TRAFFIC AND TRANSPORTATION

GENERAL COMMENTS

1. Applicant has prepared a study evaluating a double shift option to lessen LOS impacts at key intersections. Please see Appendix Traffic and Transportation 1.
2. Applicant has provided comments on glint and glare within the Visual Section and is continuing to develop specific comments related to PSA Appendix TT 1, which will be filed at a later time.

FINDINGS OF FACT

No findings of fact listed are listed in this section of the PSA.

PROPOSED CONDITIONS OF CERTIFICATION

1. **Page 4.11-35, Condition of Certification TRANS-1:** To report all permits in the MCC is unnecessary and burdensome paperwork. If the permits are available for inspection on-site, the additional reporting is unnecessary. Applicant requests that the verification language of the condition be revised as follows :

   TRANS 1 Roadway Use Permits and Regulations

   The project owner shall comply with limitations imposed by the Department of Transportation (Caltrans) District 8 and other relevant jurisdictions, including the City of Blythe and the County of Riverside, on vehicle sizes and weights, driver licensing, and truck routes. In addition, the project owner or its contractor(s) shall obtain necessary transportation permits for roadway use from all relevant jurisdictions.

   Verification: ~~In the Monthly Compliance Reports (MCRs), the project owner shall report permits received during that reporting period. In addition~~, The project owner shall retain copies of contracts requiring all haulers to maintain all necessary permits, and supporting documentation on-site for compliance project manager (CPM) inspection if requested.

2. **Page 4.11-36, Condition of Certification TRANS-2:** As discussed above in Specific Comment # 9, Applicant recommends that the requirement for a bussing plan be deleted from this condition. Please revise the condition as follows:

TRANS-2 Traffic Control Plan, Heavy Haul Plan, and Parking/Staging Plan

Prior to the start of construction of the Rio Mesa SEGF, the project owner shall prepare a Traffic Control Plan (TCP) for the Rio Mesa SEGF's construction and operations traffic. The TCP shall address the movement of workers, vehicles, and materials, including arrival and departure schedules and designated workforce and delivery routes.

The project owner shall consult with the Department of Transportation (Caltrans) District 8 office, the County of Riverside, and the City of Blythe in the preparation and implementation of the Traffic Control Plan (TCP). The project owner shall submit the proposed TCP to these agencies in sufficient time for review and comment, and to the CPM for review and approval prior to the proposed start of construction and implementation of the plan.

The TCP shall include:

- ~~A coordinated park-and-ride plan designed to transport construction workers to the project site via a van or bus service to reduce impact to LOS. This plan must include the park-and-ride location/s and evidence that the location/s may be used for this purpose (lease agreements, etc.), the schedule for each van or bus departure to and from the site, and ways in which the park-and-ride system will be enforced (how employees will be notified, etc.)~~
- The project will explore the potential for traffic mitigation strategies such as:
  - Staggered morning and evening shifts a half hour to an hour
  - Evening shift
  - Preferred parking for workers who carpool similar to program at Ivanpah Solar Electric Generating Facility project in San Bernardino County.
  - Implement a web based ride share program
- Provisions for redirection of construction traffic with a flag person as necessary to ensure traffic safety and minimize interruptions to non-construction related traffic flow;
- Placement of necessary signage, lighting, and traffic control devices at the project construction site and lay-down areas;
- A heavy-haul plan addressing the transport and delivery of heavy and oversized loads requiring permits from the California Department of Transportation (Caltrans), other state or federal agencies, and/or the affected local jurisdictions;
- Location and details of construction along affected roadways at night, where permitted;
- Details regarding temporary closure of travel lanes or disruptions to street segments and intersections during construction activities;

- Traffic diversion plans (in coordination with Caltrans, the County of Riverside, and the City of Blythe) to ensure access during temporary lane/road closures;
- Means of access to residential and/or commercial property located near construction work and truck traffic routes;
- Means of access for emergency vehicles to the project site;
- Advance notification to residents, businesses, emergency providers, and hospitals that would be affected when roads may be partially or completely closed;
- Routes used for construction-related trips;
- Timing of construction-related trips, with trips scheduled for off-peak hours if possible;
- Identification of safety procedures for exiting and entering the site access gate; and
- Parking/Staging Plan (PSP) for all phases of project construction and for project operation. The PSP must comply with Riverside County's parking regulations by providing sufficient on-site parking.

3. **Page 4.11-37, Condition of Certification TRANS-3:** Applicant requests that the condition be modified as follows:

TRANS-3: The project owner shall restore public roads, easements, rights-of-way, and Palo Verde Irrigation District infrastructure (such as canals and drains) related to the specific access roads listed below that have been damaged due to project-related construction activities.

- Bradshaw Trail west of SR 78 to project entrance inclusive of canal and drain crossings
- Secondary access west of SR 78 inclusive of canal and drain crossings

Restoration shall be completed in a timely manner to the infrastructure's ~~original~~ condition as it existed immediately prior to the start of site mobilization. Restoration of project-related significant damage which could cause hazards to vehicles (such as potholes, deterioration of pavement edges, or damaged signage) shall take place ~~immediately~~ promptly after the damage has occurred. Restoration of any project-related significant damage to Palo Verde Irrigation District infrastructure, such as canals or drains, shall ~~also~~ take place immediately after the damage has occurred.

Prior to the start of site mobilization, the project owner shall notify the relevant jurisdictions, including Caltrans District 8, the City of Blythe, the County of Riverside, and the Palo Verde Irrigation District of the proposed schedule for project construction. ~~The purpose of this notification is to~~

~~request that these jurisdictions consider postponement of any planned public right-of-way repairs or improvement activities in areas affected by project construction until construction is completed, and to coordinate any concurrent construction-related activities that cannot be postponed.~~

Verification: Prior to the start of site mobilization, the project owner shall photograph or videotape ~~all~~ the affected public roads, easements, right-of-way segment(s), and intersections for the specific access roads listed in the condition. The project owner shall provide the photographs or videotapes to the CPM and the affected local agencies (such as Caltrans District 8, the City of Blythe, and the County of Riverside).

If damage to the public roads, easements, rights-of-way, or Palo Verde Irrigation District infrastructure described in the condition occurs during construction, the project owner shall notify the CPM and the affected agency/agencies to identify the sections to be repaired. At that time, the project owner and CPM shall establish a schedule for completion and approval of the repairs. Following completion of any repairs, the affected local agency may inform the CPM whether the repairs have restored the roadway to the condition prior to site mobilization. ~~project owner shall provide the CPM with letters signed by the affected agency/agencies stating their satisfaction with the repairs.~~

4. **Page 4.11-38, Proposed Conditions of Certification TRANS-4:** As discussed above in Specific Comment 9, the Commission has pre-emptive authority over all otherwise applicable local permits, including encroachment permits. Therefore, the CBO should exercise the same review and approval authority for encroachment permits as is done for building permits or other local permits. Applicant recommends that TRANS-4 be deleted in its entirety.

~~**TRANS-4 Encroachment into Public Rights-of-Way**~~

~~Prior to any ground disturbance, improvements, or obstruction of traffic within any public road, easement, or right-of-way, the project owner shall coordinate with all applicable jurisdictions, including Caltrans District 8, the County of Riverside, and the City of Blythe, to obtain necessary encroachment permits and comply with all applicable regulations, including applicable road standards.~~

~~**Verification:** At least 10 days prior to ground disturbance, improvements, or interruption of traffic in or along any public road, easement, or right-of-way, the project owner shall provide copies of all permit(s), relevant to the affected location(s), received from Caltrans or any other affected jurisdiction/s to the CPM. In addition, the project owner shall retain copies of the issued/approved permit(s) and supporting documentation in its compliance file for a minimum of 180 calendar days after the start of commercial operation.~~

5. **Page 4.11-38, Proposed Conditions of Certification TRANS-5:** Applicant requests that the verification language of the condition be revised as follows:

   TRANS-5: The project owner shall contract with licensed hazardous materials delivery and waste hauler companies in order to obtain the necessary permits and/or licenses from the California Highway Patrol, Caltrans District 8, and any relevant local jurisdictions for the transportation of hazardous materials. The project owner shall ensure compliance with all applicable regulations and implementation of the proper procedures.

   Verification: ~~In the Monthly Compliance Reports (MCRs) during construction and the Annual Reports during operation, the owner shall provide copies of all permits/licenses obtained for the transportation of hazardous materials.~~ The project owner shall retain copies of permits and supporting documentation on-site for compliance project manager (CPM) inspection if requested.

   At least 30 days prior to the start of construction, the project owner shall provide copies of any comment letters received from the relevant agencies , along with any resulting changes in plans for transportation of hazardous materials.

6. **Page 4.11-39, Proposed Conditions of Certification TRANS-7:** Applicant requests that the verification language of the condition be revised as follows:

   TRANS-7: The project owner shall install obstruction marking and lighting on the two solar power towers and any construction cranes exceeding 200 feet in height. Marking and lighting shall be consistent with FAA requirements, as expressed in the following documents:

   - FAA Advisory Circular 70/7460-1K Change 2, Obstruction Marking and Lighting, a med-dual system – Chapters 4, 8 (M-Dual), and 12.
   - FAA Safety Alert for Operators (SAFO) 09007. Permanent lighting consistent with all requirements shall be installed and activated within 5 days of completion of construction and prior to the start of plant operation. Lighting shall be operational 24 hours a day, 7 days a week for the life of project operation. Upgrades to the required lighting configurations, types, location, or duration shall be implemented consistent with any changes to FAA obstruction marking and lighting requirements.

   Verification: At least 60 days prior to the start of construction of the solar power towers, the project owner shall submit to the CPM for approval final design plans for the two solar power towers that depict the required air traffic obstruction marking and lighting.

Within 5 days of completion of solar power tower construction and prior to the start of plant operation, the project owner shall install and activate permanent obstruction marking and lighting consistent with FAA requirements and shall inform the CPM in writing within 10 days of installation and activation. The lighting shall be inspected and approved by the CPM (or designated inspector) within 30 days of activation.

Appendix Traffic and Transportation 1

Table 1
Double Shift Option

	7-9 AM Peak Hour			4-6 PM Peak Hour		
First shift – daytime (75% of employees) **10-hour shift (with a ½ hour for lunch):**						
Work Shift Breakdown	**AM Peak Hour Commute?**	**In**	**Out**	**PM Peak Hour Commute?**	**In**	**Out**
5 AM – 3:30 PM (Traveling during peak evening hours) (10% of first shift)	No	0	0	No	0	137
6 AM – 4:30 PM (Traveling during peak evening hours) (50% of first shift)	No	0	0	Yes	0	514[1]
7 AM – 5:30 PM (Traveling during peak morning hours, but departing at end of peak evening hours) (40% of first shift)	No	0	0	Yes	0	343
Second shift – evening (25% of employees) **10-hour shift (with a ½ hour for break):**						
Work Shift Breakdown	**AM Peak Hour Commute?**	**In**	**Out**	**PM Peak Hour Commute?**	**In**	**Out**
4 PM – 2:30 AM (Arriving during peak evening hours)	No	0	0	Yes	0	0
5 PM – 3:30 AM (Arriving during peak evening hours)	No	0	0	Yes	0	0
6 PM – 4:30 AM (Arriving during peak evening hours)	No	0	0	Yes	343[2]	0

Source: Bechtel Power Corporation, Forecast Traffic Impact - Rio Mesa_052412_On Site Batch Plant Rev 2.xls

[1] Peak workforce was conservatively analyzed at 1370 worker vehicle trips during peak month of construction. 55% of these worker vehicle trips were assumed to commute during the morning (7-9 AM) and evening (4-6 PM) peak hours.

[2] Delivery vehicles were adjusted into Passenger Car Equivalent (1 Heavy Vehicle = 3 PCE) vehicle in the traffic impact analysis. Analysis assumed 50 percent of 8 (actual trucks) delivery vehicles arrive and 25 percent leave during the 7 to 9 AM peak hour; 25 percent leave during the 4 to 6 PM peak hour. Numbers shown on the table are passenger car equivalent adjusted.

Table 2
Project Construction Trip Generation
Month 22 – May 2015 (Peak Month Analyzed in Environmental Enhancement Proposal 2012)
Includes Double Shift Worker Schedule

Vehicle Type	Peak Daily Round Trips	AM Peak Trips			PM Peak Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Construction Worker Vehicles[1]	2740	35[3]	0	0	343	514	857
Delivery Vehicles (including heavy trucks)[2]	48	12	6	18	0	6	6

Source: Bechtel Power Corporation, Forecast Traffic Impact - Rio Mesa_052412_On Site Batch Plant Rev 2.xls

[1] Peak workforce was conservatively analyzed at 1370 worker vehicle trips during peak month of construction. Incorporating a proposed double shift schedule, during the first shift (day) 35 worker vehicle trips were assumed to commute inbound during the morning (7-9 AM) while the majority of the first shift (day) workers will commute and arrive on-site beforehand. During the evening (4-6 PM) peak hours, there will be an overlap of incoming second shift worker vehicle trips and outbound first shift worker leaving the project site and is reflected in the inbound and outbound trips described above.

[2] Delivery vehicles were adjusted into Passenger Car Equivalent (1 Heavy Vehicle = 3 PCE) vehicle in the traffic impact analysis. Analysis assumed 50 percent of 8 (actual trucks) delivery vehicles arrive and 25 percent leave during the 7 to 9 AM peak hour; 25 percent leave during the 4 to 6 PM peak hour. Numbers shown on the table are passenger car equivalent adjusted.

[3] "Non-physical labor" employees commuting during the AM Peak hour. BrightSource 10-18-2012.

Table 3
Peak Hour Intersection LOS
Year 2015 Project Construction Conditions – with Double Shift Analysis

INTERSECTION	A.M. Peak Hour		P.M. Peak Hour	
	Average Delay (sec)	LOS	Average Delay (sec)	LOS
1. SR-78 (Neighbours Boulevard)/I-10 WB Ramps	9.1	A	12.7	B
2. SR-78 (Neighbours Boulevard)/I-10 EB Ramps	8.9	A	9.9	A
3. SR-78 (Neighbours Boulevard)/22nd Avenue	9.5	A	13.0	B
4. SR-78 (Neighbours Boulevard)/28th Avenue	7.0	A	14.7	B
5. SR-78 (Rannells Boulevard)/28th Avenue	7.3	A	13.8	B
6. SR-78/30th Avenue	9.0	A	19.7	C
7. SR-78/34th Avenue	7.3	A	11.8	B
8. Lovekin Boulevard/I-10 WB Ramps	10.6	B	9.0	A
9. Lovekin Boulevard/I-10 EB Ramps	8.3	A	11.5	B
10. Lovekin Boulevard/14th Avenue	8.1	A	10.8	B
11. Lovekin Boulevard/16th Avenue	7.5	A	9.2	A

Appendix Traffic and Transportation 1

Rio Mesa SEGF Double Shift Traffic Modeling Worksheets

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

Scenario Report

Scenario:	NTPMWP Rev
Command:	NTPMWP
Volume:	NTPM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Construction PM
Trip Distribution:	Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

Trip Generation Report

Forecast for PM Construction

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Construction	1.00	Construction	343.00	514.00	343	514	857	99.3
	Zone 2 Subtotal					343	514	857	99.3
3	Construction	1.00	Materials Truc	0.00	3.00	0	3	3	0.3
	Zone 3 Subtotal					0	3	3	0.3
4	Construction	1.00	Equipment Truc	0.00	3.00	0	3	3	0.3
	Zone 4 Subtotal					0	3	3	0.3
TOTAL						343	520	863	100.0

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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-78 (Neighbours Boulevard)/I	A	9.1	0.000	B	12.7	0.000	+ 3.588 D/V
# 2 SR-78 (Neighbours Boulevard)/I	A	9.2	0.000	A	9.9	0.000	+ 0.674 D/V
# 3 SR-78/22nd Ave	A	9.4	0.000	B	13.0	0.000	+ 3.629 D/V
# 4 Neighbours (SR-78)/28th Ave	A	7.1	0.047	B	14.7	0.717	+ 0.669 V/C
# 5 Ramells (SR-78)/28th Ave	A	7.0	0.027	B	13.8	0.640	+ 0.613 V/C
# 6 SR-78/30th Avenue	A	0.0	0.000	C	19.7	0.000	+19.717 D/V
# 7 SR-78/34th Avenue	A	0.0	0.000	B	11.8	0.000	+11.788 D/V
# 8 Lovekin/I-10 WB ramps	B	10.0	0.135	A	9.0	0.249	-1.026 D/V
# 9 Lovekin/I-10 EB ramps	B	10.5	0.189	B	11.5	0.266	+ 1.046 D/V
# 10 Lovekin/14th	A	8.1	0.105	B	10.8	0.449	+ 0.344 V/C
# 11 Lovekin/16th-Seeley	A	7.3	0.039	A	9.2	0.364	+ 0.326 V/C

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #1 SR-78 (Neighbours Boulevard)/I-10 WB Ramps

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[12.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Channel					Include					Channel				
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	2	62	0	0	39	3	0	0	0	37	1	9								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	2	62	0	0	39	3	0	0	0	37	1	9								
Added Vol:	156	0	0	0	0	0	0	0	0	60	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	158	62	0	0	39	3	0	0	0	97	1	9								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	62	0	0	39	3	0	0	0	97	1	9								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	158	62	0	0	39	3	0	0	0	97	1	9								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3								
Capacity Module:																				
Cnflict Vol:	39	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	418	417	62								
Potent Cap.:	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	595	530	1009								
Move Cap.:	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	545	472	1009								
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.01								
Level Of Service Module:																				
Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0								
Stopped Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	A								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	xxxx	xxxxx								
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx								
Shrd StpDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.1	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	*	*	B	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7										
ApproachLOS:	*			*			*			B										

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

****

Intersection #2 SR-78 (Neighbours Boulevard)/I-10 EB Ramps

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.9]

****

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:	Channel			Include			Channel			Include		
Lanes:	0 0 1 0 1			0 1 0 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	28	39	8	68	0	36	2	11	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	28	39	8	68	0	36	2	11	0	0	0
Added Vol:	0	156	94	0	60	0	0	0	103	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	184	133	8	128	0	36	2	114	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	184	133	8	128	0	36	2	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	184	133	8	128	0	36	2	114	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	184	xxxx	xxxxx	395	328	128	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1403	xxxx	xxxxx	614	594	927	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1403	xxxx	xxxxx	611	591	927	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.00	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	9.4	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	610	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #3 SR-78/22nd Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.0]

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	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	1	0	0	0
Volume Module:																				
Base Vol:	2	56		0		0	65		2		1		0		1	3		1		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:	2	56		0		0	65		2		1		0		1	3		1		0
Added Vol:	0	250		0		0	163		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	2	306		0		0	228		2		1		0		1	3		1		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:	2	306		0		0	228		2		1		0		1	3		1		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	2	306		0		0	228		2		1		0		1	3		1		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.1	xxxx		6.2		7.1		6.5		xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3		3.5		4.0		xxxxx
Capacity Module:																				
Cnflict Vol:	230	xxxx	xxxxx	xxxx	xxxx	xxxxx					539	xxxx		229		539		540		xxxxx
Potent Cap.:	1350	xxxx	xxxxx	xxxx	xxxx	xxxxx					456	xxxx		815		456		451		xxxxx
Move Cap.:	1350	xxxx	xxxxx	xxxx	xxxx	xxxxx					455	xxxx		815		455		451		xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.00	xxxx		0.00		0.01		0.00		xxxx
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*		*		*	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx				584	xxxxx				454	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx				0.0	xxxxx				0.0	xxxx	xxxxx		
Shrd StpDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx				11.2	xxxxx				13.0	xxxx	xxxxx		
Shared LOS:	A	*		*		*	*		*		B		*			B		*		*
ApproachDel:	xxxxxx			xxxxxx							11.2					13.0				
ApproachLOS:	*			*							B					B				

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #4 Neighbours (SR-78)/28th Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.7
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						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	1	0		0	0	1!	0	0		0	1	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0		24		10		2		21		22		22		4		0		9		3		8	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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		24		10		2		21		22		22		4		0		9		3		8	
Added Vol:	0		0		0		0		0		163		250		244		0		0		163		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		24		10		2		21		185		272		248		0		9		166		8	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	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		24		10		2		21		185		272		248		0		9		166		8	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		24		10		2		21		185		272		248		0		9		166		8	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1.00	1.00
Final Vol.:	0		24		10		2		21		185		272		248		0		9		166		8	
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	1.00	1.00
Lanes:	0.00	0.71	0.29	0.01	0.10	0.89	0.52	0.48	0.00	0.05	0.91	0.04												
Final Sat.:	0	382	159	6	65	575	380	346	0	33	600	29												
Capacity Analysis Module:																								
Vol/Sat:	xxxx	0.06	0.06	0.32	0.32	0.32	0.72	0.72	xxxx	0.28	0.28	0.28												
Crit Moves:		****				****		****			****													
Delay/Veh:	0.0	9.1	9.1	10.2	10.2	10.2	18.6	18.6	0.0	10.0	10.0	10.0												
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	9.1	9.1	10.2	10.2	10.2	18.6	18.6	0.0	10.0	10.0	10.0												
LOS by Move:	*	A	A	B	B	B	C	C	*	A	A	A												
ApproachDel:		9.1			10.2			18.6			10.0													
Delay Adj:		1.00			1.00			1.00			1.00													
ApprAdjDel:		9.1			10.2			18.6			10.0													
LOS by Appr:		A			B			C			A													

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #5 Ramells (SR-78)/28th Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 0 (Y+R = 4 sec) 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	0	1	0		0	1	0	0	0		1	0	0	0	0		1	0	0	0	0	
Volume Module:																								
Base Vol:	0		9		18		1		17		0		2		0		0		23		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	1.00	1.00
Initial Bse:	0		9		18		1		17		0		2		0		0		23		0		0	
Added Vol:	0		0		494		0		0		0		0		0		0		326		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		9		512		1		17		0		2		0		0		349		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	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	1.00	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		9		512		1		17		0		2		0		0		349		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		9		512		1		17		0		2		0		0		349		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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1.00	1.00
Final Vol.:	0		9		512		1		17		0		2		0		0		349		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	1.00	1.00
Lanes:	0.00	0.02	0.98	0.06	0.94	0.00	1.00	0.00	0.00	1.00	0.00	0.00												
Final Sat.:	0		14		800		34		572		0		556		0		0		650		0		0	
Capacity Analysis Module:																								
Vol/Sat:	xxxx	0.64	0.64	0.03	0.03	xxxx	0.00	xxxx	xxxx	0.54	xxxx	xxxx												
Crit Moves:			****		****		****			****														
Delay/Veh:	0.0	14.0	14.0	8.6	8.6	0.0	8.8	0.0	0.0	13.7	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:	0.0	14.0	14.0	8.6	8.6	0.0	8.8	0.0	0.0	13.7	0.0	0.0												
LOS by Move:	*	B	B	A	A	*	A	*	*	B	*	*												
ApproachDel:	14.0			8.6			8.8			13.7														
Delay Adj:	1.00			1.00			1.00			1.00														
ApprAdjDel:	14.0			8.6			8.8			13.7														
LOS by Appr:	B			A			A			B														

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #6 SR-78/30th Avenue

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: C[19.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 0	1 0		1 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	29	0	0	46	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	29	0	0	46	0	0	0	0	0	0	0
Added Vol:	0	244	0	0	163	163	250	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	273	0	0	209	163	250	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	273	0	0	209	163	250	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	273	0	0	209	163	250	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	491	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	491	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.7			xxxxxx		
ApproachLOS:	*			*			C			*		

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #7 SR-78/34th Avenue

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: B[11.8]

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					Yield Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	39	0			0	44	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	39	0			0	44	0			0		0	0		0		0	0	
Added Vol:	17	0	0			0	0	163			244		0	26		0		0	0	
PasserByVol:	0	0	0			0	0	0			0		0	0		0		0	0	
Initial Fut:	17	39	0			0	44	163			244		0	26		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:	17	39	0			0	44	163			244		0	26		0		0	0	
Reduct Vol:	0	0	0			0	0	0			0		0	0		0		0	0	
Final Vol.:	17	39	0			0	44	163			244		0	26		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:	207	xxxx	xxxxx	xxxx	xxxx	xxxxx					199	xxxx		126	xxxx	xxxx	xxxxx			
Potent Cap.:	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx					795	xxxx		930	xxxx	xxxx	xxxxx			
Move Cap.:	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx					787	xxxx		930	xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx					0.31	xxxx		0.03	xxxx	xxxx	xxxx			
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	799	xxxxx	xxxx	0	xxxxx								
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx				11.8			xxxxxx									
ApproachLOS:	*			*				B			*									

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #8 Lovekin/I-10 WB ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.249
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 19 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	23	300	0	0	270	45	0	0	0	51	13	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:	23	300	0	0	270	45	0	0	0	51	13	81
Added Vol:	154	26	0	0	9	9	0	0	0	51	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	326	0	0	279	54	0	0	0	102	13	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:	177	326	0	0	279	54	0	0	0	102	13	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	326	0	0	279	54	0	0	0	102	13	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
Final Vol.:	177	326	0	0	279	54	0	0	0	102	13	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.95	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.85	0.85	0.85
Lanes:	1.00	2.00	0.00	0.00	1.68	0.32	0.00	0.00	0.00	0.89	0.11	1.00
Final Sat.:	996	3610	0	0	3107	601	0	0	0	1432	183	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.07	0.07	0.05
Crit Moves:	****										****	
Green/Cycle:	0.71	0.71	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.25	0.13	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.25	0.25	0.18
Delay/Veh:	5.2	4.5	0.0	0.0	4.5	4.5	0.0	0.0	0.0	27.7	27.7	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:	5.2	4.5	0.0	0.0	4.5	4.5	0.0	0.0	0.0	27.7	27.7	27.0
AustraQueue:	2	3	0	0	2	0	0	0	0	2	0	2

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #9 Lovekin/I-10 EB ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.266
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1	1	0		1	0	2	0	0		0	1	0	1	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	215		59			131	192			0		111		30		55		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	215		59			131	192			0		111		30		55		0		0		0	
Added Vol:	0	167		77			0	60			0		13		0		103		0		0		0	
PasserByVol:	0	0		0			0	0			0		0		0		0		0		0		0	
Initial Fut:	0	382		136			131	252			0		124		30		158		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	382		136			131	252			0		124		30		158		0		0		0	
Reduct Vol:	0	0		0			0	0			0		0		0		0		0		0		0	
Reduced Vol:	0	382		136			131	252			0		124		30		158		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	
Final Vol.:	0	382		136			131	252			0		124		30		158		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900			1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00	0.96		0.96			0.41	0.95			1.00		0.85		0.85		0.85		1.00		1.00		1.00	
Lanes:	0.00	1.47		0.53			1.00	2.00			0.00		0.81		0.19		1.00		0.00		0.00		0.00	
Final Sat.:	0	2693		959			777	3610			0		1306		316		1622		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.14		0.14			0.17	0.07			0.00		0.09		0.09		0.10		0.00		0.00		0.00	
Crit Moves:							****										****							
Green/Cycle:	0.00	0.63		0.63			0.63	0.63			0.00		0.37		0.37		0.37		0.00		0.00		0.00	
Volume/Cap:	0.00	0.22		0.22			0.27	0.11			0.00		0.26		0.26		0.27		0.00		0.00		0.00	
Delay/Veh:	0.0	7.9		7.9			8.4	7.2			0.0		22.3		22.3		22.4		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	7.9		7.9			8.4	7.2			0.0		22.3		22.3		22.4		0.0		0.0		0.0	
AustraQueue:	0	5		2			2	3			0		2		1		3		0		0		0	

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #10 Lovekin/14th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
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	1	0	0	1	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	8	52	19			67	55	18			15	14	1			9	16	73		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	8	52	19			67	55	18			15	14	1			9	16	73		
Added Vol:	0	244	0			0	163	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	8	296	19			67	218	18			15	14	1			9	16	73		
User Adj:	1.00	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:	8	296	19			67	218	18			15	14	1			9	16	73		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	8	296	19			67	218	18			15	14	1			9	16	73		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	8	296	19			67	218	18			15	14	1			9	16	73		
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:	0.03	0.97	1.00			1.00	1.00	1.00			0.52	0.48	1.00			1.00	1.00	1.00		
Final Sat.:	18	659	774			574	629	709			267	249	596			491	528	589		
Capacity Analysis Module:																				
Vol/Sat:	0.45	0.45	0.02			0.12	0.35	0.03			0.06	0.06	0.00			0.02	0.03	0.12		
Crit Moves:		****					****					****						****		
Delay/Veh:	11.9	11.9	7.3			9.6	11.1	7.7			9.5	9.5	8.2			9.6	9.2	9.0		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	11.9	11.9	7.3			9.6	11.1	7.7			9.5	9.5	8.2			9.6	9.2	9.0		
LOS by Move:	B	B	A			A	B	A			A	A	A			A	A	A		
ApproachDel:		11.6					10.6					9.4					9.1			
Delay Adj:		1.00					1.00					1.00					1.00			
ApprAdjDel:		11.6					10.6					9.4					9.1			
LOS by Appr:		B					B					A					A			

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term PM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #11 Lovekin/16th-Seeley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
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 0	1	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	28	4	9	32	3	5	9	5	3	6	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	28	4	9	32	3	5	9	5	3	6	10
Added Vol:	0	244	0	0	163	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	272	4	9	195	3	5	9	5	3	6	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	272	4	9	195	3	5	9	5	3	6	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	272	4	9	195	3	5	9	5	3	6	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	272	4	9	195	3	5	9	5	3	6	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.09	1.88	0.03	0.26	0.48	0.26	0.16	0.31	0.53
Final Sat.:	5	746	879	64	1400	22	178	320	178	110	221	368
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.14	0.14	0.14	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:		****		****			****			****		
Delay/Veh:	10.1	10.1	6.8	8.3	8.3	8.2	8.0	8.0	8.0	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	6.8	8.3	8.3	8.2	8.0	8.0	8.0	7.8	7.8	7.8
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:	10.1			8.3			8.0			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.1			8.3			8.0			7.8		
LOS by Appr:	B			A			A			A		

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

Scenario Report

Scenario:	NTAMWP Rev
Command:	NTAMWP
Volume:	NTAM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Construction AM
Trip Distribution:	Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

Trip Generation Report

Forecast for AM Construction

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Operations	1.00	Operation	0.00	0.00	0	0	0	0.0
2	Construction	1.00	Construction	35.00	0.00	35	0	35	66.0
	Zone 2 Subtotal					35	0	35	66.0
3	Construction	1.00	Materials Truc	6.00	3.00	6	3	9	17.0
	Zone 3 Subtotal					6	3	9	17.0
4	Construction	1.00	Equipment Truc	6.00	3.00	6	3	9	17.0
	Zone 4 Subtotal					6	3	9	17.0
TOTAL						47	6	53	100.0

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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-78 (Neighbours Boulevard)/I	A	9.0	0.000	A	9.1	0.000	+ 0.122 D/V
# 2 SR-78 (Neighbours Boulevard)/I	A	8.9	0.000	A	8.9	0.000	-0.032 D/V
# 3 SR-78/22nd Ave	A	9.3	0.000	A	9.5	0.000	+ 0.224 D/V
# 4 Neighbours (SR-78)/28th Ave	A	7.0	0.030	A	7.0	0.059	+ 0.029 V/C
# 5 Ramells (SR-78)/28th Ave	A	7.0	0.027	A	7.3	0.079	+ 0.053 V/C
# 6 SR-78/30th Avenue	A	0.0	0.000	A	9.0	0.000	+ 9.045 D/V
# 7 SR-78/34th Avenue	A	0.0	0.000	A	7.3	0.000	+ 7.295 D/V
# 8 Lovekin/I-10 WB ramps	B	10.6	0.135	B	10.6	0.135	+ 0.041 D/V
# 9 Lovekin/I-10 EB ramps	A	8.3	0.116	A	8.3	0.109	-0.043 D/V
# 10 Lovekin/14th	A	8.1	0.121	A	8.1	0.121	+ 0.000 V/C
# 11 Lovekin/16th-Seeley	A	7.4	0.056	A	7.5	0.056	+ 0.000 V/C

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

****

Intersection #1 SR-78 (Neighbours Boulevard)/I-10 WB Ramps

****

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.1]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Channel					Include					Channel				
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	11	31	0	0		25	30				0	0	0			22	1	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:	11	31	0	0		25	30				0	0	0			22	1	6		
Added Vol:	2	0	0	0		0	0				0	0	0			15	0	0		
PasserByVol:	0	0	0	0		0	0				0	0	0			0	0	0		
Initial Fut:	13	31	0	0		25	30				0	0	0			37	1	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:	13	31	0	0		25	30				0	0	0			37	1	6		
Reduct Vol:	0	0	0	0		0	0				0	0	0			0	0	0		
Final Vol.:	13	31	0	0		25	30				0	0	0			37	1	6		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2							
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3							
Capacity Module:																				
Cnflict Vol:	25	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		97	82	31							
Potent Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		907	812	1049							
Move Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		901	805	1049							
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.04	0.00	0.01							
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0								
Stopped Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	A								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		899	xxxx	xxxxx							
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx							
Shrd StpDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		9.2	xxxx	xxxxx							
Shared LOS:	A	*	*	*	*	*	*	*	*		A	*	*							
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				9.1									
ApproachLOS:	*			*			*				A									

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #2 SR-78 (Neighbours Boulevard)/I-10 EB Ramps

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[8.9]

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:	Channel			Include			Channel			Include		
Lanes:	0 0 1 0 1			0 1 0 0 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	21	40	18	53	0	10	1	10	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	21	40	18	53	0	10	1	10	0	0	0
Added Vol:	0	2	4	0	15	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	44	18	68	0	10	1	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:	0	23	44	18	68	0	10	1	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	23	44	18	68	0	10	1	24	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	23	xxxx	xxxxx	149	127	68	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1605	xxxx	xxxxx	848	767	1001	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1605	xxxx	xxxxx	840	759	1001	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	8.7	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	832	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #3 SR-78/22nd Ave

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.5]

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:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	1	64	4	1	46	1	1	2	1	3	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	64	4	1	46	1	1	2	1	3	1	0
Added Vol:	0	6	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	70	4	1	75	1	1	2	1	3	1	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:	1	70	4	1	75	1	1	2	1	3	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	70	4	1	75	1	1	2	1	3	1	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	76	xxxx	xxxxx	74	xxxx	xxxxx	152	154	76	153	152	xxxxx
Potent Cap.:	1536	xxxx	xxxxx	1538	xxxx	xxxxx	820	742	991	819	743	xxxxx
Move Cap.:	1536	xxxx	xxxxx	1538	xxxx	xxxxx	818	741	991	815	742	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.3	xxxx	xxxxx	7.3	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	811	xxxxx	796	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	9.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			9.5		
ApproachLOS:	*			*			A			A		

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #4 Neighbours (SR-78)/28th Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.059
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	0 1	0		0 0	1! 0	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	19	6		3	9	17		15	0	1		4	10	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:	0	19	6		3	9	17		15	0	1		4	10	6	
Added Vol:	0	0	0		0	0	29		6	0	0		0	17	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	19	6		3	9	46		21	0	1		4	27	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:	0	19	6		3	9	46		21	0	1		4	27	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	19	6		3	9	46		21	0	1		4	27	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	
Final Vol.:	0	19	6		3	9	46		21	0	1		4	27	6	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.76	0.24		0.05	0.16	0.79		0.95	0.00	0.05		0.11	0.73	0.16	
Final Sat.:	0	685	216		51	153	784		793	0	38		95	644	143	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.03	0.03		0.06	0.06	0.06		0.03	xxxx	0.03		0.04	0.04	0.04	
Crit Moves:		****				****			****					****		
Delay/Veh:	0.0	7.0	7.0		6.8	6.8	6.8		7.4	0.0	7.4		7.2	7.2	7.2	
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	7.0	7.0		6.8	6.8	6.8		7.4	0.0	7.4		7.2	7.2	7.2	
LOS by Move:	*	A	A		A	A	A		A	*	A		A	A	A	
ApproachDel:		7.0				6.8				7.4				7.2		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		7.0				6.8				7.4				7.2		
LOS by Appr:		A				A				A				A		

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #5 Ramells (SR-78)/28th Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.079
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																
Base Vol:	0	15	8		1	11	0		0	0	0		21	1	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:	0	15	8		1	11	0		0	0	0		21	1	1	
Added Vol:	0	0	6		0	0	0		0	0	0		45	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	15	14		1	11	0		0	0	0		66	1	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:	1.00	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	15	14		1	11	0		0	0	0		66	1	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	15	14		1	11	0		0	0	0		66	1	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	
Final Vol.:	0	15	14		1	11	0		0	0	0		66	1	1	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.52	0.48		0.08	0.92	0.00		0.00	1.00	0.00		0.98	0.01	0.01	
Final Sat.:	0	486	453		72	793	0		0	0	0		831	13	13	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.03	0.03		0.01	0.01	xxxx		xxxx	xxxx	xxxx		0.08	0.08	0.08	
Crit Moves:		****			****										****	
Delay/Veh:	0.0	6.9	6.9		7.1	7.1	0.0		0.0	0.0	0.0		7.5	7.5	7.5	
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:	0.0	6.9	6.9		7.1	7.1	0.0		0.0	0.0	0.0		7.5	7.5	7.5	
LOS by Move:	*	A	A		A	A	*		*	*	*		A	A	A	
ApproachDel:		6.9				7.1				xxxxxx				7.5		
Delay Adj:		1.00				1.00				xxxxx				1.00		
ApprAdjDel:		6.9				7.1				xxxxxx				7.5		
LOS by Appr:		A				A				*				A		

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #6 SR-78/30th Avenue

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 0	1	0	1 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	38	0	0	37	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	38	0	0	37	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	17	29	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	38	0	0	54	29	6	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	38	0	0	54	29	6	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	38	0	0	54	29	6	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	896	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	896	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.0			xxxxxx		
ApproachLOS:	*			*			A			*		

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #7 SR-78/34th Avenue

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[7.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Yield Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	42	0		0	30		2			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	42	0		0	30		2			0	0		0		0	0		0	
Added Vol:	2	0	0		0	0		17			0	0		0		0	0		0	
PasserByVol:	0	0	0		0	0		0			0	0		0		0	0		0	
Initial Fut:	2	42	0		0	30		19			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:	2	42	0		0	30		19			0	0		0		0	0		0	
Reduct Vol:	0	0	0		0	0		0			0	0		0		0	0		0	
Final Vol.:	2	42	0		0	30		19			0	0		0		0	0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	49	xxxx	xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	1571	xxxx	xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	1571	xxxx	xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	0.00	xxxx	xxxx		xxxx	xxxx		xxxx			xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Stopped Del:	7.3	xxxx	xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	A	*	*		*	*		*			*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx			xxxx		0	xxxxx		xxxx		0	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	7.3	xxxx	xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	A	*	*		*	*		*			*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					*				

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #8 Lovekin/I-10 WB ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.135
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	0		0 0	1 1	0		0 0	0 0	0		0 1	0 0	1	
Volume Module:																
Base Vol:	31	189	0		0	203	96		0	0	0		49	11	84	
Growth Adj:	1.00	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	189	0		0	203	96		0	0	0		49	11	84	
Added Vol:	0	0	0		0	1	1		0	0	0		5	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	189	0		0	204	97		0	0	0		54	11	84	
User Adj:	1.00	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	189	0		0	204	97		0	0	0		54	11	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	189	0		0	204	97		0	0	0		54	11	84	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	31	189	0		0	204	97		0	0	0		54	11	84	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.53	0.95	1.00		1.00	0.95	0.95		1.00	1.00	1.00		0.85	0.85	0.85	
Lanes:	1.00	2.00	0.00		0.00	1.36	0.64		0.00	0.00	0.00		0.83	0.17	1.00	
Final Sat.:	1005	3610	0		0	2452	1166		0	0	0		1342	273	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.05	0.00		0.00	0.08	0.08		0.00	0.00	0.00		0.04	0.04	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.62	0.62	0.00		0.00	0.62	0.62		0.00	0.00	0.00		0.38	0.38	0.38	
Volume/Cap:	0.05	0.09	0.00		0.00	0.14	0.14		0.00	0.00	0.00		0.10	0.10	0.14	
Delay/Veh:	7.7	7.8	0.0		0.0	8.1	8.1		0.0	0.0	0.0		19.8	19.8	20.1	
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:	7.7	7.8	0.0		0.0	8.1	8.1		0.0	0.0	0.0		19.8	19.8	20.1	
AustraQueue:	0	2	0		0	2	1		0	0	0		1	0	2	

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #9 Lovekin/I-10 EB ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.109
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 16 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:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	1	1	0		1	0	2	0	0		0	1	0	1	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	162		36		94	162		0		60	13		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:	0	162		36		94	162		0		60	13		24		0		0		0				
Added Vol:	0	0		0		0	6		0		0	0		11		0		0		0				
PasserByVol:	0	0		0		0	0		0		0	0		0		0		0		0				
Initial Fut:	0	162		36		94	168		0		60	13		35		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		36		94	168		0		60	13		35		0		0		0				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0				
Reduced Vol:	0	162		36		94	168		0		60	13		35		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				
Final Vol.:	0	162		36		94	168		0		60	13		35		0		0		0				
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900		1900		1900				
Adjustment:	1.00	0.97		0.97		0.61	0.95		1.00		0.90	0.90		0.90		1.00		1.00		1.00				
Lanes:	0.00	1.64		0.36		1.00	2.00		0.00		1.00	0.27		0.73		0.00		0.00		0.00				
Final Sat.:	0	3025		672		1153	3610		0		1718	465		1253		0		0		0				
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.05		0.05		0.08	0.05		0.00		0.03	0.03		0.03		0.00		0.00		0.00				
Crit Moves:						****						****												
Green/Cycle:	0.00	0.74		0.74		0.74	0.74		0.00		0.26	0.26		0.26		0.00		0.00		0.00				
Volume/Cap:	0.00	0.07		0.07		0.11	0.06		0.00		0.14	0.11		0.11		0.00		0.00		0.00				
Delay/Veh:	0.0	3.5		3.5		3.6	3.4		0.0		28.8	28.6		28.6		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	3.5		3.5		3.6	3.4		0.0		28.8	28.6		28.6		0.0		0.0		0.0				
AustraQueue:	0	1		0		1	1		0		1	0		1		0		0		0				

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #10 Lovekin/14th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.121
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	0	44	15			78	45	12			16	16	0			13	8	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:	0	44	15			78	45	12			16	16	0			13	8	81		
Added Vol:	0	0	0			0	17	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	44	15			78	62	12			16	16	0			13	8	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:	0	44	15			78	62	12			16	16	0			13	8	81		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	44	15			78	62	12			16	16	0			13	8	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		
Final Vol.:	0	44	15			78	62	12			16	16	0			13	8	81		
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			1.00	1.00	1.00			0.50	0.50	1.00			1.00	1.00	1.00		
Final Sat.:	0	702	813			642	705	815			323	323	0			615	673	774		
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.06	0.02			0.12	0.09	0.01			0.05	0.05	xxxx			0.02	0.01	0.10		
Crit Moves:		****				****						****						****		
Delay/Veh:	0.0	8.0	7.0			8.9	8.1	7.0			8.3	8.3	0.0			8.5	7.9	7.6		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.0	8.0	7.0			8.9	8.1	7.0			8.3	8.3	0.0			8.5	7.9	7.6		
LOS by Move:	*	A	A			A	A	A			A	A	*			A	A	A		
ApproachDel:	7.7					8.4					8.3					7.8				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	7.7					8.4					8.3					7.8				
LOS by Appr:	A					A					A					A				

Rio Mesa Solar Electric Generating Facility (SEGF)
Near Term AM Peak Hour Conditions - with Peak Project Construction
With Second Shift Analysis

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

Intersection #11 Lovekin/16th-Seeley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.056
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.5
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 0	1	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	41	2	11	36	4	9	12	3	8	6	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	41	2	11	36	4	9	12	3	8	6	10
Added Vol:	0	0	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	41	2	11	53	4	9	12	3	8	6	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	41	2	11	53	4	9	12	3	8	6	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	41	2	11	53	4	9	12	3	8	6	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	41	2	11	53	4	9	12	3	8	6	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.95	1.00	0.32	1.56	0.12	0.37	0.50	0.13	0.33	0.25	0.42
Final Sat.:	35	727	901	241	1195	92	315	419	105	292	219	365
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.05	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:		****		****				****			****	
Delay/Veh:	7.6	7.6	6.7	7.7	7.6	7.5	7.3	7.3	7.3	7.1	7.1	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	6.7	7.7	7.6	7.5	7.3	7.3	7.3	7.1	7.1	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.6			7.6			7.3			7.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			7.6			7.3			7.1		
LOS by Appr:	A			A			A			A		