44	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1136	61	0	1530	8	11	31	315	312	44	294
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1136	0	0	1530	8	11	31	315	312	44	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1136	0	0	1530	8	11	31	315	312	44	294
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1136	0	0	1530	8	11	31	315	312	44	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.82	0.82	0.82	0.92	0.87	0.87
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	0.26	0.74	1.00	2.00	0.26	1.74
Final Sat.:	1805	5187	1900	0	5187	1615	410	1154	1564	3502	430	2872
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.00	0.00	0.29	0.00	0.03	0.03	0.20	0.09	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.57	0.00	0.00	0.44	0.44	0.09	0.30	0.30	0.13	0.34	0.34
Volume/Cap:	0.68	0.38	0.00	0.00	0.68	0.01	0.30	0.09	0.68	0.68	0.30	0.30
Delay/Veh:	48.7	11.9	0.0	0.0	23.3	15.9	42.7	25.3	34.3	45.3	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:	48.7	11.9	0.0	0.0	23.3	15.9	42.7	25.3	34.3	45.3	24.4	24.4
LOS by Move:	D	B	A	A	C	B	D	C	C	D	C	C
HCM2kAvgQ:	6	7	0	0	14	0	2	1	10	6	4	4

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

NP30 Wed Jul 18, 2012 17:00:29 Page 31-1

Lincoln Village 1
230 No Project
PM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 9 Average Delay (sec/veh): 36.8
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	4 0	1	2 0	2 0	1	2 0	2 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	0	966	98	215	773	131	479	233	41	146	54	555
Growth Adj:	1.00	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	966	98	215	773	131	479	233	41	146	54	555
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	966	98	215	773	0	479	233	41	146	54	555
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	966	98	215	773	0	479	233	41	146	54	555
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	966	98	215	773	0	479	233	41	146	54	555
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	1.00	0.92	0.95	0.85	0.84	0.84	0.84
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	0.73	0.27	1.00
Final Sat.:	0	6916	1615	3502	3610	1900	3502	3610	1615	1161	429	1590
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.06	0.06	0.21	0.00	0.14	0.06	0.03	0.13	0.13	0.35
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.19	0.19	0.09	0.28	0.00	0.18	0.21	0.21	0.42	0.45	0.45
Volume/Cap:	0.00	0.72	0.31	0.72	0.77	0.00	0.77	0.30	0.12	0.30	0.28	0.77
Delay/Veh:	0.0	39.8	35.2	53.0	36.8	0.0	45.0	33.2	31.8	19.5	17.1	26.7
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:	0.0	39.8	35.2	53.0	36.8	0.0	45.0	33.2	31.8	19.5	17.1	26.7
LOS by Move:	A	D	D	D	D	A	D	C	C	B	B	C
HCM2kAvgQ:	0	9	3	5	13	0	9	3	1	4	4	17

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

Lincoln Village 1
2030 No Project
PM Peak Hour

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 D/V
# 41 SR 65 Bypass NB & Ferrari Ranc	C	31.5	0.906	C	31.5	0.906	+ 0.000
# 42 SR 65 Bypass SB & Ferrari Ranc	A	5.5	0.434	A	5.5	0.434	+ 0.000
# 43 SR 65 NB & Industrial/Lincoln	C	25.5	0.753	C	25.5	0.753	+ 0.000
# 44 SR 65 SB & Industrial/Lincoln	C	22.5	0.762	C	22.5	0.762	+ 0.000

Lincoln Village 1
2030 No Project
PM Peak Hour

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

Intersection #41 SR 65 Bypass NB & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 31.5
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	1 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	1100	0	819	0	0	0	32	453	0	0	1353	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1100	0	819	0	0	0	32	453	0	0	1353	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1100	0	819	0	0	0	32	453	0	0	1353	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1100	0	819	0	0	0	32	453	0	0	1353	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1100	0	819	0	0	0	32	453	0	0	1353	410
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	0.93	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1769	0	1583	0	0	0	1769	5083	0	0	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.62	0.00	0.52	0.00	0.00	0.00	0.02	0.09	0.00	0.00	0.27	0.26
Crit Moves:	****						****				****	
Green/Cycle:	0.69	0.00	0.69	0.00	0.00	0.00	0.02	0.31	0.00	0.00	0.29	0.29
Volume/Cap:	0.91	0.00	0.75	0.00	0.00	0.00	0.91	0.28	0.00	0.00	0.91	0.88
Delay/Veh:	22.9	0.0	13.2	0.0	0.0	0.0	162.3	26.0	0.0	0.0	42.3	51.3
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:	22.9	0.0	13.2	0.0	0.0	0.0	162.3	26.0	0.0	0.0	42.3	51.3
LOS by Move:	C	A	B	A	A	A	F	C	A	A	D	D
HCM2kAvgQ:	32	0	18	0	0	0	3	4	0	0	19	15

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

Lincoln Village 1
2030 No Project
PM Peak Hour

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

Intersection #42 SR 65 Bypass SB & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 0 Average Delay (sec/veh): 5.5
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	3	1	0	3	0
Volume Module:												
Base Vol:	0	0	0	148	0	87	0	336	519	0	1780	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	148	0	87	0	336	519	0	1780	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	148	0	87	0	336	519	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	148	0	87	0	336	519	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	148	0	87	0	336	519	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	5083	1583	0	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.00	0.07	0.33	0.00	0.35	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.81	0.81	0.00	0.81	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.29	0.00	0.08	0.41	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	36.4	0.0	35.0	0.0	2.0	3.0	0.0	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.4	0.0	35.0	0.0	2.0	3.0	0.0	2.9	0.0
LOS by Move:	A	A	A	D	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	1	5	0	6	0

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

Lincoln Village 1
2030 No Project
PM Peak Hour

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

Intersection #43 SR 65 NB & Industrial/Lincoln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 0 Average Delay (sec/veh): 25.5
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	1372	0	0	1085	0	0	0	0	0	0	764
Growth Adj:	1.00	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	1372	0	0	1085	0	0	0	0	0	0	764
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1372	0	0	1085	0	0	0	0	0	0	764
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1372	0	0	1085	0	0	0	0	0	0	764
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1372	0	0	1085	0	0	0	0	0	0	764
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5083	0	0	5083	0	0	0	0	1900	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.48
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.64
Volume/Cap:	0.00	0.75	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.75
Delay/Veh:	0.0	30.0	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.0	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	15.6
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	B
HCM2kAvgQ:	0	15	0	0	10	0	0	0	0	0	0	18

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

NP30 Mon Jul 16, 2012 09:01:39 Page 6-1

Lincoln Village 1
2030 No Project
PM Peak Hour

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

Intersection #44 SR 65 SB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	22.5
Optimal Cycle:	96	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3.00	0 1.00	1.00	0 3.00	0 0.00	0	0 0.00	0 0.00	0	0 0.00	0 0.00
Volume Module:												
Base Vol:	0	1372	3	870	215	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1372	3	870	215	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1372	3	870	215	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1372	3	870	215	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1372	3	870	215	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.93	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5083	1583	1769	5083	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.49	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.35	0.35	0.65	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.01	0.76	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	30.5	20.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	30.5	20.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	15	0	20	0	0	0	0	0	0	0	0

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

V1NP30 Mon Jul 16, 2012 23:35:28 Page 2-1

Lincoln Village 1
Rocklin GP 2030 Plus Project
Village 1 No Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#137 W Stanford Ranch Rd & Wildcat	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
#142 Wildcat Bl & Whitney Ranch Pkw	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
#145 Wildcat Bl & Ranch View Dr	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000 V/C
#163 Park Dr & Valley View Pkwy	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
#164 Nature Trail Wy & Valley View	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#165 Sierra College Bl & Valley Vie	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C

V1NP30 Mon Jul 16, 2012 23:35:29 Page 62-1

Lincoln Village 1
Rocklin GP 2030 Plus Project
Village 1 No Project

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

Intersection #137 W Stanford Ranch Rd & Wildcat Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 0	2	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	14	437	0	571	127	502	579	613	13	1	244	340
Growth Adj:	1.00	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	437	0	571	127	502	579	613	13	1	244	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	437	0	571	127	502	579	613	13	1	244	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	437	0	571	127	502	579	613	13	1	244	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	437	0	571	127	502	579	613	13	1	244	340
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	2900	1450	2900	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.20	0.09	0.17	0.20	0.21	0.01	0.00	0.06	0.23
Crit Volume:		219			286			290				340
Crit Moves:		****			****			****				****

V1NP30 Mon Jul 16, 2012 23:35:29 Page 67-1

Lincoln Village 1
Rocklin GP 2030 Plus Project
Village 1 No Project

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

Intersection #142 Wildcat Bl & Whitney Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	349	741	49	84	343	200	421	699	377	49	319	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	741	49	84	343	200	421	699	377	49	319	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	741	49	84	343	200	421	699	377	49	319	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	741	49	84	343	200	421	699	377	49	319	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	741	49	84	343	200	421	699	377	49	319	109
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.24	0.26	0.03	0.06	0.12	0.14	0.15	0.16	0.26	0.02	0.11	0.08
Crit Volume:	349					200			377	24		
Crit Moves:	****					****			****	****		

V1NP30 Mon Jul 16, 2012 23:35:29 Page 70-1

Lincoln Village 1
Rocklin GP 2030 Plus Project
Village 1 No Project

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

Intersection #145 Wildcat Bl & Ranch View Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	2	1097	55	28	507	75	467	31	6	45	3	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1097	55	28	507	75	467	31	6	45	3	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1097	55	28	507	75	467	31	6	45	3	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1097	55	28	507	75	467	31	6	45	3	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1097	55	28	507	75	467	31	6	45	3	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.74	0.26	1.00	0.84	0.16	1.00	0.08	0.92
Final Sat.:	1450	2762	138	1450	2526	374	1450	1215	235	1450	121	1329
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.02	0.20	0.20	0.32	0.03	0.03	0.03	0.02	0.02
Crit Volume:			576	28			467				36	
Crit Moves:			****	****			****				****	

Lincoln Village 1
Rocklin GP 2030 Plus Project
Village 1 No Project

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

Intersection #163 Park Dr & Valley View Pkwy

Cycle (sec):	100			Critical Vol./Cap.(X):			0.569						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	53			Level Of Service:			A						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Ignore			Include			Include			Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1	1.0	2.0	0 0	0	0 0.0	0 0	1.0	0.0	1.0	1
Volume Module:													
Base Vol:	0	60	393	654	25	0	0	0	0	169	0	326	
Growth Adj:	1.00	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	60	393	654	25	0	0	0	0	169	0	326	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	0	60	0	654	25	0	0	0	0	169	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	60	0	654	25	0	0	0	0	169	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	0	60	0	654	25	0	0	0	0	169	0	0	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.02	0.00	0.44	0.01	0.00	0.00	0.00	0.00	0.11	0.00	0.00	
Crit Volume:		30		654				0		169			
Crit Moves:		****		****						****			

Lincoln Village 1
Rocklin GP 2030 Plus Project
Village 1 No Project

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

Intersection #164 Nature Trail Wy & Valley View Pkwy

Cycle (sec):	100			Critical Vol./Cap.(X):			0.711						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	79			Level Of Service:			C						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0.0	0 1	0	0 0.0	0 1	1	0 1.0	0 1	1	0 1.0	0 0	
Volume Module:													
Base Vol:	14	0	8	0	0	5	19	990	37	22	476	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:	14	0	8	0	0	5	19	990	37	22	476	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	14	0	8	0	0	5	19	990	37	22	476	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	14	0	8	0	0	5	19	990	37	22	476	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	14	0	8	0	0	5	19	990	37	22	476	0	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
Final Sat.:	1450	0	1450	0	0	1450	1450	1450	1450	1450	1450	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.68	0.03	0.02	0.33	0.00	
Crit Volume:	14					5		990		22			
Crit Moves:	****					****		****		****			

V1NP30 Mon Jul 16, 2012 23:35:29 Page 78-1

Lincoln Village 1
Rocklin GP 2030 Plus Project
Village 1 No Project

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

Intersection #165 Sierra College Bl & Valley View Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0	0	0	0 2	0	1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	262	1361	0	0	717	291	399	0	613	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	262	1361	0	0	717	291	399	0	613	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	262	1361	0	0	717	291	399	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	262	1361	0	0	717	291	399	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	262	1361	0	0	717	291	399	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3000	3000	0	0	3000	1500	3000	0	1500	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.45	0.00	0.00	0.24	0.19	0.13	0.00	0.00	0.00	0.00	0.00				
Crit Volume:	681			0			200				0					
Crit Moves:	****			****			****									

INTERSECTION LOS WORKSHEETS
2030 PLUS PROJECT CONDITIONS

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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 D/V
# 19 Twelve Bridges Dr & SR 65 N/B	C	23.4	0.842	C	23.4	0.842	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	15.6	0.586	B	15.6	0.586	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	B	12.3	0.507	B	12.3	0.507	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	C	20.6	0.554	C	20.6	0.554	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	C	29.9	0.718	C	29.9	0.718	+ 0.000 D/V
# 41 SR 65 Bypass NB & Ferrari Ranc	C	20.6	0.632	C	20.6	0.632	+ 0.000 D/V
# 42 SR 65 Bypass SB & Ferrari Ranc	B	12.0	0.855	B	12.0	0.855	+ 0.000 D/V
# 43 SR 65 NB & Industrial/Lincoln	D	39.7	0.969	D	39.7	0.969	+ 0.000 D/V
# 44 SR 65 SB & Industrial/Lincoln	A	2.9	0.454	A	2.9	0.454	+ 0.000 D/V

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 9 Average Delay (sec/veh): 23.4
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	504	8	403	0	0	0	212	447	0	0	981	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	8	403	0	0	0	212	447	0	0	981	240
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	8	0	0	0	0	212	447	0	0	981	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	8	0	0	0	0	212	447	0	0	981	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	8	0	0	0	0	212	447	0	0	981	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	1862	1900	0	0	0	1769	3538	0	0	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.00	0.00	0.00	0.00	0.12	0.13	0.00	0.00	0.28	0.15
Crit Moves:	****						****				****	
Green/Cycle:	0.38	0.38	0.00	0.00	0.00	0.00	0.14	0.47	0.00	0.00	0.33	0.33
Volume/Cap:	0.84	0.01	0.00	0.00	0.00	0.00	0.84	0.27	0.00	0.00	0.84	0.46
Delay/Veh:	27.4	11.7	0.0	0.0	0.0	0.0	46.8	9.7	0.0	0.0	24.4	16.5
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:	27.4	11.7	0.0	0.0	0.0	0.0	46.8	9.7	0.0	0.0	24.4	16.5
LOS by Move:	C	B	A	A	A	A	D	A	A	A	C	B
HCM2kAvgQ:	12	0	0	0	0	0	7	3	0	0	12	4

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

V130 Mon Jul 16, 2012 08:48:09 Page 4-1

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	9	Average Delay (sec/veh):	15.6
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	333	23	99	119	315	0	0	749	733
Growth Adj:	1.00	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	333	23	99	119	315	0	0	749	733
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	333	23	99	119	315	0	0	749	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	333	23	99	119	315	0	0	749	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	333	23	99	119	315	0	0	749	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	0.80	0.80	0.93	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.19	0.81	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1522	287	1235	1769	3538	0	0	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.08	0.08	0.07	0.09	0.00	0.00	0.21	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.11	0.48	0.00	0.00	0.36	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.21	0.21	0.59	0.19	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	12.8	12.8	29.6	9.1	0.0	0.0	16.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	12.8	12.8	29.6	9.1	0.0	0.0	16.2	0.0
LOS by Move:	A	A	A	B	B	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	6	2	2	3	2	0	0	7	0

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

V130 Mon Jul 16, 2012 08:48:09 Page 5-1

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0	1
Volume Module:																
Base Vol:	156	0	78		0	2	1		0	312	614		234	176	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:	156	0	78		0	2	1		0	312	614		234	176	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	156	0	78		0	2	1		0	312	0		234	176	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	0	78		0	2	1		0	312	0		234	176	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	156	0	78		0	2	1		0	312	0		234	176	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.67	0.33		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	503	0	604		0	328	164		0	615	688		579	628	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	xxxx	0.13		xxxx	0.01	0.01		xxxx	0.51	0.00		0.40	0.28	xxxx	
Crit Moves:	****						****			****			****			
Delay/Veh:	12.3	0.0	9.1		0.0	9.6	9.6		0.0	13.9	0.0		12.7	10.4	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.3	0.0	9.1		0.0	9.6	9.6		0.0	13.9	0.0		12.7	10.4	0.0	
LOS by Move:	B	*	A		*	A	A		*	B	*		B	B	*	
ApproachDel:	11.2				9.6				13.9				11.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	11.2				9.6				13.9				11.7			
LOS by Appr:	B				A				B				B			
AllWayAvgQ:	0.4	0.4	0.1		0.0	0.0	0.0		0.9	0.9	0.0		0.6	0.4	0.4	

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

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0	Average Delay (sec/veh):	20.6
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	0	3	0	1	1	0	0	0	1	2	0	0	1	1
Volume Module:												
Base Vol:	176	971	37	0	1296	8	0	0	85	500	52	407
Growth Adj:	1.00	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	971	37	0	1296	8	0	0	85	500	52	407
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	971	0	0	1296	8	0	0	85	500	52	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	971	0	0	1296	8	0	0	85	500	52	407
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	971	0	0	1296	8	0	0	85	500	52	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	1.00	1.00	0.83	0.90	0.85	0.85
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.23	1.77
Final Sat.:	1769	5083	1900	0	5083	1583	1900	0	1583	3432	366	2863
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.00	0.00	0.25	0.01	0.00	0.00	0.05	0.15	0.14	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.64	0.00	0.00	0.46	0.46	0.00	0.00	0.10	0.26	0.36	0.36
Volume/Cap:	0.55	0.30	0.00	0.00	0.55	0.01	0.00	0.00	0.55	0.55	0.39	0.39
Delay/Veh:	39.5	8.1	0.0	0.0	19.8	14.6	0.0	0.0	47.5	32.5	24.1	24.1
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:	39.5	8.1	0.0	0.0	19.8	14.6	0.0	0.0	47.5	32.5	24.1	24.1
LOS by Move:	D	A	A	A	B	B	A	A	D	C	C	C
HCM2kAvgQ:	6	5	0	0	11	0	0	0	3	7	5	5

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

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	9	Average Delay (sec/veh):	29.9
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	534	78	175	1118	114	730	254	143	56	29	195
Growth Adj:	1.00	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	534	78	175	1118	114	730	254	143	56	29	195
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	534	78	175	1118	0	730	254	143	56	29	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	534	78	175	1118	0	730	254	143	56	29	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	534	78	175	1118	0	730	254	143	56	29	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.90	0.93	1.00	0.90	0.93	0.83	0.83	0.83	0.83
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	0.66	0.34	1.00
Final Sat.:	0	6778	1583	3432	3538	1900	3432	3538	1583	1034	535	1569
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.05	0.05	0.32	0.00	0.21	0.07	0.09	0.05	0.05	0.12
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.27	0.27	0.17	0.44	0.00	0.30	0.29	0.29	0.18	0.17	0.17
Volume/Cap:	0.00	0.29	0.18	0.29	0.72	0.00	0.72	0.24	0.31	0.31	0.31	0.72
Delay/Veh:	0.0	29.2	28.4	36.3	24.5	0.0	33.9	27.0	27.8	36.1	36.3	45.3
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:	0.0	29.2	28.4	36.3	24.5	0.0	33.9	27.0	27.8	36.1	36.3	45.3
LOS by Move:	A	C	C	D	C	A	C	C	C	D	D	D
HCM2kAvgQ:	0	4	2	3	16	0	12	3	4	3	3	7

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

V130 Mon Jul 16, 2012 08:48:09 Page 8-1

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #41 SR 65 Bypass NB & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 0 Average Delay (sec/veh): 20.6
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0 1	0	0	0	0 0	1	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	327	0	475		0	0	0		116	939	0		0	1356	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	327	0	475		0	0	0		116	939	0		0	1356	102	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	327	0	475		0	0	0		116	939	0		0	1356	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	327	0	475		0	0	0		116	939	0		0	1356	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	327	0	475		0	0	0		116	939	0		0	1356	102	
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		0.93	0.89	1.00		1.00	0.89	0.83	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	1769	0	1583		0	0	0		1769	5083	0		0	5083	1583	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.30		0.00	0.00	0.00		0.07	0.18	0.00		0.00	0.27	0.06	
Crit Moves:			****						****					****		
Green/Cycle:	0.47	0.00	0.47		0.00	0.00	0.00		0.10	0.53	0.00		0.00	0.42	0.42	
Volume/Cap:	0.39	0.00	0.63		0.00	0.00	0.00		0.63	0.35	0.00		0.00	0.63	0.15	
Delay/Veh:	17.2	0.0	21.5		0.0	0.0	0.0		50.0	13.9	0.0		0.0	23.4	18.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	17.2	0.0	21.5		0.0	0.0	0.0		50.0	13.9	0.0		0.0	23.4	18.0	
LOS by Move:	B	A	C		A	A	A		D	B	A		A	C	B	
HCM2kAvgQ:	6	0	12		0	0	0		5	6	0		0	13	2	

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

V130 Mon Jul 16, 2012 08:48:09 Page 9-1

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #42 SR 65 Bypass SB & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 0 Average Delay (sec/veh): 12.0
Optimal Cycle: 158 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	0	0 1	0	0	3	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		305	0	55		0	875	1081		0	716	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		305	0	55		0	875	1081		0	716	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		305	0	55		0	875	1081		0	716	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		305	0	55		0	875	1081		0	716	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		305	0	55		0	875	1081		0	716	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		1.00	0.89	0.83		1.00	0.89	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		0	5083	1583		0	5083	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.03		0.00	0.17	0.68		0.00	0.14	0.00	
Crit Moves:					****						****		****			
Green/Cycle:	0.00	0.00	0.00		0.20	0.00	0.20		0.00	0.80	0.80		0.00	0.80	0.00	
Volume/Cap:	0.00	0.00	0.00		0.86	0.00	0.17		0.00	0.22	0.86		0.00	0.18	0.00	
Delay/Veh:	0.0	0.0	0.0		56.5	0.0	33.3		0.0	2.5	12.3		0.0	2.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		56.5	0.0	33.3		0.0	2.5	12.3		0.0	2.4	0.0	
LOS by Move:	A	A	A		E	A	C		A	A	B		A	A	A	
HCM2kAvgQ:	0	0	0		12	0	1		0	2	24		0	2	0	

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

V130 Mon Jul 16, 2012 08:48:09 Page 10-1

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #43 SR 65 NB & Industrial/Lincoln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 0 Average Delay (sec/veh): 39.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	0	4.0	4.0	4.0	0	4.0	4.0	4.0	0	4.0	4.0	4.0	0
Lanes:	0	0	3	0 0	0	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	137	0	0	2209	0	0	0	0	0	0	846				
Growth Adj:	1.00	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	137	0	0	2209	0	0	0	0	0	0	846				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	137	0	0	2209	0	0	0	0	0	0	846				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	137	0	0	2209	0	0	0	0	0	0	846				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	137	0	0	2209	0	0	0	0	0	0	846				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.83				
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	5083	0	0	5083	0	0	0	0	1900	0	1583				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.53				
Crit Moves:	****				****							****				
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.55				
Volume/Cap:	0.00	0.06	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.97				
Delay/Veh:	0.0	15.6	0.0	0.0	39.3	0.0	0.0	0.0	0.0	0.0	0.0	44.7				
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:	0.0	15.6	0.0	0.0	39.3	0.0	0.0	0.0	0.0	0.0	0.0	44.7				
LOS by Move:	A	B	A	A	D	A	A	A	A	A	A	D				
HCM2kAvgQ:	0	1	0	0	30	0	0	0	0	0	0	31				

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

V130 Mon Jul 16, 2012 08:48:09 Page 11-1

Lincoln Village 1
2030 Plus Project
AM Peak Hour

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

Intersection #44 SR 65 SB & Industrial/Lincoln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 0 Average Delay (sec/veh): 2.9
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	0	4.0	4.0	4.0	0	4.0	4.0	4.0	0	4.0	4.0	4.0	0
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	137	0	755	1454	0	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	137	0	755	1454	0	0	0	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	137	0	755	1454	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	137	0	755	1454	0	0	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	137	0	755	1454	0	0	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.89	1.00	0.93	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	5083	1900	1769	5083	0	0	0	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.00	0.43	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Moves:		****		****												
Green/Cycle:	0.00	0.06	0.00	0.94	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.45	0.00	0.45	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	46.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	46.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	A	D	A	A	A	A	A	A	A	A	A	A				
HCM2kAvgQ:	0	2	0	3	0	0	0	0	0	0	0	0				

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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 Lincoln Blvd & Wise Rd	C	24.9	0.290	C	24.9	0.290	+ 0.000 D/V
# 2 Lincoln Blvd & Gladding Rd	C	16.6	0.184	C	16.6	0.184	+ 0.000 D/V
# 3 Lincoln Blvd & 7th Street	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
# 4 Lincoln Blvd & McBean Park Dr	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
# 5 Lincoln Blvd & 1st St	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
# 6 Lincoln Blvd & Ferrari Ranch R	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000 V/C
# 7 Lincoln Blvd & Sterling Pkwy	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
# 8 Joiner Pkwy & Ferrari Ranch Rd	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000 V/C
# 9 Joiner Pkwy & Sterling Pkwy	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 10 E. Joiner Pkwy & Del Webb (N)	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 11 E. Joiner Pkwy & Del Webb (S)	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 12 Ferrari Ranch Rd & Ingram Pkwy	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
# 13 Ferrari Ranch Rd & Sun City Bl	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 14 McBean Park Dr & Ferrari Ranch	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 15 McBean Park Dr & East Ave	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000 V/C
# 16 McBean Park Dr & Oak Tree Ln	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
# 17 Twelve Bridges Dr & Sierra Col	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
# 18 Twelve Bridges Dr & E Joiner P	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 19 Twelve Bridges Dr & SR 65 N/B	B	14.3	0.745	B	14.3	0.745	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	C	23.4	0.930	C	23.4	0.930	+ 0.000 D/V
# 21 Lincoln-Newcastle Hwy & Sierra	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 22 Sierra College Blvd & English	E	xxxxx	0.983	E	xxxxx	0.983	+ 0.000 V/C
# 23 Sierra College Blvd & King Rd	D	54.7	1.023	D	54.7	1.023	+ 0.000 D/V

Lincoln Village 1
2030 Plus Project
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sierra Collage & Bankhead	F	482.7	1.096	F	482.7	1.096	+ 0.000 D/V
# 25 Sierra College Blvd & Taylor R	D	43.3	0.935	D	43.3	0.935	+ 0.000 D/V
# 26 Sierra College & Brace	C	24.7	0.710	C	24.7	0.710	+ 0.000 D/V
# 27 Sierra College Blvd & Granite	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	C	23.5	0.673	C	23.5	0.673	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	D	37.2	0.774	D	37.2	0.774	+ 0.000 D/V
# 30 Ferrari Ranch Rd & Oak Tree Ln	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 31 Sierra College Blvd & Oak Tree	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000 V/C
# 32 Virginiatown Rd & Oak Tree Ln	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 33 McBean Park Dr & Village 1 Col	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 34 Oak Tree Ln & Village 1 Coll	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000 V/C

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #1 Lincoln Blvd & Wise Rd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[24.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	9	298		4			73	504		1			3	69		22			5	22		13		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	9	298		4			73	504		1			3	69		22			5	22		13		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	9	298		4			73	504		1			3	69		22			5	22		13		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	9	298		4			73	504		1			3	69		22			5	22		13		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5		6.2			7.1	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	505	xxxx	xxxxx				302	xxxx	xxxxx				986	971		505			1014	969		300		
Potent Cap.:	1070	xxxx	xxxxx				1270	xxxx	xxxxx				229	255		571			219	256		744		
Move Cap.:	1070	xxxx	xxxxx				1270	xxxx	xxxxx				199	238		571			156	239		744		
Volume/Cap:	0.01	xxxx	xxxx				0.06	xxxx	xxxx				0.02	0.29		0.04			0.03	0.09		0.02		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.2	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	8.4	xxxx	xxxxx				8.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	274	xxxxx				xxxx	282	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	1.5	xxxxx				xxxxx	0.5	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				24.9	xxxxx	xxxxx				19.8	xxxxx				
Shared LOS:	*	*	*				*	*	*				*	C	*				*	C	*			
ApproachDel:	xxxxxx						xxxxxx						24.9						19.8					
ApproachLOS:	*						*						C						C					

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #2 Lincoln Blvd & Gladding Rd

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		1	0	1	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	263		347			3	371		0			0	0		0			64	0		27		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	1	263		347			3	371		0			0	0		0			64	0		27		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	1	263		347			3	371		0			0	0		0			64	0		27		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	1	263		347			3	371		0			0	0		0			64	0		27		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.4	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	371	xxxx	xxxxx				610	xxxx	xxxxx				xxxx	xxxx	xxxxx				816	816		437		
Potent Cap.:	1199	xxxx	xxxxx				979	xxxx	xxxxx				xxxx	xxxx	xxxxx				350	314		624		
Move Cap.:	1199	xxxx	xxxxx				979	xxxx	xxxxx				xxxx	xxxx	xxxxx				348	313		624		
Volume/Cap:	0.00	xxxx	xxxx				0.00	xxxx	xxxx				xxxx	xxxx	xxxx				0.18	0.00		0.04		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	8.0	xxxx	xxxxx				8.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	401	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.9	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	16.6	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	C	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						16.6					
ApproachLOS:	*						*						*						C					

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #3 Lincoln Blvd & 7th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	90	421	36	22	398	13	3	106	103	25	138	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	421	36	22	398	13	3	106	103	25	138	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	421	36	22	398	13	3	106	103	25	138	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	421	36	22	398	13	3	106	103	25	138	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	421	36	22	398	13	3	106	103	25	138	174
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	0.97	0.03	1.00	0.51	0.49	1.00	1.00	1.00
Final Sat.:	1500	1382	118	1500	1453	47	1500	761	739	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.01	0.27	0.27	0.00	0.14	0.14	0.02	0.09	0.12
Crit Volume:	90				411			209		25		
Crit Moves:	****				****			****		****		

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #4 Lincoln Blvd & McBean Park Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	4	573	48	0	482	1	1	2	11	66	2	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	573	48	0	482	1	1	2	11	66	2	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	573	48	0	482	1	1	2	11	66	2	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	573	48	0	482	1	1	2	11	66	2	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	573	48	0	482	1	1	2	11	66	2	18
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	0.99	0.01	0.07	0.14	0.79	0.97	0.03	1.00
Final Sat.:	1500	1384	116	1500	1497	3	107	214	1179	1456	44	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.00	0.32	0.32	0.01	0.01	0.01	0.05	0.05	0.01
Crit Volume:		621			0			14			68	
Crit Moves:		****			****			****			****	

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #5 Lincoln Blvd & 1st St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	173	693	116		6	580	33		37	78	149		52	85	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	173	693	116		6	580	33		37	78	149		52	85	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	173	693	116		6	580	33		37	78	149		52	85	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	173	693	116		6	580	33		37	78	149		52	85	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	173	693	116		6	580	33		37	78	149		52	85	3	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.95	0.05		1.00	0.34	0.66		1.00	0.97	0.03	
Final Sat.:	1500	1500	1500		1500	1419	81		1500	515	985		1500	1449	51	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.46	0.08		0.00	0.41	0.41		0.02	0.15	0.15		0.03	0.06	0.06	
Crit Volume:	173					613				227			52			
Crit Moves:	****					****				****			****			

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #6 Lincoln Blvd & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	119	915	708		112	729	138		109	412	47		437	381	48	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	119	915	708		112	729	138		109	412	47		437	381	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	119	915	708		112	729	138		109	412	47		437	381	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	915	708		112	729	138		109	412	47		437	381	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
FinalVolume:	119	915	708		112	729	138		109	412	47		481	381	48	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.80	0.20		2.00	2.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	2693	307		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.31	0.47		0.07	0.24	0.09		0.07	0.15	0.15		0.16	0.13	0.03	
Crit Volume:			708		112						230		0			
Crit Moves:			****		****						****		****			

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #7 Lincoln Blvd & Sterling Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	1499	308	96	1094	0	0	0	0	87	0	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	1499	308	96	1094	0	0	0	0	87	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1499	308	96	1094	0	0	0	0	87	0	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1499	308	96	1094	0	0	0	0	87	0	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1499	308	96	1094	0	0	0	0	96	0	107
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3100	1550	1550	3100	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.20	0.06	0.35	0.00	0.00	0.00	0.00	0.03	0.00	0.07
Crit Volume:		750		96			0					107
Crit Moves:		****		****								****

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #8 Joiner Pkwy & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	2	0	2 0 1	1	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	953	648	270	31	555	30	24	128	609	869	336	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	953	648	270	31	555	30	24	128	609	869	336	31
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	953	648	0	31	555	0	24	128	0	869	336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	953	648	0	31	555	0	24	128	0	869	336	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00	1.10	1.00	0.00
FinalVolume:	1048	648	0	34	555	0	24	128	0	956	336	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.35	0.22	0.00	0.01	0.19	0.00	0.02	0.04	0.00	0.32	0.11	0.00
Crit Volume:	524				278			64		478		
Crit Moves:	****				****			****		****		

V130 Wed Jul 18, 2012 17:00:40 Page 11-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #9 Joiner Pkwy & Sterling Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	449	29	223	36	16	53	53	215	54	246	892	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	29	223	36	16	53	53	215	54	246	892	64
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	449	29	0	36	16	53	53	215	0	246	892	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	29	0	36	16	53	53	215	0	246	892	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	494	29	0	36	16	53	53	215	0	271	892	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	1500	1500	1500	1500	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.02	0.00	0.02	0.01	0.04	0.04	0.07	0.00	0.09	0.30	0.04
Crit Volume:	247					53	53				446	
Crit Moves:	****					****	****				****	

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V130 Wed Jul 18, 2012 17:00:40 Page 12-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #10 E. Joiner Pkwy & Del Webb (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	0	1 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	982	379	246	337	0	2	1	1	128	1	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	982	379	246	337	0	2	1	1	128	1	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	982	379	246	337	0	2	1	1	128	1	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	982	379	246	337	0	2	1	1	128	1	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	982	379	246	337	0	2	1	1	128	1	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	0.99	0.01	1.00
Final Sat.:	1500	3000	1500	1500	3000	0	1500	750	750	1488	12	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.25	0.16	0.11	0.00	0.00	0.00	0.00	0.09	0.09	0.13
Crit Volume:		491		246				2				200
Crit Moves:		****		****				****				****

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V130 Wed Jul 18, 2012 17:00:40 Page 13-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #11 E. Joiner Pkwy & Del Webb (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	28	1335	117	59	427	13	29	17	5	95	14	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1335	117	59	427	13	29	17	5	95	14	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1335	117	59	427	13	29	17	5	95	14	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1335	117	59	427	13	29	17	5	95	14	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1335	117	59	427	13	29	17	5	95	14	38
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.27	0.73
Final Sat.:	1500	3000	1500	1500	2911	89	1500	1500	1500	1500	404	1096
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.08	0.04	0.15	0.15	0.02	0.01	0.00	0.06	0.03	0.03
Crit Volume:		668			59			17			95	
Crit Moves:		****			****			****			****	

V130 Wed Jul 18, 2012 17:00:40 Page 14-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #12 Ferrari Ranch Rd & Ingram Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	34	0	312	0	0	0	0	1271	19	107	900	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:	34	0	312	0	0	0	0	1271	19	107	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	312	0	0	0	0	1271	19	107	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	312	0	0	0	0	1271	19	107	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	312	0	0	0	0	1271	19	107	900	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1550	0	1550	0	0	0	0	3100	1550	1550	3100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.20	0.00	0.00	0.00	0.00	0.41	0.01	0.07	0.29	0.00
Crit Volume:			312		0			636		107		
Crit Moves:			****					****		****		

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #13 Ferrari Ranch Rd & Sun City Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1.0	1.0	2.0	0 0.0	0.0	0 0.0	0 0.0	1.0	0 0.0	1.0
Volume Module:												
Base Vol:	0	1575	29	39	913	0	0	0	0	68	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1575	29	39	913	0	0	0	0	68	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1575	29	39	913	0	0	0	0	68	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1575	29	39	913	0	0	0	0	68	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1575	29	39	913	0	0	0	0	68	0	75
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3100	1550	1550	3100	0	0	0	0	1550	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.02	0.03	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Volume:		788		39			0					75
Crit Moves:		****		****								****

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #14 McBean Park Dr & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1.0	2.0	0 1.0	1.0	2.0	0 1.0	1.0	2.0	0 1.0	1.0	1.0	1 0.0
Volume Module:												
Base Vol:	127	592	967	10	282	32	65	574	30	611	625	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	592	967	10	282	32	65	574	30	611	625	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	592	967	10	282	32	65	574	30	611	625	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	592	967	10	282	32	65	574	30	611	625	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	592	967	10	282	32	65	574	30	611	625	11
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1550	3100	1550	1550	3100	1550	1550	3100	1550	1550	3046	54
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.62	0.01	0.09	0.02	0.04	0.19	0.02	0.39	0.21	0.21
Crit Volume:			967	10				287		0		
Crit Moves:			****	****				****		****		

V130 Wed Jul 18, 2012 17:00:40 Page 17-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #15 McBean Park Dr & East Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0 1	1	0	0 1 0	1	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	481	0	128	105	200	0	1	285	506
Growth Adj:	1.00	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	481	0	128	105	200	0	1	285	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	481	0	128	105	200	0	1	285	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	481	0	128	105	200	0	1	285	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	481	0	128	105	200	0	1	285	506
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	1550	0	1550	0	1550	1550	1550	0	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.08	0.07	0.13	0.00	0.00	0.18	0.33
Crit Volume:		0		481			105					506
Crit Moves:				****			****					****

V130 Wed Jul 18, 2012 17:00:40 Page 18-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #16 McBean Park Dr & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	226	98	15	96	95	116	245	896	408	21	894	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	98	15	96	95	116	245	896	408	21	894	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	98	15	96	95	116	245	896	408	21	894	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	98	15	96	95	116	245	896	408	21	894	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	98	15	96	95	116	245	896	408	21	894	252
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.01	0.06	0.06	0.08	0.16	0.30	0.27	0.01	0.30	0.17
Crit Volume:	226					116	245				447	
Crit Moves:	****					****	****				****	

V130 Wed Jul 18, 2012 17:00:41 Page 19-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #17 Twelve Bridges Dr & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	276	1525		0	0	654		90	276		0	302	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	276	1525		0	0	654		90	276		0	302	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	276	1525		0	0	654		90	276		0	302	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	276	1525		0	0	654		90	276		0	302	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	276	1525		0	0	654		90	276		0	302	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550		1550	1550	1550		1550	1550		1550	1550	1550		1550	1550
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1550	3100		0	0	3100		1550	1550		0	1550	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.18	0.49		0.00	0.00	0.21		0.06	0.18		0.00	0.19	0.00		0.00	0.00
Crit Volume:	763				0							302	0			
Crit Moves:	****				****							****				

V130 Wed Jul 18, 2012 17:00:41 Page 20-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #18 Twelve Bridges Dr & E Joiner Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	15	967		232	81	353		79	382		862	10	200		246	108
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	15	967		232	81	353		79	382		862	10	200		246	108
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	15	967		232	81	353		79	382		862	10	200		246	108
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	15	967		232	81	353		79	382		862	10	200		246	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	1.10		1.00	1.00	1.10		1.00	1.00
FinalVolume:	15	967		232	81	353		79	420		862	10	220		246	108
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	2.00		2.00	1.00	2.00		2.00	1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	3000		3000	1500	3000		3000	1500
Capacity Analysis Module:																
Vol/Sat:	0.01	0.32		0.15	0.05	0.12		0.05	0.14		0.29	0.01	0.07		0.08	0.07
Crit Volume:	484				81						431		110			
Crit Moves:	****				****						****		****			

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec):	60			Critical Vol./Cap.(X):			0.745						
Loss Time (sec):	9			Average Delay (sec/veh):			14.3						
Optimal Cycle:	51			Level Of Service:			B						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0 0	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	71	48	657	0	0	0	777	698	0	0	573	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	48	657	0	0	0	777	698	0	0	573	166
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	48	0	0	0	0	777	698	0	0	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	48	0	0	0	0	777	698	0	0	573	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	71	48	0	0	0	0	777	698	0	0	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1615	1900	1900	0	0	0	1805	3610	0	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.00	0.00	0.00	0.00	0.43	0.19	0.00	0.00	0.16	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.06	0.06	0.00	0.00	0.00	0.00	0.58	0.79	0.00	0.00	0.21	0.00
Volume/Cap:	0.74	0.43	0.00	0.00	0.00	0.00	0.74	0.24	0.00	0.00	0.74	0.00
Delay/Veh:	54.7	29.9	0.0	0.0	0.0	0.0	12.3	1.7	0.0	0.0	26.1	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:	54.7	29.9	0.0	0.0	0.0	0.0	12.3	1.7	0.0	0.0	26.1	0.0
LOS by Move:	D	C	A	A	A	A	B	A	A	A	C	A
HCM2kAvgQ:	3	1	0	0	0	0	12	2	0	0	7	0

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60			Critical Vol./Cap.(X):			0.930						
Loss Time (sec):	9			Average Delay (sec/veh):			23.4						
Optimal Cycle:	89			Level Of Service:			C						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	220	0	154	347	1270	0	0	221	433
Growth Adj:	1.00	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	220	0	154	347	1270	0	0	221	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	220	0	154	347	1270	0	0	221	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	154	347	1270	0	0	221	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	220	0	154	347	1270	0	0	221	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.10	0.19	0.67	0.00	0.00	0.12	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.45	0.72	0.00	0.00	0.27	0.00
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.73	0.43	0.93	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	65.4	0.0	37.0	11.7	18.5	0.0	0.0	18.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	65.4	0.0	37.0	11.7	18.5	0.0	0.0	18.6	0.0
LOS by Move:	A	A	A	E	A	D	B	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	5	5	26	0	0	4	0

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

V130 Wed Jul 18, 2012 17:00:41 Page 23-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #21 Lincoln-Newcastle Hwy & Sierra College Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	791	1	340	0	0	1	2	166	269	126	356	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:	791	1	340	0	0	1	2	166	269	126	356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	791	1	340	0	0	1	2	166	269	126	356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	1	340	0	0	1	2	166	269	126	356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	791	1	340	0	0	1	2	166	269	126	356	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.99	0.01	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1548	2	1550	0	0	1550	1550	1550	1550	1550	1550	0
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.22	0.00	0.00	0.00	0.00	0.11	0.17	0.08	0.23	0.00
Crit Volume:	791					1			269	126		
Crit Moves:	****					****			****	****		

V130 Wed Jul 18, 2012 17:00:41 Page 24-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #22 Sierra College Blvd & English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0
Volume Module:												
Base Vol:	0	1827	45	212	931	0	0	0	0	20	0	355
Growth Adj:	1.00	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	1827	45	212	931	0	0	0	0	20	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1827	45	212	931	0	0	0	0	20	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1827	45	212	931	0	0	0	0	20	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1827	45	212	931	0	0	0	0	20	0	355
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3025	75	1550	3100	0	0	0	0	83	0	1467
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.60	0.14	0.30	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Volume:			936	212			0					375
Crit Moves:			****	****								****

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #23 Sierra College Blvd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
Loss Time (sec): 9 Average Delay (sec/veh): 54.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	842	22		542	815	46		322	37	10		31	12	216	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	842	22		542	815	46		322	37	10		31	12	216	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	842	22		542	815	46		322	37	10		31	12	216	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	842	22		542	815	46		322	37	10		31	12	216	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	842	22		542	815	46		322	37	10		31	12	216	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.94	0.94		0.50	0.50	0.50		0.83	0.83	0.83	
Lanes:	1.00	1.95	0.05		1.00	1.89	0.11		0.87	0.10	0.03		0.12	0.05	0.83	
Final Sat.:	1805	3504	92		1805	3390	191		826	95	26		188	73	1309	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.30	0.24	0.24		0.39	0.39	0.39		0.17	0.17	0.17	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.23	0.23		0.29	0.53	0.53		0.38	0.38	0.38		0.38	0.38	0.38	
Volume/Cap:	0.46	1.02	1.02		1.02	0.46	0.46		1.02	1.02	1.02		0.43	0.43	0.43	
Delay/Veh:	110.7	75.1	75.1		80.3	15.0	15.0		84.2	84.2	84.2		23.4	23.4	23.4	
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:	110.7	75.1	75.1		80.3	15.0	15.0		84.2	84.2	84.2		23.4	23.4	23.4	
LOS by Move:	F	E	E		F	B	B		F	F	F		C	C	C	
HCM2kAvgQ:	0	21	21		24	9	9		18	18	18		6	6	6	

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #24 Sierra Collage & Bankhead

Average Delay (sec/veh): 19.9 Worst Case Level Of Service: F[482.7]

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	1	0	0 1	0	1	0	0 1	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	25	22	117		34	16	0		2	686	36		200	841	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	22	117		34	16	0		2	686	36		200	841	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	22	117		34	16	0		2	686	36		200	841	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	25	22	117		34	16	0		2	686	36		200	841	5	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1537	1954	361		1602	1970	423		846	xxxx	xxxxx		722	xxxx	xxxxx	
Potent Cap.:	81	65	641		72	63	585		800	xxxx	xxxxx		889	xxxx	xxxxx	
Move Cap.:	48	48	641		31	47	585		800	xxxx	xxxxx		889	xxxx	xxxxx	
Volume/Cap:	0.52	0.46	0.18		1.10	0.34	0.00		0.00	xxxx	xxxx		0.22	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.7		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.9	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	11.9		xxxxx	xxxx	xxxxx		9.5	xxxx	xxxxx		10.2	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		A	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	48	xxxx	xxxxx		35	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	4.1	xxxx	xxxxx		5.4	xxxx	xxxxx		0.0	xxxx	xxxxx		0.9	xxxx	xxxxx	
Shrd ConDel:	254.4	xxxx	xxxxx		482.7	xxxx	xxxxx		9.5	xxxx	xxxxx		10.2	xxxx	xxxxx	
Shared LOS:	F	*	*		F	*	*		A	*	*		B	*	*	
ApproachDel:	81.4				482.7				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #25 Sierra College Blvd & Taylor Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	8	Average Delay (sec/veh):	43.3
Optimal Cycle:	123	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	260	815	501	39	722	74	132	236	259	317	272	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	815	501	39	722	74	132	236	259	317	272	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	815	501	39	722	74	132	236	259	317	272	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	815	501	39	722	74	132	236	259	317	272	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	815	501	39	722	74	132	236	259	317	272	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.43	0.31	0.02	0.38	0.05	0.07	0.12	0.16	0.18	0.14	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.53	0.53	0.03	0.41	0.41	0.12	0.17	0.17	0.19	0.24	0.24
Volume/Cap:	0.93	0.80	0.58	0.80	0.93	0.11	0.60	0.72	0.93	0.93	0.60	0.19
Delay/Veh:	78.6	23.8	16.8	109.8	46.8	18.5	46.3	47.0	77.8	72.4	36.2	30.7
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:	78.6	23.8	16.8	109.8	46.8	18.5	46.3	47.0	77.8	72.4	36.2	30.7
LOS by Move:	E	C	B	F	D	B	D	D	E	E	D	C
HCM2kAvgQ:	12	22	11	3	26	1	5	8	12	14	8	2

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #26 Sierra College & Brace

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	8	Average Delay (sec/veh):	24.7
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1365	335	355	921	0	0	0	73	283	0	243
Growth Adj:	1.00	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	1365	335	355	921	0	0	0	73	283	0	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1365	335	355	921	0	0	0	73	283	0	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1365	335	355	921	0	0	0	73	283	0	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1365	335	355	921	0	0	0	73	283	0	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.91	0.91	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5187	1615	1805	5187	0	0	0	1644	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.21	0.20	0.18	0.00	0.00	0.00	0.04	0.19	0.00	0.15
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.37	0.37	0.28	0.65	0.00	0.00	0.00	0.27	0.27	0.00	0.27
Volume/Cap:	0.00	0.71	0.56	0.71	0.27	0.00	0.00	0.00	0.16	0.71	0.00	0.55
Delay/Veh:	0.0	28.2	26.2	37.3	7.6	0.0	0.0	0.0	27.9	38.7	0.0	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.2	26.2	37.3	7.6	0.0	0.0	0.0	27.9	38.7	0.0	32.6
LOS by Move:	A	C	C	D	A	A	A	A	C	D	A	C
HCM2kAvgQ:	0	14	9	11	4	0	0	0	2	9	0	7

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

V130 Wed Jul 18, 2012 17:00:41 Page 29-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #27 Sierra College Blvd & Granite Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	163	1153	136	60	974	248	323	44	350	239	35	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1153	136	60	974	248	323	44	350	239	35	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1153	136	60	974	248	323	44	350	239	35	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1153	136	60	974	248	323	44	350	239	35	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	163	1153	136	60	974	248	323	44	385	239	35	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	3000	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.09	0.04	0.32	0.17	0.22	0.03	0.13	0.16	0.02	0.02
Crit Volume:	163				487				193	239		
Crit Moves:	****				****				****	****		

V130 Wed Jul 18, 2012 17:00:41 Page 30-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 Average Delay (sec/veh): 23.5
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	0	1 0	1 0	2	0 0	1 1
Volume Module:												
Base Vol:	158	1191	61	0	1535	8	9	26	312	313	45	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1191	61	0	1535	8	9	26	312	313	45	289
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1191	0	0	1535	8	9	26	312	313	45	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1191	0	0	1535	8	9	26	312	313	45	289
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	1191	0	0	1535	8	9	26	312	313	45	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.82	0.82	0.82	0.92	0.87	0.87
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	0.26	0.74	1.00	2.00	0.27	1.73
Final Sat.:	1805	5187	1900	0	5187	1615	401	1159	1560	3502	445	2861
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.00	0.00	0.30	0.00	0.02	0.02	0.20	0.09	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.57	0.00	0.00	0.44	0.44	0.08	0.30	0.30	0.13	0.35	0.35
Volume/Cap:	0.67	0.40	0.00	0.00	0.67	0.01	0.29	0.08	0.67	0.67	0.29	0.29
Delay/Veh:	48.9	12.1	0.0	0.0	23.1	15.8	43.6	25.3	34.3	45.1	23.5	23.5
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:	48.9	12.1	0.0	0.0	23.1	15.8	43.6	25.3	34.3	45.1	23.5	23.5
LOS by Move:	D	B	A	A	C	B	D	C	C	D	C	C
HCM2kAvgQ:	6	7	0	0	14	0	1	1	10	6	4	4

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	9	Average Delay (sec/veh):	37.2
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	2	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	1009	96	222	780	131	469	230	40	143	52	563
Growth Adj:	1.00	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	1009	96	222	780	131	469	230	40	143	52	563
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1009	96	222	780	0	469	230	40	143	52	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1009	96	222	780	0	469	230	40	143	52	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1009	96	222	780	0	469	230	40	143	52	563
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	1.00	0.92	0.95	0.85	0.84	0.84	0.84
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	0.73	0.27	1.00
Final Sat.:	0	6916	1615	3502	3610	1900	3502	3610	1615	1166	424	1590
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.06	0.06	0.22	0.00	0.13	0.06	0.02	0.12	0.12	0.35
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.19	0.19	0.08	0.28	0.00	0.17	0.22	0.22	0.42	0.46	0.46
Volume/Cap:	0.00	0.75	0.31	0.75	0.77	0.00	0.77	0.30	0.11	0.30	0.27	0.77
Delay/Veh:	0.0	40.4	35.0	54.9	36.9	0.0	45.6	33.1	31.7	19.6	16.8	26.7
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:	0.0	40.4	35.0	54.9	36.9	0.0	45.6	33.1	31.7	19.6	16.8	26.7
LOS by Move:	A	D	D	D	D	A	D	C	C	B	B	C
HCM2kAvgQ:	0	10	3	5	13	0	9	3	1	4	4	17

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #30 Ferrari Ranch Rd & Oak Tree Ln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	41	286	0	0	164	244	450	0	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	286	0	0	164	244	450	0	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	286	0	0	164	244	450	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	286	0	0	164	244	450	0	22	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	286	0	0	164	244	450	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.00	0.00	0.11	0.16	0.29	0.00	0.01	0.00	0.00	0.00
Crit Volume:	41					244	450				0	
Crit Moves:	****					****	****					

V130 Wed Jul 18, 2012 17:00:41 Page 33-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #31 Sierra College Blvd & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	720	1154		0	0	388		8	4		0	399	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	720	1154		0	0	388		8	4		0	399	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	720	1154		0	0	388		8	4		0	399	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	720	1154		0	0	388		8	4		0	399	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.10	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	792	1154		0	0	388		8	4		0	399	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550		1550	1550	1550		1550	1550		1550	1550	1550		1550	1550
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	2.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	3100	3100		0	0	3100		1550	1550		0	1550	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.26	0.37		0.00	0.00	0.13		0.01	0.00		0.00	0.26	0.00		0.00	0.00
Crit Volume:	396					194			4						0	
Crit Moves:	****					****			****							

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V130 Wed Jul 18, 2012 17:00:41 Page 34-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #32 Virginiatown Rd & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	392	205		139	2	88		1	1	32		238	82	30		4
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	392	205		139	2	88		1	1	32		238	82	30		4
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	392	205		139	2	88		1	1	32		238	82	30		4
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	392	205		139	2	88		1	1	32		238	82	30		4
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	392	205		139	2	88		1	1	32		238	82	30		4
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Sat.:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Capacity Analysis Module:																
Vol/Sat:	0.26	0.14		0.09	0.00	0.06		0.00	0.00	0.02		0.16	0.05	0.02		0.00
Crit Volume:	392					88						238	82			
Crit Moves:	****					****						****	****			

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V130 Wed Jul 18, 2012 17:00:41 Page 35-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #33 McBean Park Dr & Village 1 Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	93	18	78	0	14	72	171	351	220	129	826	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:	93	18	78	0	14	72	171	351	220	129	826	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	18	78	0	14	72	171	351	220	129	826	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	18	78	0	14	72	171	351	220	129	826	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	18	78	0	14	72	171	351	220	129	826	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.00	0.01	0.05	0.11	0.12	0.15	0.09	0.28	0.00
Crit Volume:	93					72	171				413	
Crit Moves:	****					****	****				****	

V130 Wed Jul 18, 2012 17:00:41 Page 36-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #34 Oak Tree Ln & Village 1 Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	39	0	50	117	348	0	0	273	100
Growth Adj:	1.00	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	39	0	50	117	348	0	0	273	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	0	50	117	348	0	0	273	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	0	50	117	348	0	0	273	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
FinalVolume:	0	0	0	39	0	50	117	348	0	0	273	100
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.08	0.22	0.00	0.00	0.18	0.06
Crit Volume:				0	39		117				273	
Crit Moves:				****			****				****	

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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 D/V
# 41 SR 65 Bypass NB & Ferrari Ranc	C	30.4	0.890	C	30.4	0.890	+ 0.000
# 42 SR 65 Bypass SB & Ferrari Ranc	A	4.9	0.413	A	4.9	0.413	+ 0.000
# 43 SR 65 NB & Industrial/Lincoln	C	28.9	0.852	C	28.9	0.852	+ 0.000
# 44 SR 65 SB & Industrial/Lincoln	C	27.2	0.874	C	27.2	0.874	+ 0.000

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #41 SR 65 Bypass NB & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 Average Delay (sec/veh): 30.4
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	1 0	3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	1085	0	936	0	0	0	34	629	0	0	1306	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1085	0	936	0	0	0	34	629	0	0	1306	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1085	0	936	0	0	0	34	629	0	0	1306	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1085	0	936	0	0	0	34	629	0	0	1306	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1085	0	936	0	0	0	34	629	0	0	1306	373
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	0.93	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1769	0	1583	0	0	0	1769	5083	0	0	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.61	0.00	0.59	0.00	0.00	0.00	0.02	0.12	0.00	0.00	0.26	0.24
Crit Moves:	****						****				****	
Green/Cycle:	0.69	0.00	0.69	0.00	0.00	0.00	0.02	0.31	0.00	0.00	0.29	0.29
Volume/Cap:	0.89	0.00	0.86	0.00	0.00	0.00	0.89	0.40	0.00	0.00	0.89	0.82
Delay/Veh:	20.8	0.0	18.7	0.0	0.0	0.0	151.0	27.3	0.0	0.0	41.1	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	18.7	0.0	0.0	0.0	151.0	27.3	0.0	0.0	41.1	44.0
LOS by Move:	C	A	B	A	A	A	F	C	A	A	D	D
HCM2kAvgQ:	30	0	25	0	0	0	3	6	0	0	18	13

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #42 SR 65 Bypass SB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	4.9
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	3	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	131	0	84	0	531	527	0	1724	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	131	0	84	0	531	527	0	1724	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	131	0	84	0	531	527	0	1724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	131	0	84	0	531	527	0	1724	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	131	0	84	0	531	527	0	1724	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1769	0	1583	0	5083	1583	0	5083	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.00	0.10	0.33	0.00	0.34	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.82	0.82	0.00	0.82	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.30	0.00	0.13	0.41	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	37.3	0.0	36.2	0.0	1.8	2.6	0.0	2.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.3	0.0	36.2	0.0	1.8	2.6	0.0	2.5	0.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	1	5	0	5	0

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

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #43 SR 65 NB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	0	Average Delay (sec/veh):	28.9
Optimal Cycle:	154	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	0	3	0	0	1	0	1
Volume Module:												
Base Vol:	0	1570	0	0	1279	0	0	0	0	0	0	859
Growth Adj:	1.00	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	1570	0	0	1279	0	0	0	0	0	0	859
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1570	0	0	1279	0	0	0	0	0	0	859
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1570	0	0	1279	0	0	0	0	0	0	859
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1570	0	0	1279	0	0	0	0	0	0	859
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5083	0	0	5083	0	0	0	0	1900	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.54
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.64
Volume/Cap:	0.00	0.85	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.85
Delay/Veh:	0.0	33.4	0.0	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	21.4
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:	0.0	33.4	0.0	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	21.4
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	C
HCM2kAvgQ:	0	19	0	0	13	0	0	0	0	0	0	24

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

V130 Mon Jul 16, 2012 09:03:23 Page 6-1

Lincoln Village 1
2030 Plus Project
PM Peak Hour

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

Intersection #44 SR 65 SB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	27.2
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 0	1	0 3	0 0	0	0 0	0 0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	1570	0	1000	279	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1570	0	1000	279	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1570	0	1000	279	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1570	0	1000	279	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1570	0	1000	279	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	0.93	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5083	0	1769	5083	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.57	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.35	0.00	0.65	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.00	0.87	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.4	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	35.4	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	A	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	20	0	28	0	0	0	0	0	0	0	0

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

Lincoln Vllage 1
Rocklin GP 2030 Plus Project
Plus Village 1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#137 W Stanford Ranch Rd & Wildcat	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#142 Wildcat Bl & Whitney Ranch Pkw	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
#145 Wildcat Bl & Ranch View Dr	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
#163 Park Dr & Valley View Pkwy	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
#164 Nature Trail Wy & Valley View	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000 V/C
#165 Sierra College Bl & Valley Vie	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C

Lincoln Vllage 1
Rocklin GP 2030 Plus Project
Plus Village 1

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

Intersection #137 W Stanford Ranch Rd & Wildcat Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 0	2	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	20	463	0	567	133	522	589	609	13	1	262	367
Growth Adj:	1.00	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	463	0	567	133	522	589	609	13	1	262	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	463	0	567	133	522	589	609	13	1	262	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	463	0	567	133	522	589	609	13	1	262	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	463	0	567	133	522	589	609	13	1	262	367
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	2900	1450	2900	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.20	0.09	0.18	0.20	0.21	0.01	0.00	0.06	0.25
Crit Volume:		232		284			295					367
Crit Moves:		****		****			****					****

Lincoln Vllage 1
Rocklin GP 2030 Plus Project
Plus Village 1

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

Intersection #142 Wildcat Bl & Whitney Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	406	758	48	92	389	224	469	682	364	49	336	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	758	48	92	389	224	469	682	364	49	336	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	758	48	92	389	224	469	682	364	49	336	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	758	48	92	389	224	469	682	364	49	336	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	758	48	92	389	224	469	682	364	49	336	89
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.28	0.26	0.03	0.06	0.13	0.15	0.16	0.16	0.25	0.02	0.12	0.06
Crit Volume:	406					224	235				168	
Crit Moves:	****					****	****				****	

Lincoln Vllage 1
Rocklin GP 2030 Plus Project
Plus Village 1

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

Intersection #145 Wildcat Bl & Ranch View Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	4	1225	54	27	572	88	524	32	6	46	3	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1225	54	27	572	88	524	32	6	46	3	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1225	54	27	572	88	524	32	6	46	3	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1225	54	27	572	88	524	32	6	46	3	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1225	54	27	572	88	524	32	6	46	3	37
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.73	0.27	1.00	0.84	0.16	1.01	0.07	0.92
Final Sat.:	1450	2778	122	1450	2513	387	1450	1221	229	1450	109	1341
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.02	0.23	0.23	0.36	0.03	0.03	0.03	0.03	0.03
Crit Volume:		640			27			524			40	
Crit Moves:		****			****			****			****	

Lincoln Vllage 1
Rocklin GP 2030 Plus Project
Plus Village 1

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

Intersection #163 Park Dr & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	63	434	641	25	0	0	0	0	190	0	322
Growth Adj:	1.00	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	63	434	641	25	0	0	0	0	190	0	322
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	63	0	641	25	0	0	0	0	190	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	63	0	641	25	0	0	0	0	190	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	63	0	641	25	0	0	0	0	190	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.43	0.01	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Volume:		32		641				0		190		
Crit Moves:		****		****						****		

Lincoln Vllage 1
Rocklin GP 2030 Plus Project
Plus Village 1

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

Intersection #164 Nature Trail Wy & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0 1	0	0	0 0 1	1	0	1 0 1	1	0	1 0 0
Volume Module:												
Base Vol:	14	0	7	0	0	5	19	1019	37	19	492	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:	14	0	7	0	0	5	19	1019	37	19	492	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	7	0	0	5	19	1019	37	19	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	7	0	0	5	19	1019	37	19	492	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	7	0	0	5	19	1019	37	19	492	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1450	0	1450	0	0	1450	1450	1450	1450	1450	1450	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.70	0.03	0.01	0.34	0.00
Crit Volume:	14					5		1019		19		
Crit Moves:	****					****		****		****		

V130 Mon Jul 16, 2012 23:35:51 Page 78-1

Lincoln Vllage 1
Rocklin GP 2030 Plus Project
Plus Village 1

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

Intersection #165 Sierra College Bl & Valley View Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2.0	0	0	0	0 2.0	0	1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	240	1528	0	0	829	318	465	0	574	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	240	1528	0	0	829	318	465	0	574	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	240	1528	0	0	829	318	465	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	240	1528	0	0	829	318	465	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	240	1528	0	0	829	318	465	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3000	3000	0	0	3000	1500	3000	0	1500	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.51	0.00	0.00	0.28	0.21	0.16	0.00	0.00	0.00	0.00	0.00				
Crit Volume:	764			0			233				0					
Crit Moves:	****			****			****									

INTERSECTION LOS WORKSHEETS
2050 NO PROJECT CONDITIONS

Lincoln Village 1
2050 No Project
AM Peak Hour

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 D/V
# 19 Twelve Bridges Dr & SR 65 N/B	C	31.9	0.964	C	31.9	0.964	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	15.8	0.648	B	15.8	0.648	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	F	76.9	1.218	F	76.9	1.218	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	C	20.7	0.523	C	20.7	0.523	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	C	29.8	0.681	C	29.8	0.681	+ 0.000 D/V
# 41 SR 65 Bypass NB & Ferrari Ranc	C	26.5	0.816	C	26.5	0.816	+ 0.000 D/V
# 42 SR 65 Bypass SB & Ferrari Ranc	C	25.2	0.949	C	25.2	0.949	+ 0.000 D/V
# 43 SR 65 NB & Industrial/Lincoln	D	39.1	0.961	D	39.1	0.961	+ 0.000 D/V
# 44 SR 65 SB & Industrial/Lincoln	A	3.9	0.624	A	3.9	0.624	+ 0.000 D/V

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 9 Average Delay (sec/veh): 31.9
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	477	8	622	0	0	0	220	593	0	0	1392	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	8	622	0	0	0	220	593	0	0	1392	431
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	8	0	0	0	0	220	593	0	0	1392	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	8	0	0	0	0	220	593	0	0	1392	431
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	8	0	0	0	0	220	593	0	0	1392	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	1862	1900	0	0	0	1769	3538	0	0	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.00	0.00	0.00	0.00	0.12	0.17	0.00	0.00	0.39	0.27
Crit Moves:	****						****				****	
Green/Cycle:	0.31	0.31	0.00	0.00	0.00	0.00	0.13	0.54	0.00	0.00	0.41	0.41
Volume/Cap:	0.96	0.01	0.00	0.00	0.00	0.00	0.96	0.31	0.00	0.00	0.96	0.67
Delay/Veh:	51.5	14.2	0.0	0.0	0.0	0.0	75.2	7.8	0.0	0.0	33.2	17.1
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:	51.5	14.2	0.0	0.0	0.0	0.0	75.2	7.8	0.0	0.0	33.2	17.1
LOS by Move:	D	B	A	A	A	A	E	A	A	A	C	B
HCM2kAvgQ:	15	0	0	0	0	0	8	3	0	0	20	8

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

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	9	Average Delay (sec/veh):	15.8
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	426	0	234	92	376	0	0	914	952
Growth Adj:	1.00	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	426	0	234	92	376	0	0	914	952
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	426	0	234	92	376	0	0	914	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	426	0	234	92	376	0	0	914	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	426	0	234	92	376	0	0	914	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.15	0.05	0.11	0.00	0.00	0.26	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.08	0.48	0.00	0.00	0.40	0.00
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.40	0.65	0.22	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	0.0	14.4	36.8	9.2	0.0	0.0	15.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.9	0.0	14.4	36.8	9.2	0.0	0.0	15.7	0.0
LOS by Move:	A	A	A	B	A	B	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	4	3	2	0	0	8	0

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

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.218
Loss Time (sec):	0	Average Delay (sec/veh):	76.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0
Volume Module:																
Base Vol:	455	0	63		0	2	1		0	245	527		180	636	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:	455	0	63		0	2	1		0	245	527		180	636	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	455	0	63		0	2	1		0	245	0		180	636	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	455	0	63		0	2	1		0	245	0		180	636	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	455	0	63		0	2	1		0	245	0		180	636	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.67	0.33		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	474	0	559		0	276	138		0	474	520		480	522	0	
Capacity Analysis Module:																
Vol/Sat:	0.96	xxxx	0.11		xxxx	0.01	0.01		xxxx	0.52	0.00		0.37	1.22	xxxx	
Crit Moves:	****						****			****				****		
Delay/Veh:	59.1	0.0	9.9		0.0	11.4	11.4		0.0	17.8	0.0		14.4	137	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.1	0.0	9.9		0.0	11.4	11.4		0.0	17.8	0.0		14.4	137	0.0	
LOS by Move:	F	*	A		*	B	B		*	C	*		B	F	*	
ApproachDel:	53.2				11.4				17.8				110.0			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	53.2				11.4				17.8				110.0			
LOS by Appr:	F				B				C				F			
AllWayAvgQ:	6.4	6.4	0.1		0.0	0.0	0.0		1.0	1.0	0.0		0.6	18.5	18.5	

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

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 1	0	0	3	0 1	1	0	0	0 1	2	0	0	1 1
Volume Module:																
Base Vol:	186	985	37		0	1158	8		0	0	87		465	51	409	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	186	985	37		0	1158	8		0	0	87		465	51	409	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	186	985	0		0	1158	8		0	0	87		465	51	409	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	186	985	0		0	1158	8		0	0	87		465	51	409	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	186	985	0		0	1158	8		0	0	87		465	51	409	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		1.00	1.00	0.83		0.90	0.85	0.85	
Lanes:	1.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	1.00		2.00	0.22	1.78	
Final Sat.:	1769	5083	1900		0	5083	1583		1900	0	1583		3432	358	2871	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.19	0.00		0.00	0.23	0.01		0.00	0.00	0.05		0.14	0.14	0.14	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.20	0.64	0.00		0.00	0.44	0.44		0.00	0.00	0.11		0.26	0.36	0.36	
Volume/Cap:	0.52	0.30	0.00		0.00	0.52	0.01		0.00	0.00	0.52		0.52	0.39	0.39	
Delay/Veh:	37.1	8.3	0.0		0.0	20.9	16.0		0.0	0.0	45.4		32.3	23.8	23.8	
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:	37.1	8.3	0.0		0.0	20.9	16.0		0.0	0.0	45.4		32.3	23.8	23.8	
LOS by Move:	D	A	A		A	C	B		A	A	D		C	C	C	
HCM2kAvgQ:	6	5	0		0	10	0		0	0	3		7	5	5	

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

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 9 Average Delay (sec/veh): 29.8
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	0	1	0	1 0
Volume Module:																
Base Vol:	0	522	81		164	985	114		742	257	143		55	28	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	522	81		164	985	114		742	257	143		55	28	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	522	81		164	985	0		742	257	143		55	28	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	522	81		164	985	0		742	257	143		55	28	196	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	522	81		164	985	0		742	257	143		55	28	196	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.83		0.90	0.93	1.00		0.90	0.93	0.83		0.82	0.82	0.82	
Lanes:	0.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		0.66	0.34	1.00	
Final Sat.:	0	6778	1583		3432	3538	1900		3432	3538	1583		1039	529	1567	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.05		0.05	0.28	0.00		0.22	0.07	0.09		0.05	0.05	0.13	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.00	0.25	0.25		0.16	0.41	0.00		0.32	0.32	0.32		0.19	0.18	0.18	
Volume/Cap:	0.00	0.31	0.20		0.31	0.68	0.00		0.68	0.23	0.29		0.29	0.29	0.68	
Delay/Veh:	0.0	30.4	29.7		37.7	25.6	0.0		31.5	25.3	26.0		35.2	35.4	42.7	
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:	0.0	30.4	29.7		37.7	25.6	0.0		31.5	25.3	26.0		35.2	35.4	42.7	
LOS by Move:	A	C	C		D	C	A		C	C	C		D	D	D	
HCM2kAvgQ:	0	4	2		3	14	0		11	3	3		2	2	7	

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

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #41 SR 65 Bypass NB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	0	Average Delay (sec/veh):	26.5
Optimal Cycle:	124	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0 1	0	0	0	0 0	1	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	279	0	596		0	0	0		234	1123	0		0	1392	486	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	279	0	596		0	0	0		234	1123	0		0	1392	486	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	279	0	596		0	0	0		234	1123	0		0	1392	486	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	279	0	596		0	0	0		234	1123	0		0	1392	486	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	279	0	596		0	0	0		234	1123	0		0	1392	486	
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		0.93	0.89	1.00		1.00	0.89	0.83	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	1769	0	1583		0	0	0		1769	5083	0		0	5083	1583	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.38		0.00	0.00	0.00		0.13	0.22	0.00		0.00	0.27	0.31	
Crit Moves:			****						****						****	
Green/Cycle:	0.46	0.00	0.46		0.00	0.00	0.00		0.16	0.54	0.00		0.00	0.38	0.38	
Volume/Cap:	0.34	0.00	0.82		0.00	0.00	0.00		0.82	0.41	0.00		0.00	0.73	0.82	
Delay/Veh:	17.5	0.0	30.4		0.0	0.0	0.0		56.8	13.8	0.0		0.0	28.2	36.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	17.5	0.0	30.4		0.0	0.0	0.0		56.8	13.8	0.0		0.0	28.2	36.6	
LOS by Move:	B	A	C		A	A	A		E	B	A		A	C	D	
HCM2kAvgQ:	5	0	18		0	0	0		9	7	0		0	15	16	

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

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #42 SR 65 Bypass SB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.949
Loss Time (sec):	0	Average Delay (sec/veh):	25.2
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	0	0 1	0	0	3	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		489	0	75		0	1015	1016		55	607	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		489	0	75		0	1015	1016		55	607	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		489	0	75		0	1015	1016		55	607	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		489	0	75		0	1015	1016		55	607	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		489	0	75		0	1015	1016		55	607	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		1.00	0.89	0.83		0.93	0.89	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1769	0	1583		0	5083	1583		1769	5083	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.28	0.00	0.05		0.00	0.20	0.64		0.03	0.12	0.00	
Crit Moves:					****						****		****			
Green/Cycle:	0.00	0.00	0.00		0.29	0.00	0.29		0.00	0.68	0.68		0.03	0.71	0.00	
Volume/Cap:	0.00	0.00	0.00		0.95	0.00	0.16		0.00	0.30	0.95		0.95	0.17	0.00	
Delay/Veh:	0.0	0.0	0.0		62.1	0.0	26.5		0.0	6.6	31.4		148.0	4.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		62.1	0.0	26.5		0.0	6.6	31.4		148.0	4.8	0.0	
LOS by Move:	A	A	A		E	A	C		A	A	C		F	A	A	
HCM2kAvgQ:	0	0	0		20	0	2		0	5	34		4	2	0	

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

NP50 Mon Jul 16, 2012 08:50:10 Page 10-1

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #43 SR 65 NB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	0	Average Delay (sec/veh):	39.1
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	141	0	0	2060	0	0	0	0	0	0	880
Growth Adj:	1.00	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	141	0	0	2060	0	0	0	0	0	0	880
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	141	0	0	2060	0	0	0	0	0	0	880
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	141	0	0	2060	0	0	0	0	0	0	880
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	141	0	0	2060	0	0	0	0	0	0	880
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5083	0	0	5083	0	0	0	0	1900	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.56
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.58
Volume/Cap:	0.00	0.07	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.96
Delay/Veh:	0.0	17.2	0.0	0.0	39.8	0.0	0.0	0.0	0.0	0.0	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	0.0	0.0	39.8	0.0	0.0	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	B	A	A	D	A	A	A	A	A	A	D
HCM2kAvgQ:	0	1	0	0	28	0	0	0	0	0	0	32

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

NP50 Mon Jul 16, 2012 08:50:10 Page 11-1

Lincoln Village 1
2050 No Project
AM Peak Hour

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

Intersection #44 SR 65 SB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	0	Average Delay (sec/veh):	3.9
Optimal Cycle:	61	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	141	2	1054	1006	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	141	2	1054	1006	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	141	2	1054	1006	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	141	2	1054	1006	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	141	2	1054	1006	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.93	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5083	1583	1769	5083	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.60	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.04	0.04	0.96	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.03	0.62	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	52.3	45.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	52.3	45.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	0	5	0	0	0	0	0	0	0	0

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

Lincoln Village 1
2050 No Project
PM Peak Hour

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
# 3 Lincoln Blvd & 7th Street	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
# 4 Lincoln Blvd & McBean Park Dr	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 5 Lincoln Blvd & 1st St	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
# 6 Lincoln Blvd & Ferrari Ranch R	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
# 7 Lincoln Blvd & Sterling Pkwy	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000 V/C
# 8 Joiner Pkwy & Ferrari Ranch Rd	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 9 Joiner Pkwy & Sterling Pkwy	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
# 10 E. Joiner Pkwy & Del Webb (N)	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 11 E. Joiner Pkwy & Del Webb (S)	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 12 Ferrari Ranch Rd & Ingram Pkwy	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 13 Ferrari Ranch Rd & Sun City Bl	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 14 McBean Park Dr & Ferrari Ranch	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 15 McBean Park Dr & East Ave	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 16 McBean Park Dr & Oak Tree Ln	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 17 Twelve Bridges Dr & Sierra Col	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 18 Twelve Bridges Dr & E Joiner P	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 19 Twelve Bridges Dr & SR 65 N/B	C	20.2	0.870	C	20.2	0.870	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	D	46.0	1.056	D	46.0	1.056	+ 0.000 D/V
# 21 Lincoln-Newcastle Hwy & Sierra	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000 V/C
# 22 Sierra College Blvd & English	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 23 Sierra College Blvd & King Rd	D	48.4	0.970	D	48.4	0.970	+ 0.000 D/V
# 24 Sierra Collage & Bankhead	F	311.8	0.837	F	311.8	0.837	+ 0.000 D/V
# 25 Sierra College Blvd & Taylor R	D	43.0	0.933	D	43.0	0.933	+ 0.000 D/V

Lincoln Village 1
2050 No Project
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 Sierra College & Brace	C	25.5	0.714	C	25.5	0.714	+ 0.000 D/V
# 27 Sierra College Blvd & Granite	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	C	23.8	0.686	C	23.8	0.686	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	D	36.5	0.766	D	36.5	0.766	+ 0.000 D/V
#100 Wise Rd & Old SR 65 Jug Handle	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
#101 Lincoln Blvd & Wise Rd Jug Han	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
#102 SR 65 & Ramos Rd	B	18.1	0.618	B	18.1	0.618	+ 0.000 D/V

NP50 Wed Jul 18, 2012 17:00:52 Page 3-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #3 Lincoln Blvd & 7th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 1
Volume Module:												
Base Vol:	30	587	36	42	603	22	5	140	20	25	169	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	587	36	42	603	22	5	140	20	25	169	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	587	36	42	603	22	5	140	20	25	169	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	587	36	42	603	22	5	140	20	25	169	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	587	36	42	603	22	5	140	20	25	169	194
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	0.96	0.04	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1500	1413	87	1500	1447	53	1500	1313	188	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.03	0.42	0.42	0.00	0.11	0.11	0.02	0.11	0.13
Crit Volume:		623			42				160	25		
Crit Moves:		****			****				****	****		

NP50 Wed Jul 18, 2012 17:00:52 Page 4-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #4 Lincoln Blvd & McBean Park Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	0	1! 0 0	0	1	0 0 1
Volume Module:												
Base Vol:	4	806	16	2	610	1	1	2	11	32	2	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	806	16	2	610	1	1	2	11	32	2	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	806	16	2	610	1	1	2	11	32	2	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	806	16	2	610	1	1	2	11	32	2	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	806	16	2	610	1	1	2	11	32	2	19
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	1.00	0.99	0.01	0.07	0.14	0.79	0.94	0.06	1.00
Final Sat.:	1500	1471	29	1500	1498	2	107	214	1179	1412	88	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.00	0.41	0.41	0.01	0.01	0.01	0.02	0.02	0.01
Crit Volume:			822		2				14		34	
Crit Moves:			****	****				****			****	

NP50 Wed Jul 18, 2012 17:00:52 Page 5-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #5 Lincoln Blvd & 1st St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	169	881	65	6	669	28	37	72	157	135	86	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	881	65	6	669	28	37	72	157	135	86	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	881	65	6	669	28	37	72	157	135	86	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	881	65	6	669	28	37	72	157	135	86	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	881	65	6	669	28	37	72	157	135	86	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	0.31	0.69	1.00	0.97	0.03
Final Sat.:	1500	1500	1500	1500	1440	60	1500	472	1028	1500	1449	51
Capacity Analysis Module:												
Vol/Sat:	0.11	0.59	0.04	0.00	0.46	0.46	0.02	0.15	0.15	0.09	0.06	0.06
Crit Volume:		881			6			229		135		
Crit Moves:		****			****			****		****		

NP50 Wed Jul 18, 2012 17:00:52 Page 6-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #6 Lincoln Blvd & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	115	1088	587	119	871	190	93	544	45	237	563	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1088	587	119	871	190	93	544	45	237	563	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1088	587	119	871	190	93	544	45	237	563	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1088	587	119	871	190	93	544	45	237	563	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	115	1088	587	119	871	190	93	544	45	261	563	43
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2771	229	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.39	0.08	0.29	0.13	0.06	0.20	0.20	0.09	0.19	0.03
Crit Volume:		544			119			295		130		
Crit Moves:		****			****			****		****		

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #7 Lincoln Blvd & Sterling Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1	1	0 2.0	0 0	0	0 0.0	0 0	2	0 0.0	1
Volume Module:												
Base Vol:	0	1601	349	125	1020	0	0	0	0	86	0	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:	0	1601	349	125	1020	0	0	0	0	86	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1601	349	125	1020	0	0	0	0	86	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1601	349	125	1020	0	0	0	0	86	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1601	349	125	1020	0	0	0	0	95	0	90
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3100	1550	1550	3100	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.23	0.08	0.33	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Volume:		801		125			0					90
Crit Moves:		****		****								****

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #8 Joiner Pkwy & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2.0	0 1	2	0 2.0	0 1	1	0 2.0	0 1	2	0 2.0	0 1
Volume Module:												
Base Vol:	1012	793	400	33	797	27	28	35	768	736	228	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1012	793	400	33	797	27	28	35	768	736	228	1
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1012	793	0	33	797	0	28	35	0	736	228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1012	793	0	33	797	0	28	35	0	736	228	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00	1.10	1.00	0.00
FinalVolume:	1113	793	0	36	797	0	28	35	0	810	228	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.37	0.26	0.00	0.01	0.27	0.00	0.02	0.01	0.00	0.27	0.08	0.00
Crit Volume:	557				399			18		405		
Crit Moves:	****				****			****		****		

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #9 Joiner Pkwy & Sterling Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	470	29	296	36	16	53	53	429	61	225	595	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	29	296	36	16	53	53	429	61	225	595	64
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	470	29	0	36	16	53	53	429	0	225	595	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	29	0	36	16	53	53	429	0	225	595	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	517	29	0	36	16	53	53	429	0	248	595	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	1500	1500	1500	1500	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.02	0.00	0.02	0.01	0.04	0.04	0.14	0.00	0.08	0.20	0.04
Crit Volume:	259					53	53				298	
Crit Moves:	****					****	****				****	

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #10 E. Joiner Pkwy & Del Webb (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	0	1 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	660	174	296	574	0	2	1	1	126	1	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	660	174	296	574	0	2	1	1	126	1	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	660	174	296	574	0	2	1	1	126	1	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	660	174	296	574	0	2	1	1	126	1	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	660	174	296	574	0	2	1	1	126	1	203
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	0.99	0.01	1.00
Final Sat.:	1500	3000	1500	1500	3000	0	1500	750	750	1488	12	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.12	0.20	0.19	0.00	0.00	0.00	0.00	0.08	0.08	0.14
Crit Volume:		330		296				2				203
Crit Moves:		****		****				****				****

NP50 Wed Jul 18, 2012 17:00:52 Page 11-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #11 E. Joiner Pkwy & Del Webb (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0	0 1 0
Volume Module:												
Base Vol:	61	807	166	75	619	13	29	17	5	110	21	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	807	166	75	619	13	29	17	5	110	21	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	807	166	75	619	13	29	17	5	110	21	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	807	166	75	619	13	29	17	5	110	21	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	807	166	75	619	13	29	17	5	110	21	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1500	3000	1500	1500	2938	62	1500	1500	1500	1500	420	1080
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.11	0.05	0.21	0.21	0.02	0.01	0.00	0.07	0.05	0.05
Crit Volume:		404			75			17		110		
Crit Moves:		****			****			****		****		

NP50 Wed Jul 18, 2012 17:00:52 Page 12-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #12 Ferrari Ranch Rd & Ingram Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	34	0	146	0	0	0	0	1222	27	93	807	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:	34	0	146	0	0	0	0	1222	27	93	807	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	146	0	0	0	0	1222	27	93	807	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	146	0	0	0	0	1222	27	93	807	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	146	0	0	0	0	1222	27	93	807	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1550	0	1550	0	0	0	0	3100	1550	1550	3100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.39	0.02	0.06	0.26	0.00
Crit Volume:			146		0			611		93		
Crit Moves:			****					****		****		

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #13 Ferrari Ranch Rd & Sun City Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1	1	0 2.0	0 0	0	0 0.0	0 0	1	0 0.0	0 1
Volume Module:												
Base Vol:	0	1254	48	31	713	0	0	0	0	93	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1254	48	31	713	0	0	0	0	93	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1254	48	31	713	0	0	0	0	93	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1254	48	31	713	0	0	0	0	93	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1254	48	31	713	0	0	0	0	93	0	35
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3100	1550	1550	3100	0	0	0	0	1550	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.03	0.02	0.23	0.00	0.00	0.00	0.00	0.06	0.00	0.02
Crit Volume:		627		31				0		93		
Crit Moves:		****		****						****		

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #14 McBean Park Dr & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0.0	0 1	0	0 0.0	0 0	0	0 1.0	0 1	1	0 1.0	0 0
Volume Module:												
Base Vol:	446	0	906	0	0	0	0	494	168	550	372	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:	446	0	906	0	0	0	0	494	168	550	372	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	0	906	0	0	0	0	494	168	550	372	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	0	906	0	0	0	0	494	168	550	372	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	0	906	0	0	0	0	494	168	550	372	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1550	0	1550	0	0	0	0	1550	1550	1550	1550	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.58	0.00	0.00	0.00	0.00	0.32	0.11	0.35	0.24	0.00
Crit Volume:	446					0			494		550	
Crit Moves:	****								****		****	

NP50 Wed Jul 18, 2012 17:00:52 Page 15-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #15 McBean Park Dr & East Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	509	0	128	105	165	0	1	214	610
Growth Adj:	1.00	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	509	0	128	105	165	0	1	214	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	509	0	128	105	165	0	1	214	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	509	0	128	105	165	0	1	214	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	509	0	128	105	165	0	1	214	610
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	1550	0	1550	0	1550	1550	1550	0	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.08	0.07	0.11	0.00	0.00	0.14	0.39
Crit Volume:		0		509			105					610
Crit Moves:				****			****					****

NP50 Wed Jul 18, 2012 17:00:52 Page 16-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #16 McBean Park Dr & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0	1	0	2 0	1	0	2 0 1
Volume Module:												
Base Vol:	28	7	6	127	3	83	263	1124	18	4	790	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	7	6	127	3	83	263	1124	18	4	790	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	7	6	127	3	83	263	1124	18	4	790	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	7	6	127	3	83	263	1124	18	4	790	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	7	6	127	3	83	263	1124	18	4	790	348
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.08	0.00	0.06	0.18	0.37	0.01	0.00	0.26	0.23
Crit Volume:		7		127			263				395	
Crit Moves:		****		****			****				****	

NP50 Wed Jul 18, 2012 17:00:52 Page 17-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #17 Twelve Bridges Dr & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	331	921	0		0	604	62		74	0	407		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	331	921	0		0	604	62		74	0	407		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	331	921	0		0	604	62		74	0	407		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	331	921	0		0	604	62		74	0	407		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	331	921	0		0	604	62		74	0	407		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	3100	0		0	3100	1550		1550	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.30	0.00		0.00	0.19	0.04		0.05	0.00	0.26		0.00	0.00	0.00	
Crit Volume:	331					302					407		0			
Crit Moves:	****					****					****					

NP50 Wed Jul 18, 2012 17:00:52 Page 18-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #18 Twelve Bridges Dr & E Joiner Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	40	456	328		140	433	118		321	868	38		244	353	176	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	456	328		140	433	118		321	868	38		244	353	176	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	456	328		140	433	118		321	868	38		244	353	176	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	456	328		140	433	118		321	868	38		244	353	176	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
FinalVolume:	40	456	328		140	433	118		353	868	38		268	353	176	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.15	0.22		0.09	0.14	0.08		0.12	0.29	0.03		0.09	0.12	0.12	
Crit Volume:			328		140					434			134			
Crit Moves:			****		****					****			****			

NP50 Wed Jul 18, 2012 17:00:52 Page 19-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 9 Average Delay (sec/veh): 20.2
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0 0	0 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	142	3	779	0	0	0	732	939	0	0	888	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	3	779	0	0	0	732	939	0	0	888	361
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	142	3	0	0	0	0	732	939	0	0	888	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	3	0	0	0	0	732	939	0	0	888	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	142	3	0	0	0	0	732	939	0	0	888	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1615	1900	1900	0	0	0	1805	3610	0	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.41	0.26	0.00	0.00	0.25	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.10	0.10	0.00	0.00	0.00	0.00	0.47	0.75	0.00	0.00	0.28	0.00
Volume/Cap:	0.87	0.02	0.00	0.00	0.00	0.00	0.87	0.35	0.00	0.00	0.87	0.00
Delay/Veh:	62.7	24.3	0.0	0.0	0.0	0.0	24.1	2.6	0.0	0.0	28.7	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:	62.7	24.3	0.0	0.0	0.0	0.0	24.1	2.6	0.0	0.0	28.7	0.0
LOS by Move:	E	C	A	A	A	A	C	A	A	A	C	A
HCM2kAvgQ:	5	0	0	0	0	0	16	3	0	0	12	0

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

NP50 Wed Jul 18, 2012 17:00:52 Page 20-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 9 Average Delay (sec/veh): 46.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	0	1	0 0	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	384	0	209	357	1302	0	0	384	657
Growth Adj:	1.00	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	384	0	209	357	1302	0	0	384	657
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	384	0	209	357	1302	0	0	384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	384	0	209	357	1302	0	0	384	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	384	0	209	357	1302	0	0	384	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.13	0.20	0.69	0.00	0.00	0.20	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.32	0.65	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	1.06	0.00	0.64	0.62	1.06	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	86.8	0.0	26.3	19.3	52.5	0.0	0.0	18.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	86.8	0.0	26.3	19.3	52.5	0.0	0.0	18.9	0.0
LOS by Move:	A	A	A	F	A	C	B	D	A	A	B	A
HCM2kAvgQ:	0	0	0	15	0	5	7	40	0	0	7	0

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

NP50 Wed Jul 18, 2012 17:00:52 Page 21-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #21 Lincoln-Newcastle Hwy & Sierra College Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	786	1	239	0	0	1	2	631	594	109	367	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:	786	1	239	0	0	1	2	631	594	109	367	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	786	1	239	0	0	1	2	631	594	109	367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	786	1	239	0	0	1	2	631	594	109	367	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	786	1	239	0	0	1	2	631	594	109	367	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.99	0.01	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1548	2	1550	0	0	1550	1550	1550	1550	1550	1550	0
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.15	0.00	0.00	0.00	0.00	0.41	0.38	0.07	0.24	0.00
Crit Volume:	786					1		631		109		
Crit Moves:	****					****		****		****		

NP50 Wed Jul 18, 2012 17:00:52 Page 22-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #22 Sierra College Blvd & English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0
Volume Module:												
Base Vol:	0	1463	69	289	901	0	0	0	0	43	0	154
Growth Adj:	1.00	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	1463	69	289	901	0	0	0	0	43	0	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1463	69	289	901	0	0	0	0	43	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1463	69	289	901	0	0	0	0	43	0	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1463	69	289	901	0	0	0	0	43	0	154
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	0.22	0.00	0.78
Final Sat.:	0	2960	140	1550	3100	0	0	0	0	338	0	1212
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.19	0.29	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:		766		289			0					197
Crit Moves:		****		****								****

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #23 Sierra College Blvd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 9 Average Delay (sec/veh): 48.4
Optimal Cycle: 159 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	2	802	22	661	806	24	142	25	9	31	12	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	802	22	661	806	24	142	25	9	31	12	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	802	22	661	806	24	142	25	9	31	12	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	802	22	661	806	24	142	25	9	31	12	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	802	22	661	806	24	142	25	9	31	12	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.32	0.32	0.32	0.85	0.85	0.85
Lanes:	1.00	1.95	0.05	1.00	1.94	0.06	0.81	0.14	0.05	0.07	0.03	0.90
Final Sat.:	1805	3500	96	1805	3492	104	494	87	31	110	42	1469
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.37	0.23	0.23	0.29	0.29	0.29	0.28	0.28	0.28
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.38	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.38	0.97	0.97	0.97	0.38	0.38	0.97	0.97	0.97	0.95	0.95	0.95
Delay/Veh:	89.6	61.6	61.6	57.7	10.0	10.0	92.7	92.7	92.7	63.9	63.9	63.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	61.6	61.6	57.7	10.0	10.0	92.7	92.7	92.7	63.9	63.9	63.9
LOS by Move:	F	E	E	E	A	A	F	F	F	E	E	E
HCM2kAvgQ:	0	19	19	26	7	7	9	9	9	19	19	19

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

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #24 Sierra Collage & Bankhead

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: F[311.8]

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 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	24	18	122	30	9	0	2	669	42	200	805	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	18	122	30	9	0	2	669	42	200	805	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	18	122	30	9	0	2	669	42	200	805	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	18	122	30	9	0	2	669	42	200	805	38
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1501	1937	356	1572	1939	422	843	xxxx	xxxxx	711	xxxx	xxxxx
Potent Cap.:	86	66	647	76	66	586	802	xxxx	xxxxx	898	xxxx	xxxxx
Move Cap.:	59	49	647	36	49	586	802	xxxx	xxxxx	898	xxxx	xxxxx
Volume/Cap:	0.40	0.37	0.19	0.84	0.18	0.00	0.00	xxxx	xxxx	0.22	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	55	xxxx	xxxxx	38	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	3.3	xxxx	xxxxx	3.9	xxxx	xxxxx	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx
Shrd ConDel:	179.1	xxxx	xxxxx	311.8	xxxx	xxxxx	9.5	xxxx	xxxxx	10.2	xxxx	xxxxx
Shared LOS:	F	*	*	F	*	*	A	*	*	B	*	*
ApproachDel:	54.7			311.8			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

NP50 Wed Jul 18, 2012 17:00:52 Page 25-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #25 Sierra College Blvd & Taylor Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	8	Average Delay (sec/veh):	43.0
Optimal Cycle:	121	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	259	784	509	42	693	85	117	199	277	322	266	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	784	509	42	693	85	117	199	277	322	266	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	784	509	42	693	85	117	199	277	322	266	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	784	509	42	693	85	117	199	277	322	266	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	784	509	42	693	85	117	199	277	322	266	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.32	0.02	0.36	0.05	0.06	0.10	0.17	0.18	0.14	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.52	0.52	0.03	0.39	0.39	0.12	0.18	0.18	0.19	0.26	0.26
Volume/Cap:	0.93	0.80	0.61	0.80	0.93	0.13	0.55	0.57	0.93	0.93	0.55	0.18
Delay/Veh:	78.2	24.7	18.5	105.3	47.8	19.7	44.4	39.4	75.1	71.4	33.4	29.2
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:	78.2	24.7	18.5	105.3	47.8	19.7	44.4	39.4	75.1	71.4	33.4	29.2
LOS by Move:	E	C	B	F	D	B	D	D	E	E	C	C
HCM2kAvgQ:	12	21	12	3	25	2	4	6	12	14	8	2

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

NP50 Wed Jul 18, 2012 17:00:52 Page 26-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #26 Sierra College & Brace

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	8	Average Delay (sec/veh):	25.5
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 1	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1330	347	364	906	0	0	0	73	290	0	255
Growth Adj:	1.00	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	1330	347	364	906	0	0	0	73	290	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1330	347	364	906	0	0	0	73	290	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1330	347	364	906	0	0	0	73	290	0	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1330	347	364	906	0	0	0	73	290	0	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.95	1.00	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	3.00	1.00	1.00	2.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5187	1615	1805	3610	1900	0	0	1644	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.21	0.20	0.25	0.00	0.00	0.00	0.04	0.20	0.00	0.16
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.36	0.28	0.64	0.00	0.00	0.00	0.28	0.28	0.00	0.28
Volume/Cap:	0.00	0.71	0.60	0.71	0.39	0.00	0.00	0.00	0.16	0.71	0.00	0.57
Delay/Veh:	0.0	28.9	27.9	37.0	8.7	0.0	0.0	0.0	27.4	38.4	0.0	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:	0.0	28.9	27.9	37.0	8.7	0.0	0.0	0.0	27.4	38.4	0.0	32.7
LOS by Move:	A	C	C	D	A	A	A	A	C	D	A	C
HCM2kAvgQ:	0	14	9	11	7	0	0	0	2	9	0	7

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

NP50 Wed Jul 18, 2012 17:00:52 Page 27-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #27 Sierra College Blvd & Granite Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	164	1110	139	60	995	223	351	44	373	243	35	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1110	139	60	995	223	351	44	373	243	35	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1110	139	60	995	223	351	44	373	243	35	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1110	139	60	995	223	351	44	373	243	35	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	164	1110	139	60	995	223	351	44	410	243	35	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	3000	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.09	0.04	0.33	0.15	0.23	0.03	0.14	0.16	0.02	0.02
Crit Volume:	164				497				205	243		
Crit Moves:	****				****				****	****		

NP50 Wed Jul 18, 2012 17:00:52 Page 28-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 0 Average Delay (sec/veh): 23.8
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	0	1 0	1 0	2	0 0	1 1
Volume Module:												
Base Vol:	163	1143	61	0	1583	8	10	38	317	308	44	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1143	61	0	1583	8	10	38	317	308	44	297
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1143	0	0	1583	8	10	38	317	308	44	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1143	0	0	1583	8	10	38	317	308	44	297
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	1143	0	0	1583	8	10	38	317	308	44	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.83	0.83	0.83	0.92	0.87	0.87
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	0.21	0.79	1.00	2.00	0.26	1.74
Final Sat.:	1805	5187	1900	0	5187	1615	327	1242	1569	3502	426	2876
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.00	0.00	0.31	0.00	0.03	0.03	0.20	0.09	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.58	0.00	0.00	0.45	0.45	0.10	0.29	0.29	0.13	0.33	0.33
Volume/Cap:	0.69	0.38	0.00	0.00	0.69	0.01	0.32	0.10	0.69	0.69	0.32	0.32
Delay/Veh:	49.5	11.6	0.0	0.0	23.0	15.5	42.2	25.7	34.9	46.0	25.5	25.5
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:	49.5	11.6	0.0	0.0	23.0	15.5	42.2	25.7	34.9	46.0	25.5	25.5
LOS by Move:	D	B	A	A	C	B	D	C	C	D	C	C
HCM2kAvgQ:	6	7	0	0	15	0	2	1	10	6	4	4

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

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 9 Average Delay (sec/veh): 36.5
Optimal Cycle: 61 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	937	96	210	774	131	515	239	41	148	65	536
Growth Adj:	1.00	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	937	96	210	774	131	515	239	41	148	65	536
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	937	96	210	774	0	515	239	41	148	65	536
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	937	96	210	774	0	515	239	41	148	65	536
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	937	96	210	774	0	515	239	41	148	65	536
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	1.00	0.92	0.95	0.85	0.84	0.84	0.84
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	0.69	0.31	1.00
Final Sat.:	0	6916	1615	3502	3610	1900	3502	3610	1615	1109	487	1596
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.06	0.06	0.21	0.00	0.15	0.07	0.03	0.13	0.13	0.34
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.19	0.19	0.09	0.28	0.00	0.19	0.21	0.21	0.42	0.44	0.44
Volume/Cap:	0.00	0.70	0.31	0.70	0.77	0.00	0.77	0.32	0.12	0.32	0.30	0.77
Delay/Veh:	0.0	39.2	35.1	51.5	36.6	0.0	43.6	33.7	32.3	19.4	18.3	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.2	35.1	51.5	36.6	0.0	43.6	33.7	32.3	19.4	18.3	27.4
LOS by Move:	A	D	D	D	D	A	D	C	C	B	B	C
HCM2kAvgQ:	0	9	3	5	13	0	10	3	1	5	4	16

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

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #100 Wise Rd & Old SR 65 Jug Handle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	125	0	155	0	0	0	0	1690	370	39	624	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:	125	0	155	0	0	0	0	1690	370	39	624	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	0	155	0	0	0	0	1690	370	39	624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	155	0	0	0	0	1690	370	39	624	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	0	155	0	0	0	0	1690	370	39	624	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1550	0	1550	0	0	0	0	3100	1550	1550	3100	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.10	0.00	0.00	0.00	0.00	0.55	0.24	0.03	0.20	0.00
Crit Volume:			155		0			845		39		
Crit Moves:			****					****		****		

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #101 Lincoln Blvd & Wise Rd Jug Handle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	129	134	145	501	0	0	0	0	292	0	117
Growth Adj:	1.00	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	129	134	145	501	0	0	0	0	292	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	129	134	145	501	0	0	0	0	292	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	129	134	145	501	0	0	0	0	292	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	129	134	145	501	0	0	0	0	292	0	117
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1550	1550	1550	1550	0	0	0	0	1550	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.09	0.09	0.32	0.00	0.00	0.00	0.00	0.19	0.00	0.08
Crit Volume:	0				501			0		292		
Crit Moves:	****				****					****		

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #102 SR 65 & Ramos Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	9	Average Delay (sec/veh):	18.1
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	1	0 1	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	1	356	451	57	518	0	0	0	0	149	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	356	451	57	518	0	0	0	0	149	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	356	451	57	518	0	0	0	0	149	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	356	451	57	518	0	0	0	0	149	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	356	451	57	518	0	0	0	0	149	0	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	0.01	0.99	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	5	1895	1615	1805	1900	0	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.28	0.03	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.02
Crit Moves:	****				****					****		
Green/Cycle:	0.30	0.67	0.67	0.08	0.44	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.62	0.28	0.42	0.42	0.62	0.00	0.00	0.00	0.00	0.62	0.00	0.15
Delay/Veh:	31.9	6.9	7.8	46.2	22.9	0.0	0.0	0.0	0.0	43.6	0.0	36.0
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:	31.9	6.9	7.8	46.2	22.9	0.0	0.0	0.0	0.0	43.6	0.0	36.0
LOS by Move:	C	A	A	D	C	A	A	A	A	D	A	D
HCM2kAvgQ:	10	4	6	2	13	0	0	0	0	5	0	1

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

Lincoln Village 1
2050 No Project
PM Peak Hour

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 D/V
# 41 SR 65 Bypass NB & Ferrari Ranc	C	23.2	0.830	C	23.2	0.830	+ 0.000
# 42 SR 65 Bypass SB & Ferrari Ranc	B	16.7	0.643	B	16.7	0.643	+ 0.000
# 43 SR 65 NB & Industrial/Lincoln	C	23.4	0.721	C	23.4	0.721	+ 0.000
# 44 SR 65 SB & Industrial/Lincoln	C	24.3	0.830	C	24.3	0.830	+ 0.000

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #41 SR 65 Bypass NB & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 Average Delay (sec/veh): 23.2
Optimal Cycle: 134 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 2	0	0 0	0 0	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	1094	0	1020	0	0	0	104	964	0	0	1464	641
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1094	0	1020	0	0	0	104	964	0	0	1464	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1094	0	1020	0	0	0	104	964	0	0	1464	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1094	0	1020	0	0	0	104	964	0	0	1464	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1094	0	1020	0	0	0	104	964	0	0	1464	641
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3545	0	2786	0	0	0	1769	5083	0	0	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.37	0.00	0.00	0.00	0.06	0.19	0.00	0.00	0.29	0.41
Crit Moves:			****				****					****
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.07	0.56	0.00	0.00	0.49	0.49
Volume/Cap:	0.70	0.00	0.83	0.00	0.00	0.00	0.83	0.34	0.00	0.00	0.59	0.83
Delay/Veh:	24.0	0.0	29.5	0.0	0.0	0.0	80.9	12.1	0.0	0.0	18.8	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	0.0	29.5	0.0	0.0	0.0	80.9	12.1	0.0	0.0	18.8	29.6
LOS by Move:	C	A	C	A	A	A	F	B	A	A	B	C
HCM2kAvgQ:	14	0	18	0	0	0	5	6	0	0	12	19

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

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #42 SR 65 Bypass SB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	0	Average Delay (sec/veh):	16.7
Optimal Cycle:	64	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	3	1	1	0	3
Volume Module:												
Base Vol:	0	0	0	521	0	249	0	547	474	0	1773	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	521	0	249	0	547	474	0	1773	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	521	0	249	0	547	474	0	1773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	521	0	249	0	547	474	0	1773	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	521	0	249	0	547	474	0	1773	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	5083	1583	1900	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.16	0.00	0.11	0.30	0.00	0.35	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.54	0.54	0.00	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.34	0.00	0.20	0.55	0.00	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	17.7	0.0	11.8	15.7	0.0	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.6	0.0	17.7	0.0	11.8	15.7	0.0	16.6	0.0
LOS by Move:	A	A	A	C	A	B	A	B	B	A	B	A
HCM2kAvgQ:	0	0	0	13	0	5	0	3	10	0	14	0

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

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #43 SR 65 NB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0	Average Delay (sec/veh):	23.4
Optimal Cycle:	82	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	0	3	0	0	1	0	0
Volume Module:												
Base Vol:	0	1158	0	0	1292	0	0	0	0	0	0	1300
Growth Adj:	1.00	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	1158	0	0	1292	0	0	0	0	0	0	1300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	0	0	1292	0	0	0	0	0	0	1300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	0	0	1292	0	0	0	0	0	0	1300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1158	0	0	1292	0	0	0	0	0	0	1300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.73
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5083	0	0	5083	0	0	0	0	1900	0	2786
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.47
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.35	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.65
Volume/Cap:	0.00	0.65	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.72
Delay/Veh:	0.0	28.0	0.0	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	13.1
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:	0.0	28.0	0.0	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	13.1
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	B
HCM2kAvgQ:	0	12	0	0	14	0	0	0	0	0	0	16

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

NP50 Mon Jul 16, 2012 09:05:55 Page 6-1

Lincoln Village 1
2050 No Project
PM Peak Hour

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

Intersection #44 SR 65 SB & Industrial/Lincoln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 Average Delay (sec/veh): 24.3
Optimal Cycle: 134 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3.00	1.00	1.00	0 3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume Module:												
Base Vol:	0	1158	4	1065	227	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1158	4	1065	227	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	4	1065	227	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	4	1065	227	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1158	4	1065	227	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.93	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5083	1583	1769	5083	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.60	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.27	0.27	0.73	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.01	0.83	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	38.4	26.4	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	38.4	26.4	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	C	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	15	0	25	0	0	0	0	0	0	0	0

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

INTERSECTION LOS WORKSHEETS
2050 PLUS PROJECT CONDITIONS

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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
# 19 Twelve Bridges Dr & SR 65 N/B	C	31.4	0.962	C	31.4	0.962	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	B	15.4	0.628	B	15.4	0.628	+ 0.000 D/V
# 21 SR 193 & Sierra College Blvd	B	13.6	0.461	B	13.6	0.461	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	C	20.6	0.540	C	20.6	0.540	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	C	29.9	0.704	C	29.9	0.704	+ 0.000 D/V
# 41 SR 65 Bypass NB & Ferrari Ranc	C	26.8	0.800	C	26.8	0.800	+ 0.000 D/V
# 42 SR 65 Bypass SB & Ferrari Ranc	C	26.9	0.969	C	26.9	0.969	+ 0.000 D/V
# 43 SR 65 NB & Industrial/Lincoln	E	61.3	1.050	E	61.3	1.050	+ 0.000 D/V
# 44 SR 65 SB & Industrial/Lincoln	A	4.4	0.693	A	4.4	0.693	+ 0.000 D/V

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 9 Average Delay (sec/veh): 31.4
Optimal Cycle: 102 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	443	8	604	0	0	0	239	580	0	0	1425	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	8	604	0	0	0	239	580	0	0	1425	444
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	443	8	0	0	0	0	239	580	0	0	1425	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	8	0	0	0	0	239	580	0	0	1425	444
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	443	8	0	0	0	0	239	580	0	0	1425	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	1862	1900	0	0	0	1769	3538	0	0	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.00	0.00	0.00	0.00	0.14	0.16	0.00	0.00	0.40	0.28
Crit Moves:	****						****				****	
Green/Cycle:	0.29	0.29	0.00	0.00	0.00	0.00	0.14	0.56	0.00	0.00	0.42	0.42
Volume/Cap:	0.96	0.01	0.00	0.00	0.00	0.00	0.96	0.29	0.00	0.00	0.96	0.67
Delay/Veh:	53.2	15.2	0.0	0.0	0.0	0.0	72.1	7.1	0.0	0.0	32.3	16.8
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:	53.2	15.2	0.0	0.0	0.0	0.0	72.1	7.1	0.0	0.0	32.3	16.8
LOS by Move:	D	B	A	A	A	A	E	A	A	A	C	B
HCM2kAvgQ:	14	0	0	0	0	0	9	3	0	0	20	8

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

V150 Mon Jul 16, 2012 08:57:53 Page 4-1

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	9	Average Delay (sec/veh):	15.4
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	417	0	242	90	390	0	0	875	990
Growth Adj:	1.00	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	417	0	242	90	390	0	0	875	990
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	417	0	242	90	390	0	0	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	417	0	242	90	390	0	0	875	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	417	0	242	90	390	0	0	875	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.15	0.05	0.11	0.00	0.00	0.25	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.08	0.47	0.00	0.00	0.39	0.00
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.41	0.63	0.23	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	17.2	0.0	14.3	35.3	9.4	0.0	0.0	15.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.2	0.0	14.3	35.3	9.4	0.0	0.0	15.6	0.0
LOS by Move:	A	A	A	B	A	B	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	4	3	2	0	0	8	0

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

V150 Mon Jul 16, 2012 08:57:53 Page 5-1

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #21 SR 193 & Sierra College Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0	Average Delay (sec/veh):	13.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0
Volume Module:																						
Base Vol:	226	0	68	0	2	1	0	263	572	253	278	0	1	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	0	68	0	2	1	0	263	572	253	278	0	1	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	0	68	0	2	1	0	263	0	253	278	0	1	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	0	68	0	2	1	0	263	0	253	278	0	1	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	0	68	0	2	1	0	263	0	253	278	0	1	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.67	0.33	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	496	0	590	0	314	157	0	570	632	559	606	0	1900	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.46	xxxx	0.12	xxxx	0.01	0.01	xxxx	0.46	0.00	0.45	0.46	xxxx	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****		****			****											
Delay/Veh:	15.0	0.0	9.2	0.0	9.9	9.9	0.0	13.8	0.0	14.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	0.0	9.2	0.0	9.9	9.9	0.0	13.8	0.0	14.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	*	A	*	A	A	*	B	*	B	B	*	A	*	*	*	*	*	*	*	*	*
ApproachDel:	13.7			9.9			13.8			13.5			0.0			0.0			0.0			
Delay Adj:	1.00			1.00			1.00			1.00			1.00			1.00			1.00			
ApprAdjDel:	13.7			9.9			13.8			13.5			0.0			0.0			0.0			
LOS by Appr:	B			A			B			B			A			A			A			
AllWayAvgQ:	0.7	0.7	0.1	0.0	0.0	0.0	0.8	0.8	0.0	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 Average Delay (sec/veh): 20.6
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:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	183	985	37	0	1238	8	0	0	88	471	51	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	985	37	0	1238	8	0	0	88	471	51	407
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	985	0	0	1238	8	0	0	88	471	51	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	985	0	0	1238	8	0	0	88	471	51	407
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	985	0	0	1238	8	0	0	88	471	51	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	1.00	1.00	0.83	0.90	0.85	0.85
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.22	1.78
Final Sat.:	1769	5083	1900	0	5083	1583	1900	0	1583	3432	360	2869
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.00	0.00	0.24	0.01	0.00	0.00	0.06	0.14	0.14	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.64	0.00	0.00	0.45	0.45	0.00	0.00	0.10	0.25	0.36	0.36
Volume/Cap:	0.54	0.30	0.00	0.00	0.54	0.01	0.00	0.00	0.54	0.54	0.40	0.40
Delay/Veh:	38.2	8.0	0.0	0.0	20.2	15.1	0.0	0.0	46.2	32.9	24.3	24.3
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:	38.2	8.0	0.0	0.0	20.2	15.1	0.0	0.0	46.2	32.9	24.3	24.3
LOS by Move:	D	A	A	A	C	B	A	A	D	C	C	C
HCM2kAvgQ:	6	5	0	0	10	0	0	0	3	7	5	5

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

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 9 Average Delay (sec/veh): 29.9
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 2	0 1	2	0 2	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	0	519	79	167	1057	114	741	257	143	55	28	197
Growth Adj:	1.00	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	519	79	167	1057	114	741	257	143	55	28	197
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	519	79	167	1057	0	741	257	143	55	28	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	519	79	167	1057	0	741	257	143	55	28	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	519	79	167	1057	0	741	257	143	55	28	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.90	0.93	1.00	0.90	0.93	0.83	0.82	0.82	0.82
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	0.66	0.34	1.00
Final Sat.:	0	6778	1583	3432	3538	1900	3432	3538	1583	1037	528	1566
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.05	0.05	0.30	0.00	0.22	0.07	0.09	0.05	0.05	0.13
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.26	0.26	0.16	0.42	0.00	0.31	0.31	0.31	0.18	0.18	0.18
Volume/Cap:	0.00	0.30	0.19	0.30	0.70	0.00	0.70	0.24	0.30	0.30	0.30	0.70
Delay/Veh:	0.0	29.8	29.1	36.9	25.2	0.0	32.8	26.1	26.8	35.7	35.8	44.2
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:	0.0	29.8	29.1	36.9	25.2	0.0	32.8	26.1	26.8	35.7	35.8	44.2
LOS by Move:	A	C	C	D	C	A	C	C	C	D	D	D
HCM2kAvgQ:	0	4	2	3	15	0	12	3	3	3	3	7

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

V150 Mon Jul 16, 2012 08:57:53 Page 8-1

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #41 SR 65 Bypass NB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	0	Average Delay (sec/veh):	26.8
Optimal Cycle:	114	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	293	0	583	0	0	0	233	1081	0	0	1527	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	0	583	0	0	0	233	1081	0	0	1527	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	0	583	0	0	0	233	1081	0	0	1527	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	583	0	0	0	233	1081	0	0	1527	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	0	583	0	0	0	233	1081	0	0	1527	467
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	0.93	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1769	0	1583	0	0	0	1769	5083	0	0	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.37	0.00	0.00	0.00	0.13	0.21	0.00	0.00	0.30	0.30
Crit Moves:			****				****				****	
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.16	0.54	0.00	0.00	0.38	0.38
Volume/Cap:	0.36	0.00	0.80	0.00	0.00	0.00	0.80	0.39	0.00	0.00	0.80	0.79
Delay/Veh:	17.7	0.0	29.4	0.0	0.0	0.0	54.7	13.5	0.0	0.0	30.4	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	0.0	29.4	0.0	0.0	0.0	54.7	13.5	0.0	0.0	30.4	34.6
LOS by Move:	B	A	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	6	0	17	0	0	0	9	7	0	0	17	15

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

V150 Mon Jul 16, 2012 08:57:54 Page 9-1

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #42 SR 65 Bypass SB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	0	Average Delay (sec/veh):	26.9
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	483	0	73	0	963	1051	56	690	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	483	0	73	0	963	1051	56	690	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	483	0	73	0	963	1051	56	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	483	0	73	0	963	1051	56	690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	483	0	73	0	963	1051	56	690	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	5083	1583	1769	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.05	0.00	0.19	0.66	0.03	0.14	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.69	0.69	0.03	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.97	0.00	0.16	0.00	0.28	0.97	0.97	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	67.7	0.0	27.2	0.0	6.1	34.8	155.1	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	67.7	0.0	27.2	0.0	6.1	34.8	155.1	4.6	0.0
LOS by Move:	A	A	A	E	A	C	A	A	C	F	A	A
HCM2kAvgQ:	0	0	0	20	0	2	0	4	37	4	3	0

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

V150 Mon Jul 16, 2012 08:57:54 Page 10-1

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #43 SR 65 NB & Industrial/Lincoln

Cycle (sec): 100 Critical Vol./Cap.(X): 1.050
Loss Time (sec): 0 Average Delay (sec/veh): 61.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 0	0	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	162	0		0	2295	0		0	0	0		0	0	948	
Growth Adj:	1.00	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	162	0		0	2295	0		0	0	0		0	0	948	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	162	0		0	2295	0		0	0	0		0	0	948	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	162	0		0	2295	0		0	0	0		0	0	948	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	162	0		0	2295	0		0	0	0		0	0	948	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	1.00		1.00	0.89	1.00		1.00	1.00	1.00		1.00	1.00	0.83	
Lanes:	0.00	3.00	0.00		0.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	5083	0		0	5083	0		0	0	0		1900	0	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.00		0.00	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.60	
Crit Moves:	****					****									****	
Green/Cycle:	0.00	0.43	0.00		0.00	0.43	0.00		0.00	0.00	0.00		0.00	0.00	0.57	
Volume/Cap:	0.00	0.07	0.00		0.00	1.05	0.00		0.00	0.00	0.00		0.00	0.00	1.05	
Delay/Veh:	0.0	16.8	0.0		0.0	62.6	0.0		0.0	0.0	0.0		0.0	0.0	65.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	16.8	0.0		0.0	62.6	0.0		0.0	0.0	0.0		0.0	0.0	65.6	
LOS by Move:	A	B	A		A	E	A		A	A	A		A	A	E	
HCM2kAvgQ:	0	1	0		0	36	0		0	0	0		0	0	40	

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

V150 Mon Jul 16, 2012 08:57:54 Page 11-1

Lincoln Village 1
2050 Plus Project
AM Peak Hour

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

Intersection #44 SR 65 SB & Industrial/Lincoln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 0 Average Delay (sec/veh): 4.4
Optimal Cycle: 74 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	162	0		1170	1125	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	162	0		1170	1125	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	162	0		1170	1125	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	162	0		1170	1125	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	162	0		1170	1125	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	1.00		0.93	0.89	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	5083	1900		1769	5083	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.00		0.66	0.22	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****											
Green/Cycle:	0.00	0.05	0.00		0.95	1.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.69	0.00		0.69	0.22	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	55.7	0.0		1.6	0.0	0.0		0.0	0.0	0.0		0.0	0.0	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:	0.0	55.7	0.0		1.6	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	E	A		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	3	0		7	0	0		0	0	0		0	0	0	

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

Lincoln Village 1
2050 Plus Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 3 Lincoln Blvd & 7th Street	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 4 Lincoln Blvd & McBean Park Dr	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 5 Lincoln Blvd & 1st St	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000 V/C
# 6 Lincoln Blvd & Ferrari Ranch R	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000 V/C
# 7 Lincoln Blvd & Sterling Pkwy	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
# 8 Joiner Pkwy & Ferrari Ranch Rd	E	xxxxx	0.929	E	xxxxx	0.929	+ 0.000 V/C
# 9 Joiner Pkwy & Sterling Pkwy	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
# 10 E. Joiner Pkwy & Del Webb (N)	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 11 E. Joiner Pkwy & Del Webb (S)	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 12 Ferrari Ranch Rd & Ingram Pkwy	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 13 Ferrari Ranch Rd & Sun City Bl	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 14 McBean Park Dr & Ferrari Ranch	E	xxxxx	0.926	E	xxxxx	0.926	+ 0.000 V/C
# 15 McBean Park Dr & East Ave	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000 V/C
# 16 McBean Park Dr & Oak Tree Ln	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 17 Twelve Bridges Dr & Sierra Col	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 18 Twelve Bridges Dr & E Joiner P	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000 V/C
# 19 Twelve Bridges Dr & SR 65 N/B	B	17.2	0.827	B	17.2	0.827	+ 0.000 D/V
# 20 Twelve Bridges Dr & SR 65 S/B	D	49.2	1.072	D	49.2	1.072	+ 0.000 D/V
# 21 Lincoln-Newcastle Hwy & Sierra	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 22 Sierra College Blvd & English	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
# 23 Sierra College Blvd & King Rd	E	75.7	1.129	E	75.7	1.129	+ 0.000 D/V
# 24 Sierra Collage & Bankhead	F	440.6	0.987	F	440.6	0.987	+ 0.000 D/V
# 25 Sierra College Blvd & Taylor R	D	44.7	0.947	D	44.7	0.947	+ 0.000 D/V

Lincoln Village 1
2050 Plus Project
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 26 Sierra College & Brace	C	24.7	0.705	C	24.7	0.705	+ 0.000 D/V
# 27 Sierra College Blvd & Granite	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 28 Sierra College Blvd & I-80 W/B	C	23.5	0.681	C	23.5	0.681	+ 0.000 D/V
# 29 Sierra College Blvd & I-80 E/B	D	37.0	0.775	D	37.0	0.775	+ 0.000 D/V
# 30 Ferrari Ranch Rd & Oak Tree Ln	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 31 Sierra College Blvd & Oak Tree	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000 V/C
# 32 Virginiatown Rd & Oak Tree Ln	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
# 33 McBean Park Dr & Village 1 Col	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 34 Oak Tree Ln & Village 1 Coll	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
#100 Wise Rd & Old SR 65 Jug Handle	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
#101 Lincoln Blvd & Wise Rd Jug Han	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#102 SR 65 & Ramos Rd	B	18.4	0.592	B	18.4	0.592	+ 0.000 D/V

V150 Wed Jul 18, 2012 17:01:04 Page 3-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #3 Lincoln Blvd & 7th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 1
Volume Module:												
Base Vol:	34	569	36	45	626	21	4	140	26	25	167	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	569	36	45	626	21	4	140	26	25	167	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	569	36	45	626	21	4	140	26	25	167	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	569	36	45	626	21	4	140	26	25	167	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	569	36	45	626	21	4	140	26	25	167	186
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	0.97	0.03	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1500	1411	89	1500	1451	49	1500	1265	235	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.03	0.43	0.43	0.00	0.11	0.11	0.02	0.11	0.12
Crit Volume:	34					647		166		25		
Crit Moves:	****					****		****		****		

V150 Wed Jul 18, 2012 17:01:04 Page 4-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #4 Lincoln Blvd & McBean Park Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	0	1! 0 0	0	1	0 0 1
Volume Module:												
Base Vol:	4	776	18	6	573	1	1	2	11	48	2	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	776	18	6	573	1	1	2	11	48	2	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	776	18	6	573	1	1	2	11	48	2	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	776	18	6	573	1	1	2	11	48	2	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	776	18	6	573	1	1	2	11	48	2	19
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	1.00	0.99	0.01	0.07	0.14	0.79	0.96	0.04	1.00
Final Sat.:	1500	1466	34	1500	1497	3	107	214	1179	1440	60	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.00	0.38	0.38	0.01	0.01	0.01	0.03	0.03	0.01
Crit Volume:		794			6			14			50	
Crit Moves:		****			****			****			****	

V150 Wed Jul 18, 2012 17:01:04 Page 5-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #5 Lincoln Blvd & 1st St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	159	858	183	6	659	30	36	77	149	126	85	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	858	183	6	659	30	36	77	149	126	85	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	858	183	6	659	30	36	77	149	126	85	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	858	183	6	659	30	36	77	149	126	85	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	858	183	6	659	30	36	77	149	126	85	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	0.34	0.66	1.00	0.97	0.03
Final Sat.:	1500	1500	1500	1500	1435	65	1500	511	989	1500	1449	51
Capacity Analysis Module:												
Vol/Sat:	0.11	0.57	0.12	0.00	0.46	0.46	0.02	0.15	0.15	0.08	0.06	0.06
Crit Volume:	159				689				226	126		
Crit Moves:	****				****				****	****		

V150 Wed Jul 18, 2012 17:01:04 Page 6-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #6 Lincoln Blvd & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	114	1049	768	111	843	189	212	554	45	426	587	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1049	768	111	843	189	212	554	45	426	587	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1049	768	111	843	189	212	554	45	426	587	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1049	768	111	843	189	212	554	45	426	587	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1049	768	111	843	189	212	554	45	469	587	43
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2775	225	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.51	0.07	0.28	0.13	0.14	0.20	0.20	0.16	0.20	0.03
Crit Volume:			768	111				300		0		
Crit Moves:			****	****				****		****		

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #7 Lincoln Blvd & Sterling Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	1779	331	139	1155	0	0	0	0	71	0	29
Growth Adj:	1.00	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	1779	331	139	1155	0	0	0	0	71	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1779	331	139	1155	0	0	0	0	71	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1779	331	139	1155	0	0	0	0	71	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1779	331	139	1155	0	0	0	0	78	0	29
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3100	1550	1550	3100	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.21	0.09	0.37	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Volume:		890		139					0		39	
Crit Moves:		****		****						****		

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #8 Joiner Pkwy & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	2	0	2 0 1	1	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	1037	826	524	33	816	29	23	36	752	721	236	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1037	826	524	33	816	29	23	36	752	721	236	103
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1037	826	0	33	816	0	23	36	0	721	236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1037	826	0	33	816	0	23	36	0	721	236	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00	1.10	1.00	0.00
FinalVolume:	1141	826	0	36	816	0	23	36	0	793	236	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.38	0.28	0.00	0.01	0.27	0.00	0.02	0.01	0.00	0.26	0.08	0.00
Crit Volume:	570				408			18		397		
Crit Moves:	****				****			****		****		

V150 Wed Jul 18, 2012 17:01:04 Page 9-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #9 Joiner Pkwy & Sterling Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0 1	1	0 1	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	452	29	306	36	16	53	53	563	52	164	711	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	29	306	36	16	53	53	563	52	164	711	64
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	452	29	0	36	16	53	53	563	0	164	711	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	29	0	36	16	53	53	563	0	164	711	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	497	29	0	36	16	53	53	563	0	180	711	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	1500	1500	1500	1500	1500	1500	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.02	0.00	0.02	0.01	0.04	0.04	0.19	0.00	0.06	0.24	0.04
Crit Volume:	249					53	53				356	
Crit Moves:	****					****	****				****	

V150 Wed Jul 18, 2012 17:01:04 Page 10-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #10 E. Joiner Pkwy & Del Webb (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	0	1 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	718	337	385	628	0	2	1	1	165	1	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	718	337	385	628	0	2	1	1	165	1	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	718	337	385	628	0	2	1	1	165	1	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	718	337	385	628	0	2	1	1	165	1	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	718	337	385	628	0	2	1	1	165	1	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	0.99	0.01	1.00
Final Sat.:	1500	3000	1500	1500	3000	0	1500	750	750	1491	9	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.22	0.26	0.21	0.00	0.00	0.00	0.00	0.11	0.11	0.13
Crit Volume:		359		385				2				200
Crit Moves:		****		****				****				****

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #11 E. Joiner Pkwy & Del Webb (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2.0	0 1.0	1	0 1.0	1 0.0	1	0 1.0	0 1.0	1	0 0.1	0 1.0
Volume Module:												
Base Vol:	61	992	267	74	712	13	29	17	5	102	20	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	992	267	74	712	13	29	17	5	102	20	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	992	267	74	712	13	29	17	5	102	20	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	992	267	74	712	13	29	17	5	102	20	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	992	267	74	712	13	29	17	5	102	20	53
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.00	0.27	0.73
Final Sat.:	1500	3000	1500	1500	2946	54	1500	1500	1500	1500	411	1089
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.18	0.05	0.24	0.24	0.02	0.01	0.00	0.07	0.05	0.05
Crit Volume:		496			74			17		102		
Crit Moves:		****			****			****		****		

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #12 Ferrari Ranch Rd & Ingram Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0.0	0 1.0	0	0 0.0	0 0.0	0	0 2.0	0 1.0	1	0 2.0	0 0.0
Volume Module:												
Base Vol:	34	0	309	0	0	0	0	1453	24	136	1054	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:	34	0	309	0	0	0	0	1453	24	136	1054	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	309	0	0	0	0	1453	24	136	1054	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	309	0	0	0	0	1453	24	136	1054	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	309	0	0	0	0	1453	24	136	1054	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1550	0	1550	0	0	0	0	3100	1550	1550	3100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.20	0.00	0.00	0.00	0.00	0.47	0.02	0.09	0.34	0.00
Crit Volume:			309		0			727		136		
Crit Moves:			****					****		****		

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #13 Ferrari Ranch Rd & Sun City Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1.0	1.0	2.0	0 0.0	0.0	0 0.0	0 0.0	1.0	0 0.0	1.0
Volume Module:												
Base Vol:	0	1703	2	7	1023	0	0	0	0	85	0	79
Growth Adj:	1.00	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	1703	2	7	1023	0	0	0	0	85	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1703	2	7	1023	0	0	0	0	85	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1703	2	7	1023	0	0	0	0	85	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1703	2	7	1023	0	0	0	0	85	0	79
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3100	1550	1550	3100	0	0	0	0	1550	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		852			7				0		85	
Crit Moves:		****			****					****		

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #14 McBean Park Dr & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1.0	2.0	0 1.0	1.0	2.0	0 1.0	1.0	2.0	0 1.0	1.0	1.0	0
Volume Module:												
Base Vol:	149	678	1033	10	317	33	70	765	47	704	532	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	678	1033	10	317	33	70	765	47	704	532	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	678	1033	10	317	33	70	765	47	704	532	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	678	1033	10	317	33	70	765	47	704	532	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	678	1033	10	317	33	70	765	47	704	532	11
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1550	3100	1550	1550	3100	1550	1550	3100	1550	1550	3037	63
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.67	0.01	0.10	0.02	0.05	0.25	0.03	0.45	0.18	0.18
Crit Volume:		339			10			383		704		
Crit Moves:		****			****			****		****		

V150 Wed Jul 18, 2012 17:01:04 Page 15-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #15 McBean Park Dr & East Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	602	0	128	105	293	0	1	235	486
Growth Adj:	1.00	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	602	0	128	105	293	0	1	235	486
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	602	0	128	105	293	0	1	235	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	602	0	128	105	293	0	1	235	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	602	0	128	105	293	0	1	235	486
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	1550	0	1550	0	1550	1550	1550	0	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.00	0.08	0.07	0.19	0.00	0.00	0.15	0.31
Crit Volume:		0		602			105					486
Crit Moves:				****			****					****

V150 Wed Jul 18, 2012 17:01:04 Page 16-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #16 McBean Park Dr & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	252	150	15	143	117	125	245	1101	468	7	851	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	150	15	143	117	125	245	1101	468	7	851	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	150	15	143	117	125	245	1101	468	7	851	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	150	15	143	117	125	245	1101	468	7	851	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	150	15	143	117	125	245	1101	468	7	851	300
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.01	0.10	0.04	0.08	0.16	0.37	0.31	0.00	0.28	0.20
Crit Volume:	252					125	245				426	
Crit Moves:	****					****	****				****	

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #17 Twelve Bridges Dr & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	309	1413		0	0	680		105	300		0	403	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	309	1413		0	0	680		105	300		0	403	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	309	1413		0	0	680		105	300		0	403	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	309	1413		0	0	680		105	300		0	403	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	309	1413		0	0	680		105	300		0	403	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550		1550	1550	1550		1550	1550		1550	1550	1550		1550	1550
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1550	3100		0	0	3100		1550	1550		0	1550	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.20	0.46		0.00	0.00	0.22		0.07	0.19		0.00	0.26	0.00		0.00	0.00
Crit Volume:		707				0						403			0	
Crit Moves:		****				****						****				

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #18 Twelve Bridges Dr & E Joiner Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	39	591		333	186	468		116	462	871		36	249	337		174
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	39	591		333	186	468		116	462	871		36	249	337		174
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	39	591		333	186	468		116	462	871		36	249	337		174
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	39	591		333	186	468		116	462	871		36	249	337		174
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.10	1.00		1.00	1.10	1.00		1.00
FinalVolume:	39	591		333	186	468		116	508	871		36	274	337		174
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	2.00	2.00		1.00	2.00	2.00		1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	3000	3000		1500	3000	3000		1500
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20		0.22	0.12	0.16		0.08	0.17	0.29		0.02	0.09	0.11		0.12
Crit Volume:				333	186					436			137			
Crit Moves:				****	****					****			****			

V150 Wed Jul 18, 2012 17:01:04 Page 19-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #19 Twelve Bridges Dr & SR 65 N/B Ramps

Cycle (sec):	60			Critical Vol./Cap.(X):			0.827						
Loss Time (sec):	9			Average Delay (sec/veh):			17.2						
Optimal Cycle:	63			Level Of Service:			B						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Ignore			Include			Include			Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 1	0	0 0	0 0	1	0 2	0 0	0	0 2	0 1	
Volume Module:													
Base Vol:	130	3	864	0	0	0	695	1002	0	0	856	392	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	130	3	864	0	0	0	695	1002	0	0	856	392	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	130	3	0	0	0	0	695	1002	0	0	856	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	130	3	0	0	0	0	695	1002	0	0	856	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	130	3	0	0	0	0	695	1002	0	0	856	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	1615	1900	1900	0	0	0	1805	3610	0	0	3610	1900	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.39	0.28	0.00	0.00	0.24	0.00	
Crit Moves:	****						****				****		
Green/Cycle:	0.10	0.10	0.00	0.00	0.00	0.00	0.47	0.75	0.00	0.00	0.29	0.00	
Volume/Cap:	0.83	0.02	0.00	0.00	0.00	0.00	0.83	0.37	0.00	0.00	0.83	0.00	
Delay/Veh:	55.4	24.5	0.0	0.0	0.0	0.0	20.7	2.6	0.0	0.0	25.6	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:	55.4	24.5	0.0	0.0	0.0	0.0	20.7	2.6	0.0	0.0	25.6	0.0	
LOS by Move:	E	C	A	A	A	A	C	A	A	A	C	A	
HCM2kAvgQ:	5	0	0	0	0	0	14	4	0	0	11	0	

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

V150 Wed Jul 18, 2012 17:01:04 Page 20-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #20 Twelve Bridges Dr & SR 65 S/B Ramps

Cycle (sec):	60			Critical Vol./Cap.(X):			1.072						
Loss Time (sec):	9			Average Delay (sec/veh):			49.2						
Optimal Cycle:	180			Level Of Service:			D						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1	
Volume Module:													
Base Vol:	0	0	0	336	0	203	339	1377	0	0	360	636	
Growth Adj:	1.00	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	336	0	203	339	1377	0	0	360	636	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	0	0	0	336	0	203	339	1377	0	0	360	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	336	0	203	339	1377	0	0	360	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	0	0	0	336	0	203	339	1377	0	0	360	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1900	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.13	0.19	0.72	0.00	0.00	0.19	0.00	
Crit Moves:				****				****		****			
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.34	0.68	0.00	0.00	0.34	0.00	
Volume/Cap:	0.00	0.00	0.00	1.07	0.00	0.72	0.56	1.07	0.00	0.00	0.56	0.00	
Delay/Veh:	0.0	0.0	0.0	95.9	0.0	32.4	17.4	56.4	0.0	0.0	17.2	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	95.9	0.0	32.4	17.4	56.4	0.0	0.0	17.2	0.0	
LOS by Move:	A	A	A	F	A	C	B	E	A	A	B	A	
HCM2kAvgQ:	0	0	0	14	0	5	6	43	0	0	6	0	

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

V150 Wed Jul 18, 2012 17:01:04 Page 21-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #21 Lincoln-Newcastle Hwy & Sierra College Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	756	1	321	0	0	1	2	288	342	109	352	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:	756	1	321	0	0	1	2	288	342	109	352	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	756	1	321	0	0	1	2	288	342	109	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	756	1	321	0	0	1	2	288	342	109	352	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	756	1	321	0	0	1	2	288	342	109	352	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.99	0.01	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1548	2	1550	0	0	1550	1550	1550	1550	1550	1550	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.21	0.00	0.00	0.00	0.00	0.19	0.22	0.07	0.23	0.00
Crit Volume:	756					1			342	109		
Crit Moves:	****					****			****	****		

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V150 Wed Jul 18, 2012 17:01:04 Page 22-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #22 Sierra College Blvd & English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0
Volume Module:												
Base Vol:	0	1752	49	261	971	0	0	0	0	23	0	310
Growth Adj:	1.00	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	1752	49	261	971	0	0	0	0	23	0	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1752	49	261	971	0	0	0	0	23	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1752	49	261	971	0	0	0	0	23	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1752	49	261	971	0	0	0	0	23	0	310
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.07	0.00	0.93
Final Sat.:	0	3016	84	1550	3100	0	0	0	0	107	0	1443
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.17	0.31	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:			901	261			0					333
Crit Moves:			****	****								****

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Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #23 Sierra College Blvd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.129
Loss Time (sec): 9 Average Delay (sec/veh): 75.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	849	22		661	829	45		268	28	9		31	12	334	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	849	22		661	829	45		268	28	9		31	12	334	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	849	22		661	829	45		268	28	9		31	12	334	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	849	22		661	829	45		268	28	9		31	12	334	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	849	22		661	829	45		268	28	9		31	12	334	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.94	0.94		0.38	0.38	0.38		0.84	0.84	0.84	
Lanes:	1.00	1.95	0.05		1.00	1.90	0.10		0.88	0.09	0.03		0.08	0.03	0.89	
Final Sat.:	1805	3505	91		1805	3397	184		640	67	21		131	51	1416	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.37	0.24	0.24		0.42	0.42	0.42		0.24	0.24	0.24	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.21	0.21		0.32	0.54	0.54		0.37	0.37	0.37		0.37	0.37	0.37	
Volume/Cap:	0.45	1.13	1.13		1.13	0.45	0.45		1.13	1.13	1.13		0.64	0.64	0.64	
Delay/Veh:	110.1	113	113.2		111.7	14.4	14.4		125.4	125	125.4		28.2	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:	110.1	113	113.2		111.7	14.4	14.4		125.4	125	125.4		28.2	28.2	28.2	
LOS by Move:	F	F	F		F	B	B		F	F	F		C	C	C	
HCM2kAvgQ:	0	24	24		33	9	9		17	17	17		10	10	10	

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

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #24 Sierra Collage & Bankhead

Average Delay (sec/veh): 17.5 Worst Case Level Of Service: F[440.6]

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	1	0	0 1	0	1	0	0 1	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	26	21	117		30	15	0		2	691	44		193	848	38	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	21	117		30	15	0		2	691	44		193	848	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	26	21	117		30	15	0		2	691	44		193	848	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	26	21	117		30	15	0		2	691	44		193	848	38	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1535	1989	368		1613	1992	443		886	xxxx	xxxxx		735	xxxx	xxxxx	
Potent Cap.:	81	62	635		71	61	568		773	xxxx	xxxxx		879	xxxx	xxxxx	
Move Cap.:	49	46	635		30	46	568		773	xxxx	xxxxx		879	xxxx	xxxxx	
Volume/Cap:	0.53	0.46	0.18		0.99	0.33	0.00		0.00	xxxx	xxxx		0.22	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.7		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	11.9		xxxxx	xxxx	xxxxx		9.7	xxxx	xxxxx		10.2	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		A	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	48	xxxx	xxxxx		34	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	4.2	xxxx	xxxxx		4.8	xxxx	xxxxx		0.0	xxxx	xxxxx		0.8	xxxx	xxxxx	
Shrd ConDel:	260.2	xxxx	xxxxx		440.6	xxxx	xxxxx		9.7	xxxx	xxxxx		10.2	xxxx	xxxxx	
Shared LOS:	F	*	*		F	*	*		A	*	*		B	*	*	
ApproachDel:	83.1				440.6				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

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

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #25 Sierra College Blvd & Taylor Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.947
Loss Time (sec):	8	Average Delay (sec/veh):	44.7
Optimal Cycle:	134	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	270	817	486	43	720	72	123	231	271	316	271	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	817	486	43	720	72	123	231	271	316	271	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	817	486	43	720	72	123	231	271	316	271	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	817	486	43	720	72	123	231	271	316	271	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	817	486	43	720	72	123	231	271	316	271	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.30	0.02	0.38	0.04	0.07	0.12	0.17	0.18	0.14	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.53	0.53	0.03	0.40	0.40	0.12	0.18	0.18	0.18	0.24	0.24
Volume/Cap:	0.95	0.81	0.57	0.81	0.95	0.11	0.58	0.69	0.95	0.95	0.58	0.18
Delay/Veh:	80.8	24.6	16.8	108.7	49.7	18.9	45.9	44.4	79.7	75.8	35.1	30.0
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:	80.8	24.6	16.8	108.7	49.7	18.9	45.9	44.4	79.7	75.8	35.1	30.0
LOS by Move:	F	C	B	F	D	B	D	D	E	E	D	C
HCM2kAvgQ:	12	23	10	3	27	1	4	8	12	14	8	2

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

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #26 Sierra College & Brace

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	8	Average Delay (sec/veh):	24.7
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1348	343	350	936	0	0	0	73	285	0	258
Growth Adj:	1.00	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	1348	343	350	936	0	0	0	73	285	0	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1348	343	350	936	0	0	0	73	285	0	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1348	343	350	936	0	0	0	73	285	0	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1348	343	350	936	0	0	0	73	285	0	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.95	0.91	0.91	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5187	1615	1805	5187	0	0	0	1644	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.21	0.19	0.18	0.00	0.00	0.00	0.04	0.20	0.00	0.16
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.37	0.37	0.27	0.64	0.00	0.00	0.00	0.28	0.28	0.00	0.28
Volume/Cap:	0.00	0.71	0.58	0.71	0.28	0.00	0.00	0.00	0.16	0.71	0.00	0.58
Delay/Veh:	0.0	28.2	26.7	37.2	7.8	0.0	0.0	0.0	27.6	38.1	0.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.2	26.7	37.2	7.8	0.0	0.0	0.0	27.6	38.1	0.0	33.0
LOS by Move:	A	C	C	D	A	A	A	A	C	D	A	C
HCM2kAvgQ:	0	14	9	11	5	0	0	0	2	9	0	7

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

V150 Wed Jul 18, 2012 17:01:04 Page 27-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #27 Sierra College Blvd & Granite Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	163	1161	137	60	1003	231	304	44	366	239	35	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1161	137	60	1003	231	304	44	366	239	35	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1161	137	60	1003	231	304	44	366	239	35	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1161	137	60	1003	231	304	44	366	239	35	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	163	1161	137	60	1003	231	304	44	403	239	35	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	3000	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.09	0.04	0.33	0.15	0.20	0.03	0.13	0.16	0.02	0.02
Crit Volume:	163				502				201	239		
Crit Moves:	****				****				****	****		

V150 Wed Jul 18, 2012 17:01:04 Page 28-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #28 Sierra College Blvd & I-80 W/B Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): 23.5
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	0	0 3	0 1	0	1 0	1 0	2	0 0	1 1
Volume Module:												
Base Vol:	160	1194	61	0	1580	8	10	35	314	307	45	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1194	61	0	1580	8	10	35	314	307	45	294
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1194	0	0	1580	8	10	35	314	307	45	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1194	0	0	1580	8	10	35	314	307	45	294
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1194	0	0	1580	8	10	35	314	307	45	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.82	0.82	0.82	0.92	0.87	0.87
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	0.22	0.78	1.00	2.00	0.27	1.73
Final Sat.:	1805	5187	1900	0	5187	1615	348	1219	1567	3502	439	2867
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.00	0.00	0.30	0.00	0.03	0.03	0.20	0.09	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.58	0.00	0.00	0.45	0.45	0.09	0.29	0.29	0.13	0.33	0.33
Volume/Cap:	0.68	0.40	0.00	0.00	0.68	0.01	0.31	0.10	0.68	0.68	0.31	0.31
Delay/Veh:	49.4	11.7	0.0	0.0	22.8	15.4	42.5	25.7	34.8	45.8	25.2	25.2
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:	49.4	11.7	0.0	0.0	22.8	15.4	42.5	25.7	34.8	45.8	25.2	25.2
LOS by Move:	D	B	A	A	C	B	D	C	C	D	C	C
HCM2kAvgQ:	6	7	0	0	15	0	2	1	10	6	4	4

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

V150 Wed Jul 18, 2012 17:01:04 Page 29-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #29 Sierra College Blvd & I-80 E/B Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775	
Loss Time (sec):	9	Average Delay (sec/veh):	37.0	
Optimal Cycle:	63	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	974	96	210	774	131	517	240	41	145	61	547
Growth Adj:	1.00	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	974	96	210	774	131	517	240	41	145	61	547
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	974	96	210	774	0	517	240	41	145	61	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	974	96	210	774	0	517	240	41	145	61	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	974	96	210	774	0	517	240	41	145	61	547
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	1.00	0.92	0.95	0.85	0.84	0.84	0.84
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	0.70	0.30	1.00
Final Sat.:	0	6916	1615	3502	3610	1900	3502	3610	1615	1121	471	1592
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.06	0.06	0.21	0.00	0.15	0.07	0.03	0.13	0.13	0.34
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.19	0.19	0.08	0.28	0.00	0.19	0.22	0.22	0.42	0.44	0.44
Volume/Cap:	0.00	0.73	0.31	0.73	0.78	0.00	0.78	0.31	0.12	0.31	0.29	0.78
Delay/Veh:	0.0	39.8	35.1	53.6	37.2	0.0	44.1	33.2	31.8	19.5	17.9	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.8	35.1	53.6	37.2	0.0	44.1	33.2	31.8	19.5	17.9	27.6
LOS by Move:	A	D	D	D	D	A	D	C	C	B	B	C
HCM2kAvgQ:	0	9	3	5	13	0	10	3	1	4	4	17

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

V150 Wed Jul 18, 2012 17:01:04 Page 30-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #30 Ferrari Ranch Rd & Oak Tree Ln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	59	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	31	412	0	0	262	282	538	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	412	0	0	262	282	538	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	412	0	0	262	282	538	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	412	0	0	262	282	538	0	18	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	412	0	0	262	282	538	0	18	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.00	0.17	0.18	0.35	0.00	0.01	0.00	0.00	0.00
Crit Volume:	412			0			538				0	
Crit Moves:	****			****			****					

V150 Wed Jul 18, 2012 17:01:04 Page 31-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #31 Sierra College Blvd & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	685	1099	0		0	444	6		4	0	381		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	685	1099	0		0	444	6		4	0	381		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	685	1099	0		0	444	6		4	0	381		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	685	1099	0		0	444	6		4	0	381		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	754	1099	0		0	444	6		4	0	381		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3100	3100	0		0	3100	1550		1550	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.35	0.00		0.00	0.14	0.00		0.00	0.00	0.25		0.00	0.00	0.00	
Crit Volume:	0					222					381		0			
Crit Moves:	****					****					****					

V150 Wed Jul 18, 2012 17:01:04 Page 32-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #32 Virginiatown Rd & Oak Tree Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	491	258	201		2	111	1		1	70	340		93	37	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	491	258	201		2	111	1		1	70	340		93	37	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	491	258	201		2	111	1		1	70	340		93	37	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	491	258	201		2	111	1		1	70	340		93	37	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	491	258	201		2	111	1		1	70	340		93	37	6	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.17	0.13		0.00	0.07	0.00		0.00	0.05	0.23		0.06	0.02	0.00	
Crit Volume:	491					111					340		93			
Crit Moves:	****					****					****		****			

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #33 McBean Park Dr & Village 1 Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	101	16	84	0	14	77	196	546	244	132	861	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	16	84	0	14	77	196	546	244	132	861	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	16	84	0	14	77	196	546	244	132	861	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	16	84	0	14	77	196	546	244	132	861	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	16	84	0	14	77	196	546	244	132	861	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.06	0.00	0.01	0.05	0.13	0.18	0.16	0.09	0.29	0.00
Crit Volume:	101					77	196				431	
Crit Moves:	****					****	****				****	

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #34 Oak Tree Ln & Village 1 Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	34	0	58	137	399	0	0	329	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	58	137	399	0	0	329	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	58	137	399	0	0	329	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	58	137	399	0	0	329	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	0	58	137	399	0	0	329	83
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.09	0.26	0.00	0.00	0.21	0.05
Crit Volume:	0					58	137				329	
Crit Moves:						****	****				****	

V150 Wed Jul 18, 2012 17:01:04 Page 35-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #100 Wise Rd & Old SR 65 Jug Handle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	138	0	152		0	0	0		0	1835	460		34	623	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:	138	0	152		0	0	0		0	1835	460		34	623	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	138	0	152		0	0	0		0	1835	460		34	623	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	0	152		0	0	0		0	1835	460		34	623	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	138	0	152		0	0	0		0	1835	460		34	623	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1550	0	1550		0	0	0		0	3100	1550		1550	3100	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.10		0.00	0.00	0.00		0.00	0.59	0.30		0.02	0.20	0.00	
Crit Volume:			152			0				918				34		
Crit Moves:			****							****				****		

V150 Wed Jul 18, 2012 17:01:04 Page 36-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #101 Lincoln Blvd & Wise Rd Jug Handle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	126	144		146	514	0		0	0	0		394	0	100	
Growth Adj:	1.00	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	126	144		146	514	0		0	0	0		394	0	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	126	144		146	514	0		0	0	0		394	0	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	126	144		146	514	0		0	0	0		394	0	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	
FinalVolume:	0	126	144		146	514	0		0	0	0		394	0	100	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1550	1550		1550	1550	0		0	0	0		1550	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.09		0.09	0.33	0.00		0.00	0.00	0.00		0.25	0.00	0.06	
Crit Volume:	0					514					0			394		
Crit Moves:	****					****								****		

V150 Wed Jul 18, 2012 17:01:04 Page 37-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #102 SR 65 & Ramos Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	9	Average Delay (sec/veh):	18.4
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	1	285	494	96	551	0	0	0	0	143	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	285	494	96	551	0	0	0	0	143	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	285	494	96	551	0	0	0	0	143	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	285	494	96	551	0	0	0	0	143	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	285	494	96	551	0	0	0	0	143	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	0.01	0.99	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	7	1893	1615	1805	1900	0	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.31	0.05	0.29	0.00	0.00	0.00	0.00	0.10	0.00	0.03
Crit Moves:	****				****					****		
Green/Cycle:	0.25	0.63	0.63	0.11	0.49	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.59	0.24	0.48	0.48	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.16
Delay/Veh:	34.7	8.0	10.0	43.6	19.3	0.0	0.0	0.0	0.0	42.5	0.0	36.1
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:	34.7	8.0	10.0	43.6	19.3	0.0	0.0	0.0	0.0	42.5	0.0	36.1
LOS by Move:	C	A	A	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	8	4	8	3	12	0	0	0	0	5	0	1

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

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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 D/V
# 41 SR 65 Bypass NB & Ferrari Ranc	C	23.4	0.845	C	23.4	0.845	+ 0.000
# 42 SR 65 Bypass SB & Ferrari Ranc	B	17.0	0.648	B	17.0	0.648	+ 0.000
# 43 SR 65 NB & Industrial/Lincoln	C	24.8	0.776	C	24.8	0.776	+ 0.000
# 44 SR 65 SB & Industrial/Lincoln	C	28.8	0.900	C	28.8	0.900	+ 0.000

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #41 SR 65 Bypass NB & Ferrari Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 0 Average Delay (sec/veh): 23.4
Optimal Cycle: 147 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 2	0	0 0	0 0	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	1107	0	1038	0	0	0	102	1080	0	0	1408	657
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1107	0	1038	0	0	0	102	1080	0	0	1408	657
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1107	0	1038	0	0	0	102	1080	0	0	1408	657
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1107	0	1038	0	0	0	102	1080	0	0	1408	657
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1107	0	1038	0	0	0	102	1080	0	0	1408	657
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.89	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3545	0	2786	0	0	0	1769	5083	0	0	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.37	0.00	0.00	0.00	0.06	0.21	0.00	0.00	0.28	0.42
Crit Moves:			****				****					****
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.07	0.56	0.00	0.00	0.49	0.49
Volume/Cap:	0.71	0.00	0.85	0.00	0.00	0.00	0.85	0.38	0.00	0.00	0.56	0.85
Delay/Veh:	24.3	0.0	30.5	0.0	0.0	0.0	85.3	12.4	0.0	0.0	18.2	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	0.0	30.5	0.0	0.0	0.0	85.3	12.4	0.0	0.0	18.2	30.6
LOS by Move:	C	A	C	A	A	A	F	B	A	A	B	C
HCM2kAvgQ:	15	0	19	0	0	0	5	7	0	0	11	20

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

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #42 SR 65 Bypass SB & Ferrari Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	3	1	1	0	3
Volume Module:												
Base Vol:	0	0	0	535	0	246	0	646	482	0	1755	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	535	0	246	0	646	482	0	1755	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	535	0	246	0	646	482	0	1755	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	535	0	246	0	646	482	0	1755	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	535	0	246	0	646	482	0	1755	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	5083	1583	1900	5083	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.16	0.00	0.13	0.30	0.00	0.35	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.53	0.53	0.00	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.33	0.00	0.24	0.57	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	17.1	0.0	12.5	16.6	0.0	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	17.1	0.0	12.5	16.6	0.0	17.2	0.0
LOS by Move:	A	A	A	C	A	B	A	B	B	A	B	A
HCM2kAvgQ:	0	0	0	13	0	5	0	4	10	0	15	0

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

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #43 SR 65 NB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	24.8
Optimal Cycle:	102	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	0	3	0	0	1	0	2
Volume Module:												
Base Vol:	0	1297	0	0	1417	0	0	0	0	0	0	1385
Growth Adj:	1.00	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	1297	0	0	1417	0	0	0	0	0	0	1385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1297	0	0	1417	0	0	0	0	0	0	1385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1297	0	0	1417	0	0	0	0	0	0	1385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1297	0	0	1417	0	0	0	0	0	0	1385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.73
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	5083	0	0	5083	0	0	0	0	1900	0	2786
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.50
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.64
Volume/Cap:	0.00	0.71	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.78
Delay/Veh:	0.0	28.9	0.0	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	0.0	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	15.0
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	B
HCM2kAvgQ:	0	14	0	0	16	0	0	0	0	0	0	19

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

V150 Mon Jul 16, 2012 09:07:07 Page 6-1

Lincoln Village 1
2050 Plus Project
PM Peak Hour

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

Intersection #44 SR 65 SB & Industrial/Lincoln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0	Average Delay (sec/veh):	28.8
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1297	8	1140	277	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1297	8	1140	277	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1297	8	1140	277	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1297	8	1140	277	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1297	8	1140	277	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.83	0.93	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5083	1583	1769	5083	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.01	0.64	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.28	0.28	0.72	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	0.02	0.90	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	42.4	25.8	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	42.4	25.8	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	C	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	18	0	32	0	0	0	0	0	0	0	0

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