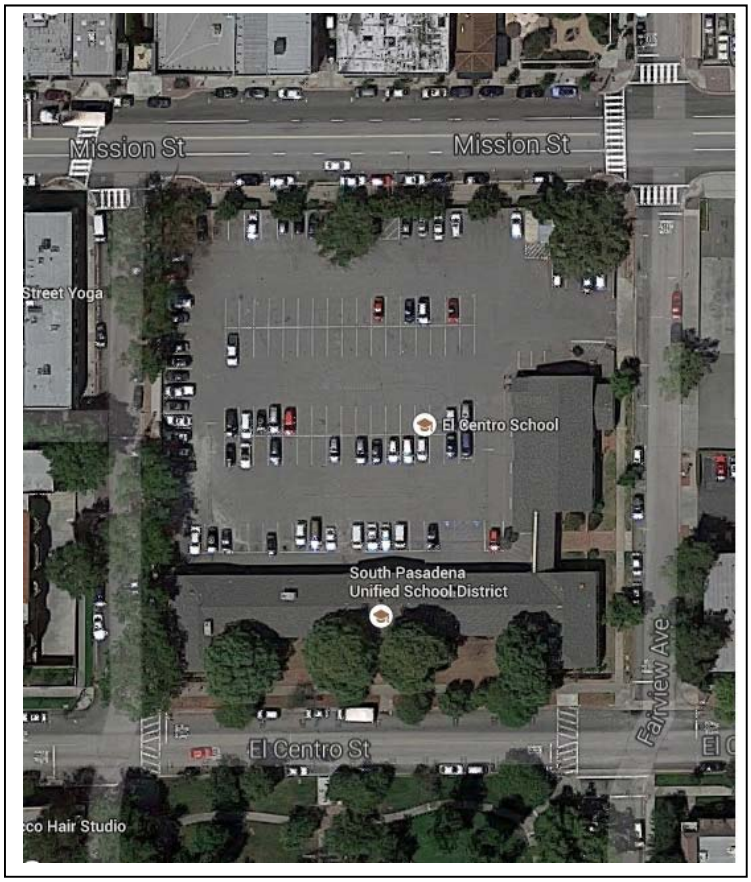
Appendix G: Traffic

TRAFFIC IMPACT ANALYSIS



MISSION PLACE MIXED-USE PROJECT

South Pasadena Unified School District

City of South Pasadena, CA

arch beach

C O N S U L T I N G

December 31, 2015

TRAFFIC IMPACT ANALYSIS

MISSION PLACE
MIXED-USE PROJECT

South Pasadena Unified School District
City of South Pasadena, California

Prepared by

arch beach
CONSULTING

Project No. 14-025
December 31, 2015

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Appendix B – Intersection Level of Service Worksheets
Appendix C – Cumulative Projects Traffic Data
Appendix D – Raw Pedestrian Count Sheets
Appendix E – Pedestrian Trip Generation Calculations
Appendix F – Raw Train Crossing Surveys

1.0 INTRODUCTION

The following presents the traffic impact analysis (TIA) prepared by Arch Beach Consulting for a proposed mixed-use, residential and retail/commercial development called Mission Place (proposed project) located on the south side of Mission Street, between Diamond Avenue and Fairview Avenue, in the City of South Pasadena (City). The following TIA has been prepared based on City's *General Plan Circulation Element*, requirements of the City's Public Works Department, the Los Angeles County *Congestion Management Program* (CMP), and the *California Environmental Quality Act* (CEQA).

Purpose and Objectives of the Traffic Study

The purpose of this TIA is to evaluate the traffic and circulation impacts of the proposed project. The study objectives of this traffic study include:

- Establish the existing baseline traffic conditions.
- Develop the projected future baseline conditions without the project by considering the cumulative effects of regional growth and traffic generated by other development projects in the study vicinity (if any).
- Estimate the level of traffic that would be generated by the proposed development.
- Conduct a comparative analysis of traffic conditions with and without the project.
- Analyze on-site circulation.
- Identify potential mitigation measures/roadway improvements (if required).

This analysis is based on the weekday a.m. and p.m. peak hours of commuter traffic on the adjacent street network. Peak hour traffic counts were taken in late-September 2014 and mid-November 2014 on typical weekdays from 7:00 a.m. to 9:00 a.m. during the a.m. peak commute period, and 4:00 p.m. to 6:00 p.m. during the p.m. peak commute period.

Per trip rates in *Trip Generation, 9th Edition* published by the Institute of Transportation Engineers (ITE), the proposed project would generate approximately 1,734 daily trips, 70 a.m. peak hour trips, and 150 p.m. peak hour trips. Per review of the 2010 LA County CMP, the nearest CMP monitoring stations in the project vicinity are the intersections of Fremont Avenue/Huntington Drive to the south, and Arroyo Parkway/California Boulevard to the north. The nearest CMP monitored freeway segment is Interstate 110 (I-110), at Pasadena Avenue, to the west. Per review of Appendix B of the CMP, *Guidelines for CMP Transportation Impact Analysis*, and based on the proposed project's trip assignment, a regional CMP-level traffic analysis is not required for the proposed project since it would not add 50 or more weekday peak hour trips to the nearest monitored CMP intersections (Fremont Avenue/Huntington Drive and Arroyo Parkway/California Boulevard), or 150 or more peak hour trips to a monitored freeway mainline segment (I-110 at Pasadena Avenue).

Site Location and Study Area

Regional access to the site is provided by I-110 to the north, via its interchanges with Orange Grove Avenue, Fair Oaks Avenue, and Marmion Way. Local access is provided by Mission Street, El Centro Street, Diamond Avenue, Fairview Avenue, Fremont Avenue, Monterey Road, and Meridian Avenue.

Figure 1 illustrates the project site location and study area intersections. The study area intersections and roadway segments are as follows:

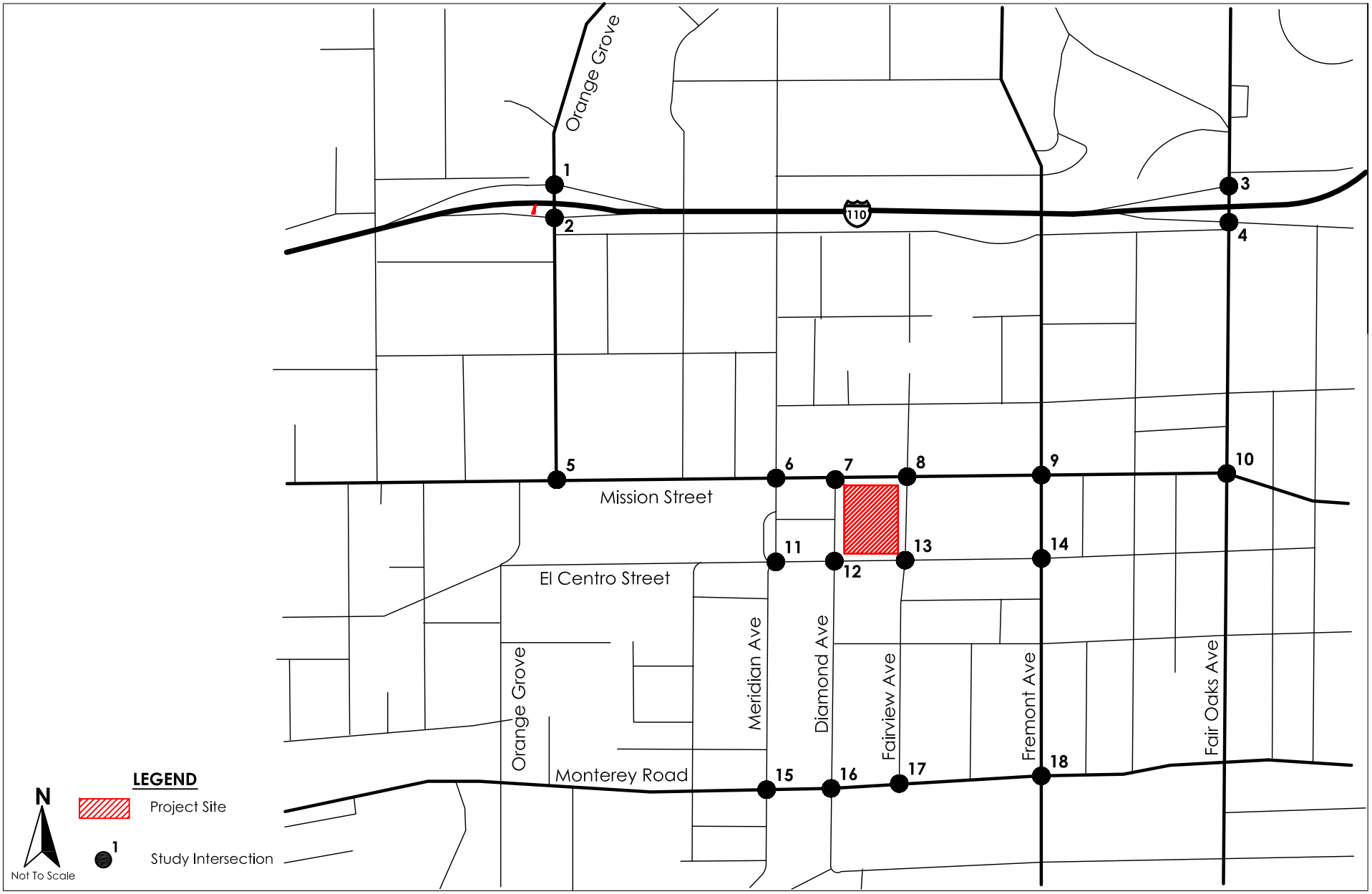

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Figure 1
Project Site Location and Study Area

Intersections

1. Orange Grove Avenue/I-110 southbound ramps
2. Orange Grove Avenue/I-110 northbound ramps
3. Fair Oaks Avenue/I-110 southbound on-ramp
4. Fair Oaks Avenue/I-110 northbound off-ramp
5. Orange Grove Avenue/Mission Street
6. Meridian Avenue/Mission Street
7. Diamond Avenue/Mission Street
8. Fairview Avenue/Mission Street
9. Fremont Avenue/Mission Street
10. Fair Oaks Avenue/Mission Street
11. Meridian Avenue/El Centro Street
12. Diamond Avenue/El Centro Street
13. Fairview Avenue/El Centro Street
14. Fremont Avenue/El Centro Street
15. Meridian Avenue/Monterey Road
16. Diamond Avenue/Monterey Road
17. Fairview Avenue/Monterey Road
18. Fremont Avenue/Monterey Road

Roadway Segments

1. Mission Street, Diamond Avenue to Fairview Avenue
2. Diamond Avenue, Mission Street to El Centro Street
3. Fairview Avenue, Mission Street to El Centro Street

Methodology

The signalized study area intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology for weekday peak hour levels of service (LOS). The ICU method determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection. The study area unsignalized intersections, Caltrans ramp intersections, and the (unsignalized) project driveways were analyzed using the *Highway Capacity Manual* (HCM) Operations methodology. The HCM method determines LOS based on vehicle control delay for each approach movement of the intersection.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM 2000). Brief descriptions of the six levels of service for signalized intersections are shown in Table A. Table B below provides detailed descriptions of each level of service.

Table A – Level of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)	Control Delay in Seconds (signalized)	Control Delay in Seconds (unsignalized)
A	0.00 – 0.60	0.0 – 10.0 seconds	0.0 – 10.0 seconds
B	0.61 – 0.70	10.1 – 20.0 seconds	10.1 – 15.0 seconds
C	0.71 – 0.80	20.1 – 35.0 seconds	15.1 – 25.0 seconds
D	0.81 – 0.90	35.1 – 55.0 seconds	25.1 – 35.0 seconds
E	0.91 – 1.00	55.1 – 80.0 seconds	35.1 – 50.0 seconds
F	1.01 or greater	80.1 seconds or greater	50.1 seconds or greater

Table B – Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Significance Criteria

Intersections

Based on the Los Angeles County CMP, the City has established the following traffic thresholds of significance to determine whether a project traffic impact at a signalized study intersection is considered significant and thus requires mitigation:

- A significant project-related impact would occur at a signalized study intersection if the addition of project-generated trips reduces the peak hour level of service of the study intersection from acceptable operation (LOS A, B, C or D) to deficient operation (LOS E or F); or
- A significant project-related impact would occur at a signalized study intersection already operating at a deficient LOS (LOS E or F) pre-project if the addition of project-generated trips increases traffic demand at the intersection by 2 percent of capacity (V/C ≥ 0.02).

To determine whether the addition of project-generated trips at an unsignalized study intersection results in a significant impact, the City has established the following thresholds of significance:

- A significant project-related impact would occur at an unsignalized study intersection if the addition of project-generated trips reduces the peak hour level of service of the study intersection from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F), and the unsignalized intersection satisfies a Caltrans traffic signal warrant; or
- A significant project-related impact would occur at an unsignalized study intersection if the addition of project-generated trips changes the delay of a baseline (i.e., without project) LOS E or F by ≥ 2.0 seconds, and the unsignalized intersection satisfies a Caltrans traffic signal warrant.

Roadway Segments

The study area roadway segments were analyzed using the V/C method based on the average daily traffic (ADT) roadway capacities shown in Table C.

Table C – Daily Roadway Capacity Volumes

Roadway Type	Daily Service Volumes (vehicles per day)				
	LOS A	LOS B	LOS C	LOS D	LOS E
6 lanes (divided)	33,900	39,400	45,000	50,600	56,300
4 lanes (divided)	22,500	26,300	30,000	33,800	37,500
4 lanes (undivided)	15,000	17,500	20,000	22,500	25,000
2 lanes (divided)	10,000	11,700	13,300	15,000	16,600
2 lanes (undivided)	7,500	8,800	10,000	11,300	12,500
local road	3,000	3,500	4,000	4,500	5,000

Note: Source – City of South Pasadena *General Plan*, 1998.

To determine whether the addition of project-generated trips at a study roadway segment results in a significant impact, the City has established the following thresholds of significance:

- A significant project-related impact would occur at a study roadway segment if the addition of project-generated trips reduces the roadway from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F); or
- A significant project-related impact would occur at a study roadway segment already operating at a deficient LOS (LOS D, E, or F) pre-project if the addition of project-generated trips increases the traffic demand at the roadway by 2 percent of capacity (V/C ≥ 0.02).

Traffic Analysis Scenarios

This traffic study analyzed the following traffic scenarios:

Existing Condition

Existing weekday daily, a.m. and p.m. peak hour peak hour traffic volumes were collected at the study area roadway segments and intersections in late-September 2014 and mid-November 2014 from 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m. The existing traffic scenario constitutes the environmental setting in accordance with the CEQA analysis at the time that the hearing body reviews the proposed project.

Existing plus Project Condition

The Existing plus Project Condition traffic was developed by adding the proposed project traffic to the Existing Baseline Condition. This scenario is the basis for determining project-specific impacts and mitigation measures.

Opening Year (2017) Baseline Condition

The proposed project is anticipated to be built and fully operational by the 3rd or 4th quarter of 2017. Therefore, short-term background traffic in this scenario was forecast for 2017 by applying a conservative annual ambient growth rate of one percent per year. Per the CMP, the average annual growth rate for the project's Regional Statistical Area (RSA) 25 – La Cañada-Flintridge, Pasadena, Monterey Park, South El Monte, Duarte, is 0.82 percent. Therefore, the total ambient growth adjustment applied over a three-year period (from 2014 to 2017) is 3.0 percent. In addition, traffic from cumulative projects in the project vicinity were added to the existing and ambient traffic growth volumes.

Opening Year (2017) plus Project Condition

The Opening Year (2017) plus Project Condition traffic was developed by adding the proposed project traffic to the Opening Year (2017) Baseline Condition. This scenario is also the basis for determining project-specific impacts and mitigation measures.

2.0 PROJECT DESCRIPTION AND TRAFFIC GENERATION

The following section provides information on the proposed project relative to the local and regional circulation network.

Project Description

Figure 2 illustrates the site plan of the proposed project. The project site is the surface parking area of the South Pasadena Unified School District's (SPUSD or District) administrative offices. The project site is located on the south side of Mission Street between Diamond and Fairview Avenues, in the Mission West Historic Business District and within the City's Mission Street Specific Plan (MSSP) area. The portion of the site proposed for development (1.27 acres) is currently a surface parking lot; the balance of the 1.89-acre parcel contains the SPUSD's administrative offices building and boardroom building, both of which are listed on the *South Pasadena Inventory of Historic Resources*.

The proposed project consists of developing a 1.27-acre surface parking lot owned by the SPUSD with a three-story, 85,755-square-foot mixed-use project comprising two new buildings. In total, the project proposes 91 multi-family residential units (8 two-bedroom units and 83 one-bedroom units), 7,434 square feet of ground-floor commercial space fronting Mission Street, and 228 parking spaces in three levels of underground parking. The proposed residences are anticipated to be rental units. The commercial spaces are anticipated to be filled with retail shops and restaurants. Per the Mission Street Specific Plan, permitted commercial uses include: convenience retail and services; restaurants; and, specialty retail uses.

Vehicular access to the proposed project would be provided via two full-access driveways into the proposed three-level subterranean parking garage: 1) a resident parking driveway on Diamond Avenue; and, 2) a commercial and District parking driveway on Fairview Avenue. In total, the proposed garage would provide 228 parking spaces and is intended to provide parking for the proposed uses, the existing District uses, and general public use. The proposed garage would provide 28 parking spaces for retail uses, 99 spaces for residential use, 60 spaces for SPUSD use, and 41 public parking spaces, for which the Mission Street Specific Plan allows a density bonus.

Pedestrian access to the proposed project would be provided via existing sidewalks along Mission Street, Diamond Avenue, and Fairview Avenue. Commercial uses would have direct pedestrian access from Mission Street, and some of the proposed townhomes would have direct pedestrian access from Diamond Avenue. Pedestrian walkways would be provided from adjacent sidewalks to resident lobbies for the proposed indoor-entry residential units, and a walkway is proposed to maintain the existing pedestrian access to the north elevation of the District's administration building and the south and west elevations of the boardroom building. The proposed paseo would provide additional pedestrian circulation on-site. Bicycle parking will also be provided on-site in accordance with City requirements.

Optional Diamond Avenue-Fairview Avenue as One-Way Streets

As an option of the project and upon request from the City, Diamond Avenue and Fairview Avenue along the project block would be converted to one-way streets, which would continue the existing traffic flow pattern south of El Centro Street. Currently, between Mission Street and El Centro Street, both Diamond and Fairview Avenues are two-way streets, with one travel lane in each direction. However, south of El Centro Street, both streets become one-way streets, with Diamond Avenue providing one northbound travel lane and Fairview Avenue providing one southbound travel lane. With this option, between Mission and El Centro Streets, Diamond and

Source: GMP Architects, 2014.

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Figure 2
Project Site Plan

Fairview Avenues would be striped as one-way streets with one travel lane. Converting Diamond and Fairview Avenues to one lane of one-directional travel would allow for these street segments to be striped with diagonal street parking, resulting in a net increase of on-street parking spaces. This optional improvement would require an encroachment permit from the City of South Pasadena.

A traffic analysis was prepared for the four affected intersections of: 1) Diamond Avenue/Mission Street; 2) Fairview Avenue/Mission Street; 3) Diamond Avenue/El Centro Street; and, 4) Fairview Avenue/El Centro Street. LOS at all other intersections would be the same as the LOS for the (current) two-way configuration of both streets. LOS for the four affected intersections is discussed in the Existing plus Project and Opening Year 2017 plus Project sections of the TIA.

Project Traffic

This section describes the trip generation, distribution, and assignment of the proposed project's traffic volumes on the study area transportation network facilities.

Trip Generation

Weekday daily, a.m. and p.m. peak hour trip generation estimates for the proposed project were developed using trip rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition.* Summaries of the trip generation rates and resulting vehicle trips for the proposed project are presented in Table D.

Table D – Proposed Project Trip Generation Estimates

	Size/Units			AM Peak Hour			PM Peak Hour		
Land Use			**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
TRIP RATES									
Apartment (ITE 220)	per DU		6.65	0.10	0.41	0.51	0.40	0.22	0.62
Shopping Center (820)	per TSF		*ITE*	*ITE equation*			*ITE equation*		
Quality Restaurant (ITE 931)	per TSF		89.95	0.41	0.41	0.81	5.02	2.47	7.49
TRIP GENERATION									
Garret units/townhomes/flats/lofts	91	DUs	605	9	37	46	37	20	56
Retail/Commerical Uses (West Building)	3.637	TSF	788	13	8	21	31	34	65
Quality Restaurant (East Building)	3.797	TSF	342	2	2	3	19	9	28
Total Trip Generation			**1,735**	**24**	**47**	**71**	**87**	**63**	**150**

Notes: Trip rates based on *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

Based on the table, the proposed project would generate approximately 1,735 daily trips, 71 a.m. peak hour trips (24 inbound and 47 outbound), and 150 p.m. peak hour trips (87 inbound and 63 outbound). To provide for a conservative estimate of project trip generation and traffic analysis, no trip reductions for pass-by trip making, internal trip capture, and transit usage (of adjacent Metro Rail Gold Line) were made in the evaluation of traffic impacts.

Trip Distribution and Assignment

Two specific trip distributions were developed for the residential and retail/restaurant uses of the proposed project. A majority of residential traffic would be oriented to and from I-110 via the adjacent Marmion Way and Orange Grove Avenue interchanges; downtown Pasadena via Fair Oaks Avenue; and, I-710 via Fremont Avenue. A majority of retail/restaurant traffic would draw

from the surrounding areas and neighborhoods that would patronize the project's retail uses. Figure 3 illustrates the project's residential trip distribution and Figure 4 illustrates the project's retail/restaurant trip distribution. Figure 5 presents the total trip assignment of the proposed project (i.e., total trips generated by all project components).

In addition, the existing traffic generated by the SPUSD offices, and traffic generated by the adjacent existing retail uses were re-routed based on the proposed commercial and District parking lot driveway located on Fairview Avenue.

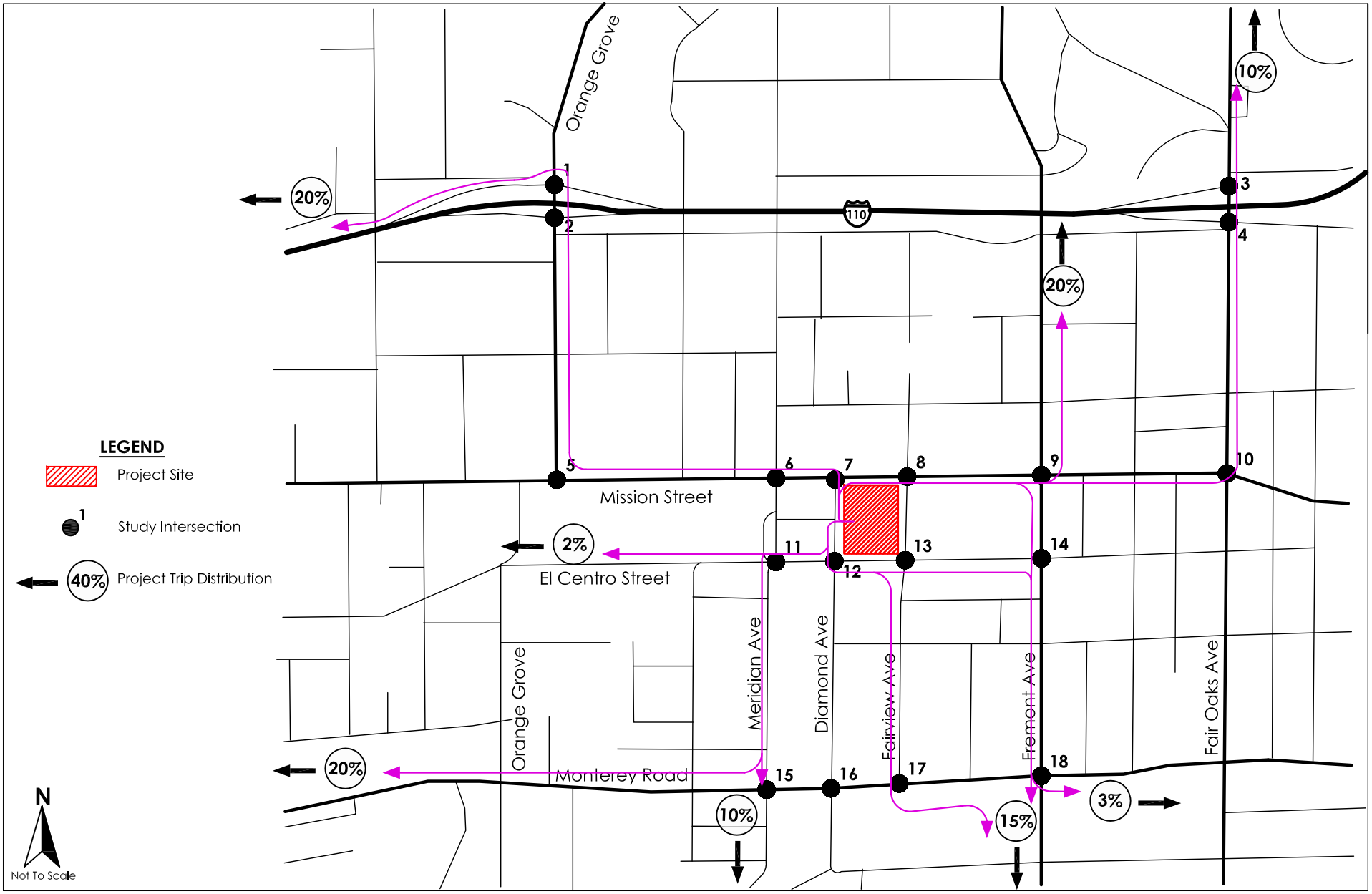

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Figure 3
Residential Component Trip Distribution

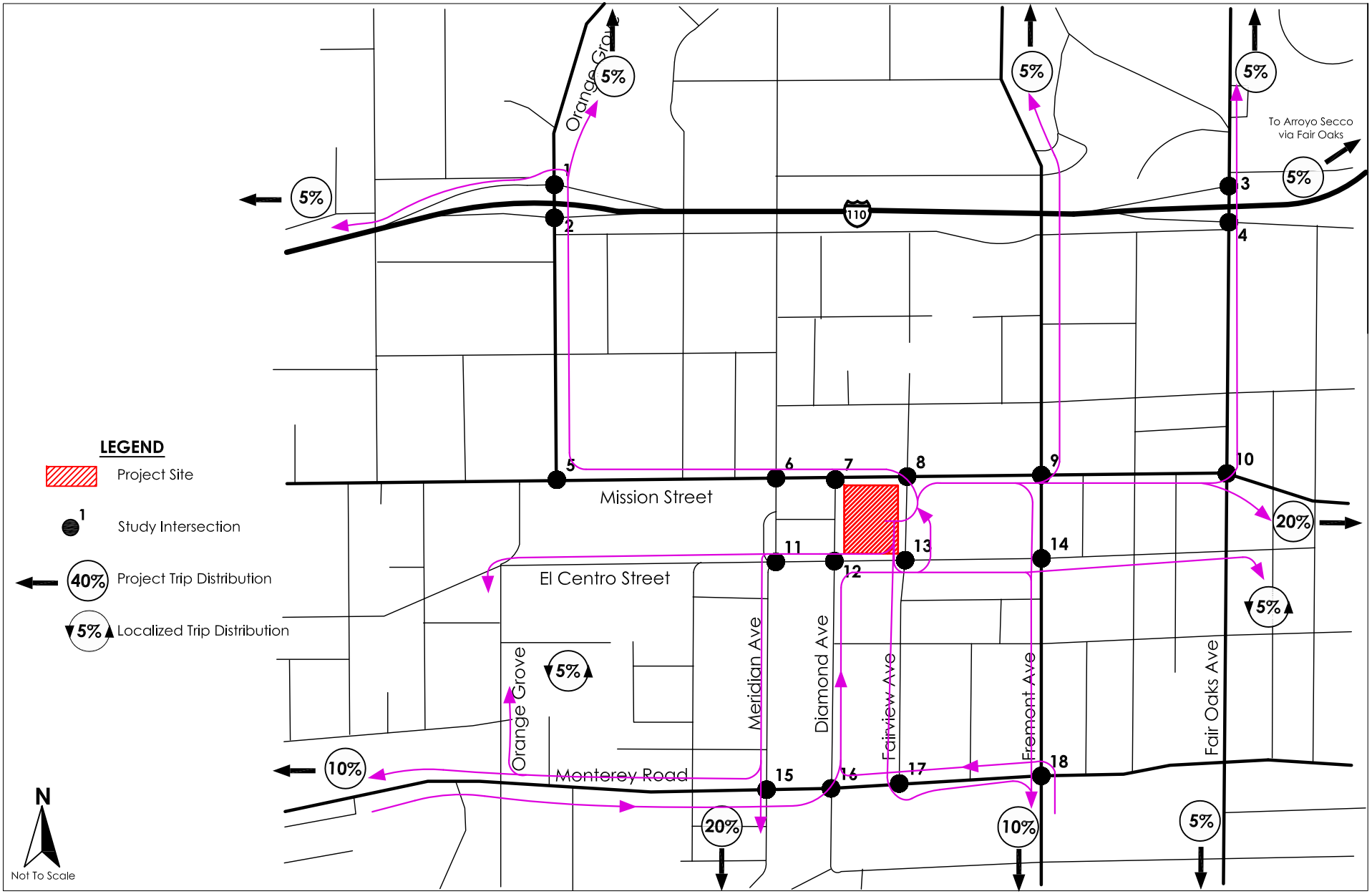

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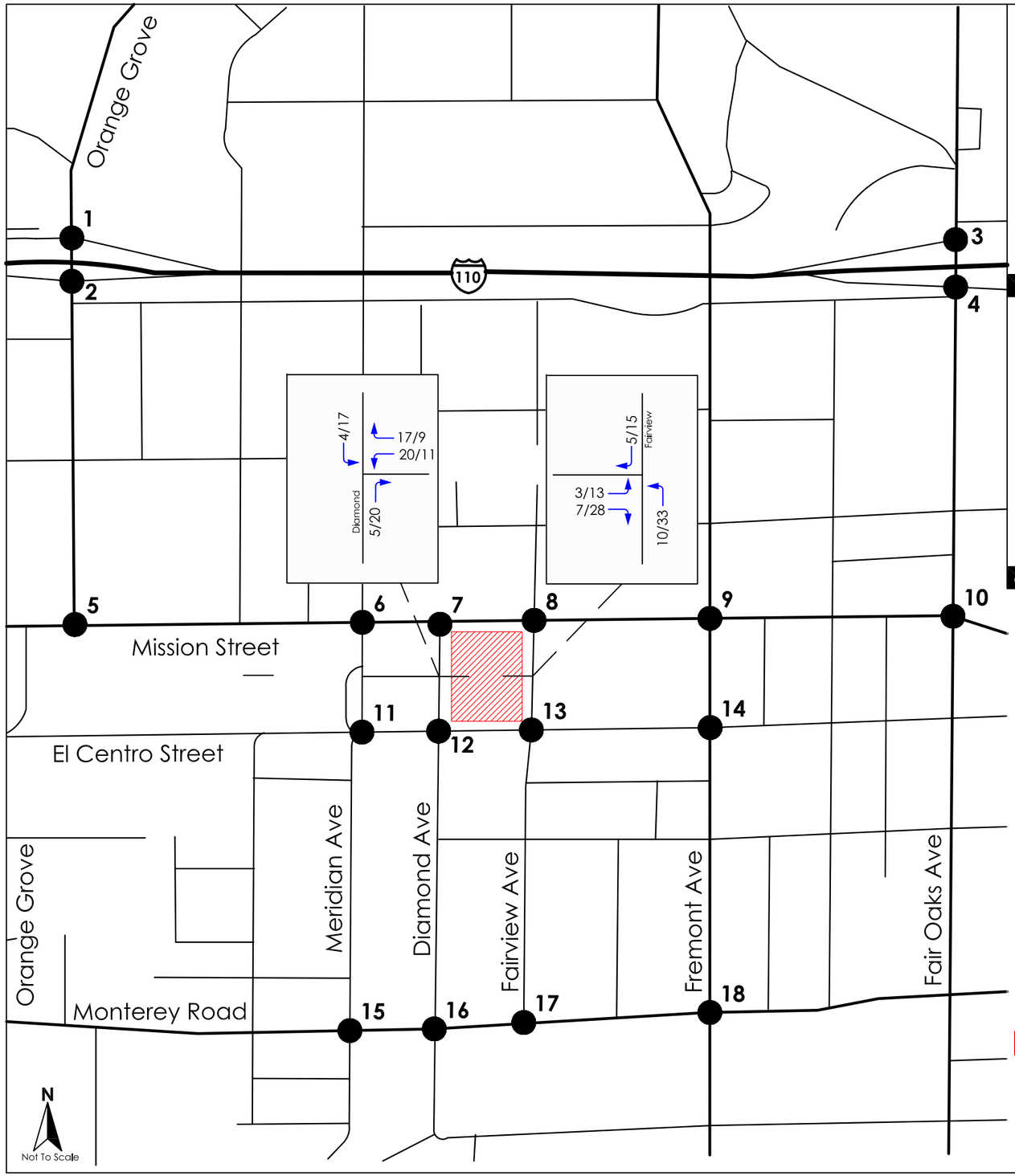
Figure 4
Retail/Commercial Component Trip Distribution



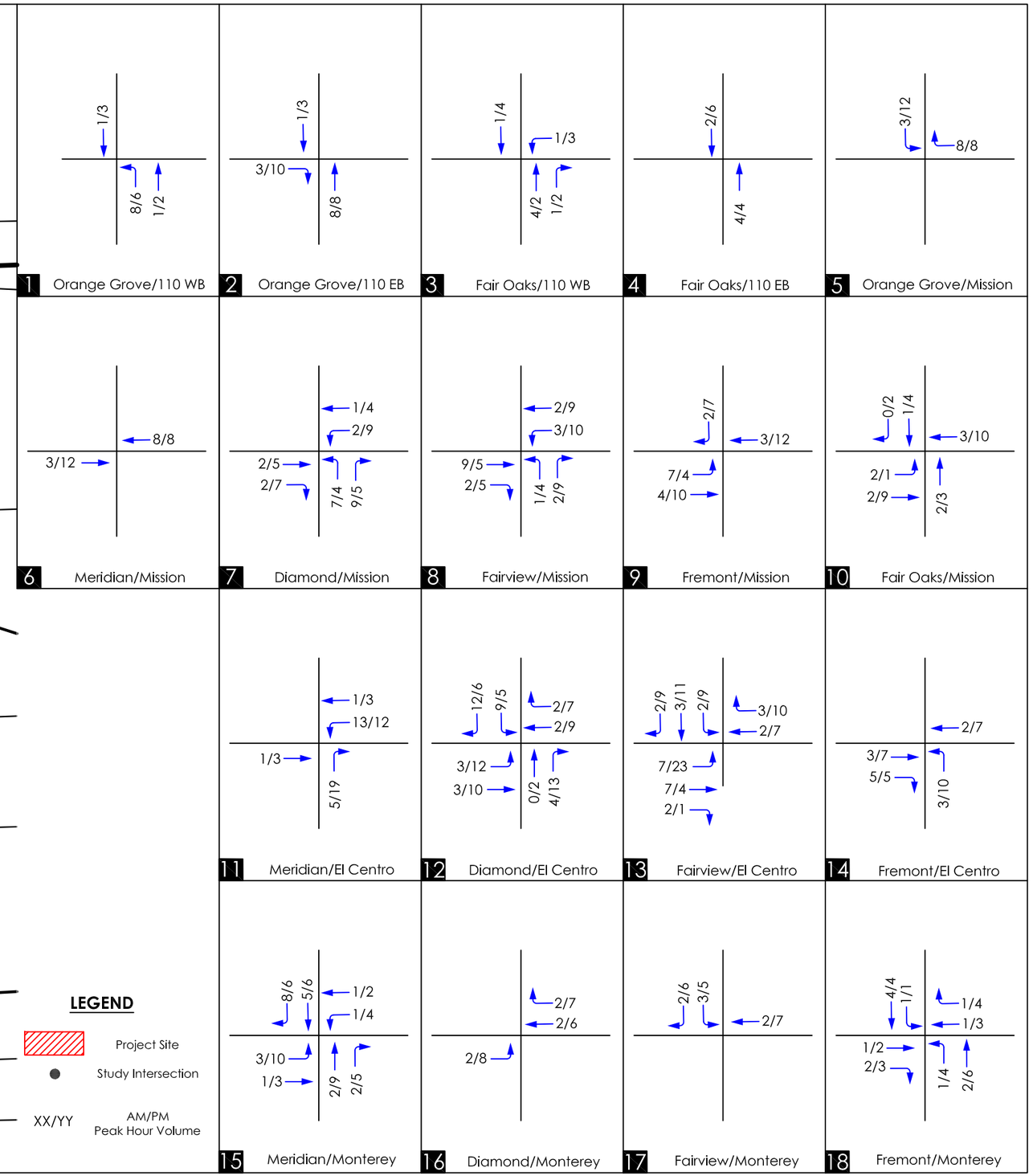


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Figure 5
Total Project Trip Assignment

3.0 EXISTING CONDITIONS ANALYSIS

The following section describes the existing traffic conditions in the project study area. Existing weekday a.m. and p.m. peak hour traffic volumes were collected on a typical weekday while adjacent schools were in session in late-September 2014 and mid-November 2014 at the study area intersections and roadway segments.

Existing Conditions

Roadways

Interstate 110 (I-110)

The I-110 is a six-lane divided, north-south freeway, but travels in an east-west direction through South Pasadena. I-110 originates in the north in the City of Pasadena, and terminates in the south at the Port of Los Angeles.

Mission Street

Mission Street is a four-lane undivided roadway trending in an east-west direction west of Fair Oaks Avenue. East of Fair Oaks Avenue, Mission Street is a two-lane undivided roadway. On-street parking is permitted on Mission Street. The posted speed limit on Mission Street is 30 miles per hour (MPH). Mission Street is classified as a minor arterial street in the City's *General Plan Circulation & Accessibility Element*. Mission Street is a designated truck route in the City from Pasadena Avenue to Fair Oaks Avenue. In addition, on Meridian Avenue, between Mission Street and El Centro Street, a weekly Farmer's Market occurs every Thursday from 4:00 p.m. to 8:00 p.m. This segment of Meridian Avenue to closed to vehicular traffic, and pedestrian/bicycle traffic arrives to the market via Mission Street and El Centro Street.

Diamond Avenue

Diamond Avenue is a two-lane undivided, north-south street. However, between El Centro Street and Oxley Street, Diamond Avenue is one-way, single-lane street that travels in a northbound direction. South of the project site, Diamond Avenue, Fairview Avenue, and Oxley Street form a one-way loop that travels in a clockwise direction around the South Pasadena Public Library. On-street parking is permitted on both sides of Diamond Avenue with a two-hour limit between 7:00 a.m. and 7:00 p.m. South of El Centro Street, the parking time limit is three hours between 7:00 a.m. and 7:00 p.m. Diamond Avenue is classified as a local street in the City's General Plan and is part of the City's Mission-Meridian Preferential Parking District.

In November 2013, Caltrans awarded a grant to the City for Cycle 6 of the Highway Safety Improvement Program (HSIP) to install pedestrian in-roadway warning lights (IRWL) at the intersections of Mission Street/Diamond Avenue, Mission Street/Fairview Avenue, and Fremont Avenue/Lyndon Street. In April 2015, the City received authorization to proceed with preliminary engineering for the IRWLs. In July 2015, the City adopted Resolution No. 7407 in which the City entered into an Administering Agency-State Agreement with Caltrans. Per recent discussions with City Public Works staff, the IRWLs are anticipated to be in operation sometime in 2016. The use of pedestrian actuated IRWLs across Mission Street, at its intersections with Diamond Avenue and Fairview Avenue, would facilitate pedestrian safety by warning motorists on Mission Street of pedestrians crossing the roadway.

Fairview Avenue

Fairview Avenue is also a two-lane undivided, north-south street. Similarly, between El Centro Street and Oxley Street, Fairview Avenue is one-way, single-lane street that travels in a southbound direction. South of the project site, Fairview Avenue, Diamond Avenue, and Oxley Street form a one-way loop that travels in a clockwise direction around the Public Library. On-street parking is permitted on both sides of Fairview Avenue with a two-hour limit between 7:00 a.m. and 7:00 p.m. South of El Centro Street, the parking time limit is four hours between 7:00 a.m. and 7:00 p.m. Fairview Avenue is classified as a local street in the City's General Plan.

El Centro Street

El Centro Street is a two-lane undivided east-west street. On-street parking is permitted on El Centro Street. The posted speed limit on El Centro Street is 25 MPH. El Centro Street is classified as a collector street in the City's General Plan.

Monterey Road

Monterey Road is a four-lane undivided roadway trending in an east-west direction west of Fair Oaks Avenue. East of Fair Oaks Avenue, Monterey Road transitions to a two-lane undivided roadway. On-street parking is permitted on Monterey Road. The posted speed limit on Monterey Road is 35 MPH west of Fair Oaks Avenue, and 30 MPH east of Fair Oaks Avenue. Monterey Road is classified as a minor arterial street in the City's General Plan.

Fair Oaks Avenue

Fair Oaks Avenue is a four-lane divided roadway that travels in a north-south direction in the vicinity of the project site. South of Monterey Road, Fair Oaks Avenue is a six-lane divided roadway. On-street parking is permitted on Fair Oaks Avenue. Fair Oaks Avenue terminates to the south at Huntington Drive. The posted speed limit on Fair Oaks Avenue in the project vicinity ranges from 30 to 35 MPH. Fair Oaks Avenue is classified as a major arterial street in the City's General Plan. Fair Oaks Avenue is a designated truck route in the City from its northern City limits to Huntington Drive.

Fremont Avenue

Fremont Avenue is a two-lane divided roadway with a continuous left-turn lane trending in a north-south direction in the vicinity of the project site. North of Hope Street, Fremont Avenue transitions to a two-lane undivided roadway. On-street parking is permitted on Fremont Avenue. The posted speed limit on Fremont Avenue in the project vicinity is 30 MPH. Fremont Avenue is classified as a minor arterial street in the City's General Plan.

Intersection Geometrics and Traffic Volumes

Figure 6 illustrates the existing traffic controls and lane geometrics at the study area intersections. Existing weekday a.m. and p.m. hour traffic volumes were collected on a typical weekday while adjacent schools were in session in late-September 2014 and mid-November 2014 at the study area intersections. Figure 7 illustrates the existing weekday a.m. and p.m. peak hour traffic volumes at the study intersections. The raw traffic volume count sheets are provided in Appendix A.

In addition to the September-November 2014 traffic counts noted above, the City provided traffic counts at seven of the study area intersections for review. Based on our review, the City counts contained higher volumes of traffic than those counted in 2014, however, a majority the City's counts were conducted in 2012 and 2013, one to two years before this TIA's 2014 counts were

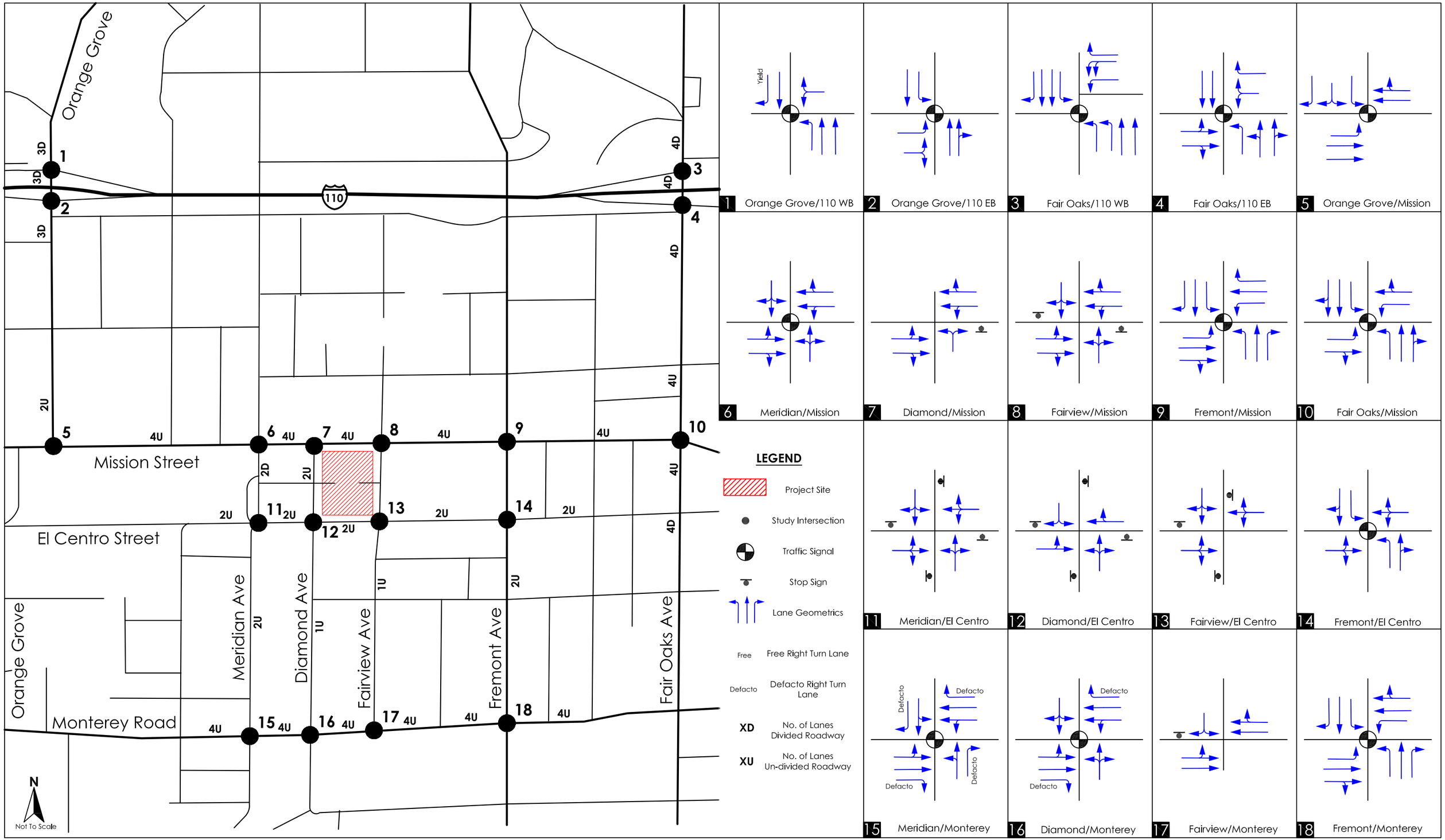

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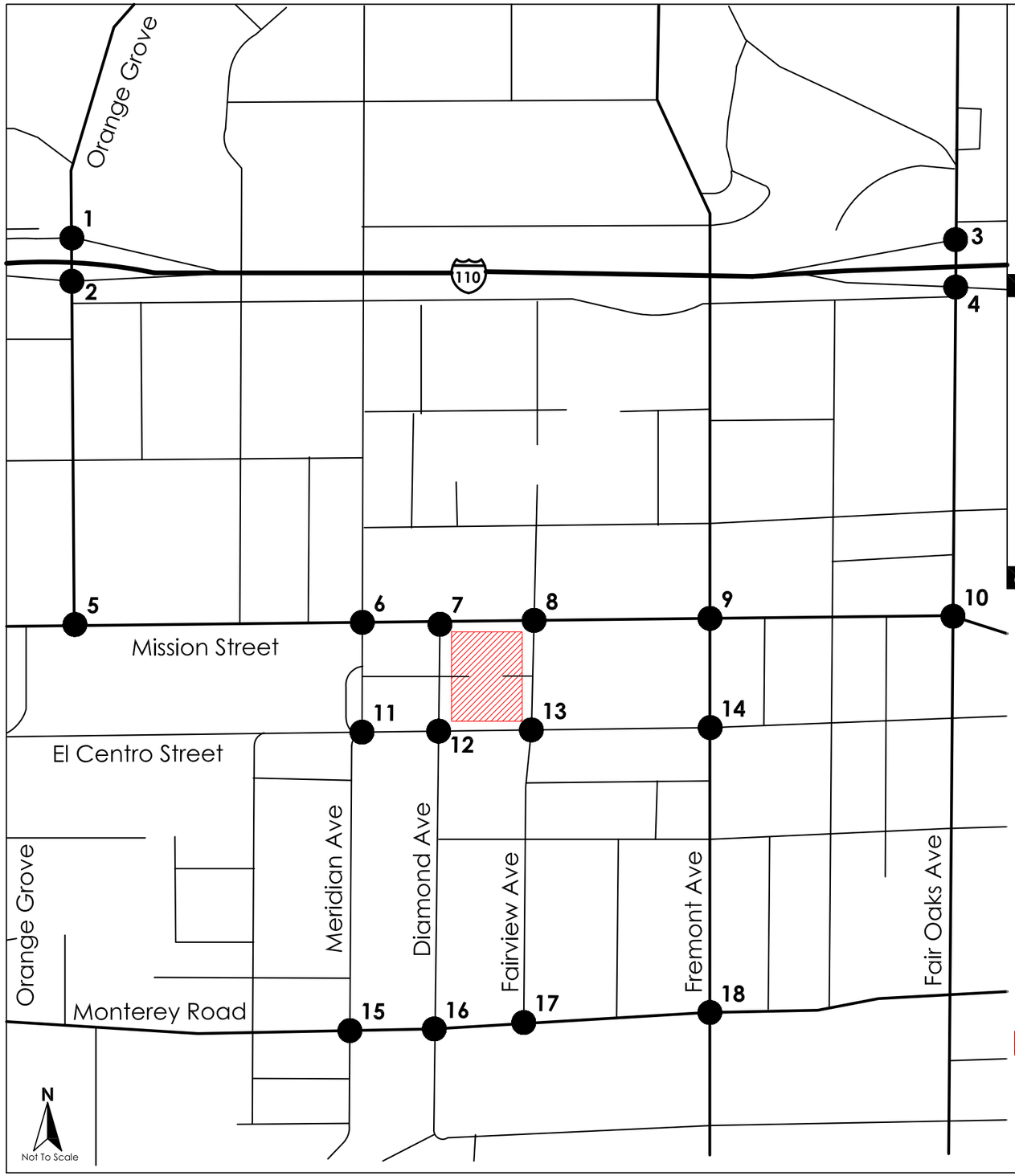
Figure 6
Existing Traffic Controls and Geometrics



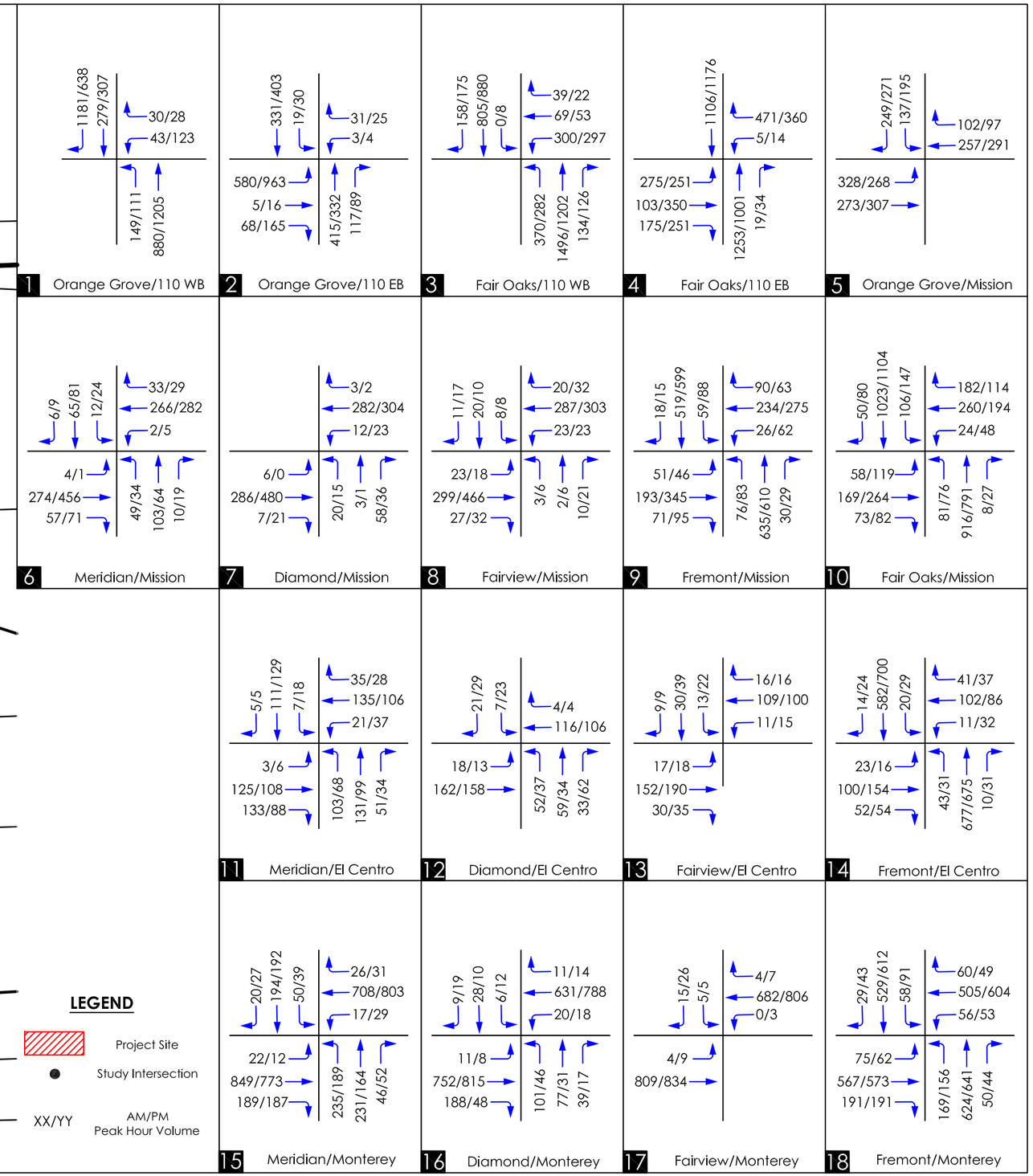


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Figure 7
Existing Weekday AM and PM Peak Hour Volumes

collected (two locations were counted in 2015). A cursory Existing and Existing plus Project traffic LOS analysis was conducted with the City's volumes and no significant project impacts were found using the City's volumes.

Level of Service Analysis

Intersections

Based on the analysis methodology described in Section 1.0, the existing weekday a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the existing intersection V/C ratios and resulting LOS values. Table E presents the results of the existing intersection LOS analysis for the weekday a.m. and p.m. peak hours. The LOS calculation sheets are provided in Appendix B.

Based on the existing weekday a.m. and p.m. peak hour LOS analysis, most of the study area intersections are currently operating with satisfactory LOS at LOS D or better in the a.m. and/or p.m. peak hours with the exception of the following:

- Orange Grove Avenue/I-110 southbound ramps (ICU is LOS F in a.m. peak hour)
- Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Street (ICU and delays are LOS F in both peak hours)

Roadway Segments

Based on the analysis methodology described in Section 1.0, the existing daily LOS at the study area roadway segments were determined. Table F presents the results of the existing daily traffic LOS analysis for the study area roadway segments.

Table F – Existing Daily Roadway Segment Level of Service Summary

		Existing Condition		
Roadway Segment	LOS E Capacity	ADT	V/C Ratio	LOS
Mission Street				
Diamond Avenue to Fairview Avenue	25,000	9,930	0.397	A
Diamond Avenue				
Mission Street ot El Centro Street	5,000	1,190	0.238	A
Fairview Avenue				
Mission Street ot El Centro Street	5,000	1,080	0.216	A

Notes: **XX** Roadway LOS calculated to be below City's standard of LOS C.

Based on the table, all study area roadway segments are currently operating with satisfactory LOS with LOS A at all segments.

Transit Service

Transit services in the project vicinity are provided by the Los Angeles County Metropolitan Transportation Authority (Metro) through the following transit lines:

- Metro Bus Line 176 – Highland Park to Montebello
- Metro Bus Line 260 – Altadena to Compton
- Metro Rapid Bus Line 762 – Pasadena to Compton
- Metro Rail Line – Gold Line

Table E – Existing Peak Hour Intersection Level of Service Summary

			Existing Condition			
			AM Peak Hour		PM Peak Hour	
Intersection	Control		V/C or Delay	LOS	V/C or Delay	LOS
1. Orange Grove Ave/I-110 SB ramps	signal		**1.016**	**F**	0.711	C
HCM LOS			*28.0*	*C*	*11.7*	*B*
2. Orange Grove Ave/I-110 NB ramps	signal		0.562	A	0.771	C
HCM LOS			*22.4*	*C*	*24.0*	*C*
3. Fair Oaks Ave/I-110 SB on-ramp	signal		0.734	C	0.623	B
HCM LOS			*16.4*	*B*	*16.1*	*B*
4. Fair Oaks Ave/110 NB off-ramp	signal		**1.234**	**F**	**1.197**	**F**
HCM LOS			***118.6***	***F***	***104.8***	***F***
5. Orange Grove Avenue/Mission St	signal		0.435	A	0.380	A
6. Meridian Avenue/Mission Street	signal		0.371	A	0.378	A
7. Diamond Avenue/Mission Street	1-way stop		11.1	B	20.2	C
8. Fairview Avenue/Mission Street	2-way stop		15.0	C	15.1	C
9. Fremont Avenue/Mission Street	signal		0.735	C	0.774	C
10. Fair Oaks Avenue/Mission Street	signal		0.864	D	0.801	D
11. Meridian Avenue/El Centro Street	2-way stop		12.4	B	9.9	A
12. Diamond Avenue/El Centro Street	2-way stop		8.9	A	8.7	A
13. Fairview Avenue/El Centro Street	2-way stop		8.4	A	8.6	A
14. Fremont Avenue/El Centro Street	signal		0.678	B	0.808	D
15. Meridian Avenue/Monterey Road	signal		0.808	D	0.654	B
16. Diamond Avenue/Monterey Road	signal		0.608	B	0.438	A
17. Fairview Avenue/Monterey Road	1-way stop		15.2	C	14.9	B
18. Fremont Avenue/Monterey Road	signal		0.858	D	0.863	D
19. Diamond Avenue/Residential Dwy	1-way stop		0.0	A	0.0	A
20. Fairview Avenue/Commercial Dwy	1-way stop		7.5	A	9.4	A

Notes: Signalized intersections analyzed in *Intersection Capacity Utilization* (ICU) methodology; unsignalized and Caltrans ramp intersections analyzed in Highway Capacity Manual (HCM) methodology. ICU LOS based on volume-to-capacity (V/C) ratio, and HCM LOS based on vehicle control delay.

XX Intersection LOS calculated to be below City's standard of LOS D.

Metro Rapid Bus Line 176 – Highland Park to Montebello (in the project vicinity), provides service to Highland Park, South Pasadena, San Gabriel, Rosemead, El Monte, South El Monte, and Montebello. Points of interest along the route include the Gold Line station in South Pasadena, stops along Mission Street (transfer to Metro Line 260 and 762), stops on Mission Drive in San Gabriel (transfer to Metro Line 378), and the Montebello Town Center. Weekday service starts at 5:43 a.m. and ends at 9:20 p.m. There is no service on weekends and holidays.

Metro Rapid Bus Line 260 – Altadena to Compton via Fair Oaks Avenue (in the project vicinity), provides service to Altadena, Pasadena, South Pasadena, San Marino, Alhambra, Commerce, Maywood, North Long Beach, and Compton. Points of interest along the route include several Metro bus/rail stations, including the South Pasadena Metro station (transfer to Metro Line 176), East LA College, and Atlantic Station. Weekday service starts at 4:03 a.m. and ends at 1:11 a.m. (next day). Saturday service starts at 4:58 a.m. and ends at 1:11 a.m. (next day). Sunday and holiday service starts at 5:58 a.m. and ends at 1:11 a.m. (next day).

Metro Rapid Bus Line 762 – Pasadena to Compton via Fair Oaks Avenue (in the project vicinity), provides service to Pasadena, South Pasadena, San Marino, Monterey Park, Maywood, Lynwood, North Long Beach, and Compton. Points of interest along the route include several Metro bus/rail stations, including the South Pasadena Metro station (transfer to Metro Line 176), East LA College, and Artesia Station. Weekday service starts at 4:48 a.m. and ends at 9:10 p.m. There is no service on weekends and holidays.

Metro Gold Line – Sierra Madre Villa to East Los Angeles via the South Pasadena Station (in the project vicinity), provides service to Pasadena, South Pasadena, Highland Park, Montecito Heights, Cypress Park, Downtown, Boyle Heights, and East LA. Points of interest along the route include several Metro rail stations, including the following stations: Lake, Del Mar, South Pasadena, Highland Park, Union Station, Little Tokyo, and Mariachi Plaza. Weekday service starts at 4:21 a.m. and ends at 1:32 a.m. (next day). Weekend and holiday service also starts at 4:21 a.m. and ends at 1:32 a.m. (next day).

Pedestrian and Bicycle Facilities

Currently, there are continuous sidewalks that exist along both sides of all the streets that surround the project site: Mission Street, Diamond Avenue, Fairview Avenue, and El Centro Street. The sidewalks that surround the project site are within wide right-of-ways that either provide a wide paved sidewalk between property lines and the street curbs, or a standard-width sidewalk with a landscaped buffer between the sidewalk and street.

There are three basic categories of bike trails within the City. Class I bike paths involve designs which are completely separated from traffic lanes. Class II paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class III paths also are located along a street edge, but are not striped. These paths are identified by street signs only. Per the City's *Cycle South Pasadena, Bicycle Master Plan Update* (adopted August 2011), bike lane improvements are planned for Mission Street and El Centro Street in the project vicinity.

On Mission Street, between Grand Avenue and Fair Oaks Avenue, the City has designated this segment as a Class III bike lane. The planned improvements by the City include "sharrow" pavement markings on the outer travel lane along with other bicycle infrastructure enhancements such as signage, possible bicycle loop detectors, and bicycle (storage) boxes. In addition, a bicycle corral will be located on Mission Street, adjacent to the proposed project, between Diamond Avenue and Fairview Avenue.

On El Centro Street, between Orange Grove and Mound Avenue, the City has also designated this segment as a Class III bike lane. The planned improvement in the City's Bicycle Master Plan includes the painting of "sharrows" (Class III lane designation) in the pavement.

Existing plus Project Conditions

Traffic generated by the proposed project was added to the Existing Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignment for the weekday a.m. and p.m. peak hours, noted in Figure 5, was added to the Existing Baseline weekday a.m. and p.m. peak hour traffic volumes in Figure 7, which resulted in the Existing plus Project traffic volumes. Figure 8 illustrates the Existing plus Project weekday a.m. and p.m. peak hour traffic volumes at the study intersections.

Level of Service Analysis

Intersections

Based on the analysis methodology described in Section 1.0, the Existing plus Project weekday a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the intersection ICU, delay, and LOS values. Table G presents the results of the Existing plus Project intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B.

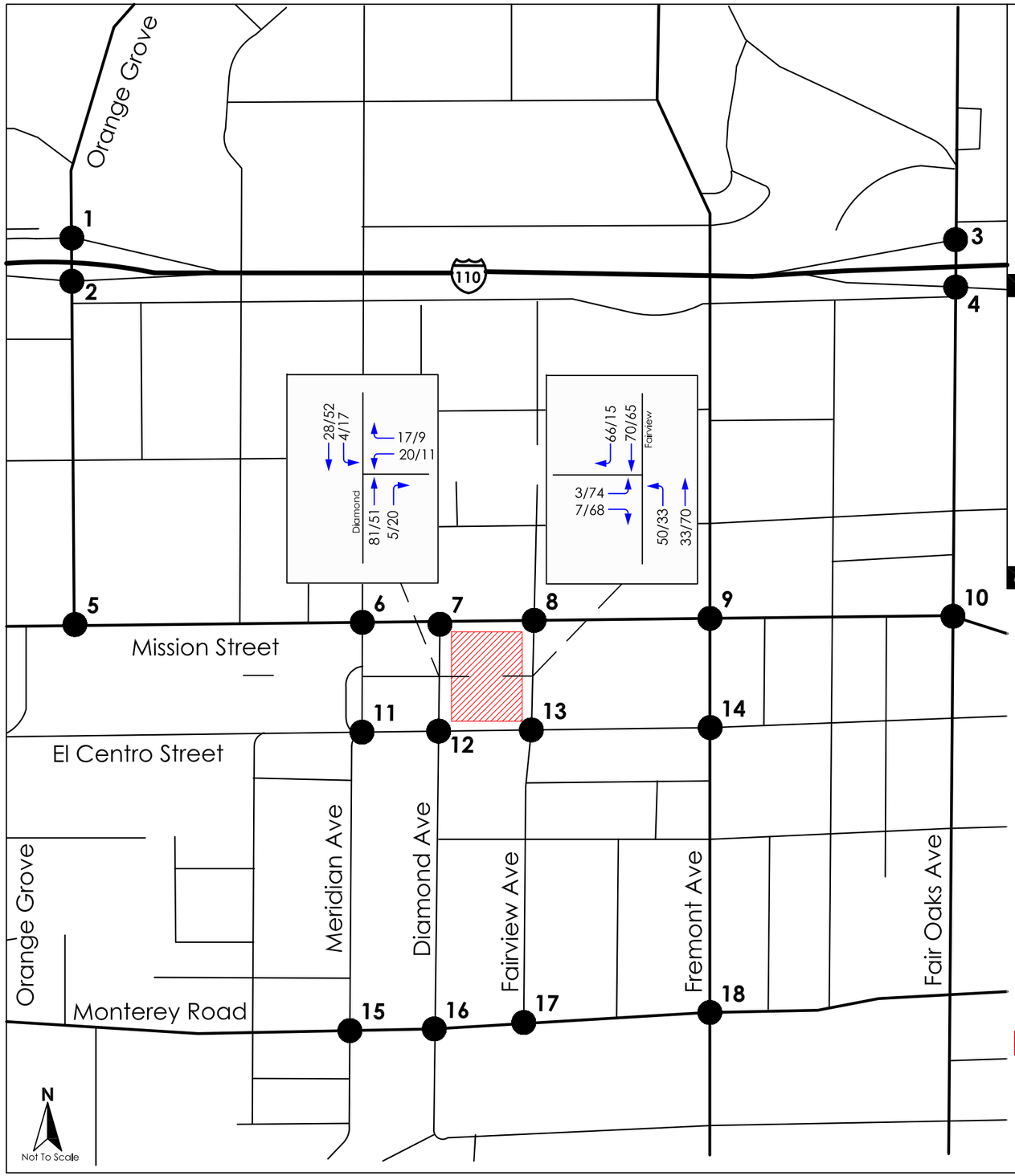
Based on the Existing plus Project peak hour LOS analysis, most of the study area intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the a.m. and/or p.m. peak hours with addition of project traffic with the exception of the following:

- Orange Grove Avenue/I-110 southbound ramps (LOS F in a.m. peak hour with 0.005 V/C increase)
- Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Street (LOS F in both peak hours with a 0.002 V/C and 0.7 second increase in the a.m. peak hour; and, 0.003 V/C and 1.2 second increase in the p.m. peak hour)

Per the City's significance criteria, the addition of project traffic to these intersections forecast to continue to operate at LOS F, would not be a significant impact as their increase to capacity is less than 0.020 V/C. At Orange Grove Avenue/I-110 southbound ramps, the project would increase the impacted a.m. peak hour (at LOS F) V/C by 0.005 V/C, however it is less than the significance criteria of 0.020 V/C.

In addition, at Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Avenue, where the HCM delays and LOS are forecast to continue to be at LOS F in both peak hours, the proposed project would not create a significant impact since the increase in delay (0.7 and 1.2 seconds in the a.m. and p.m. peak hours, respectively) would be less than 10.0 seconds in both peak hours. Per Table A above, the minimum increase in delay to change from LOS A to LOS B is approximately 10 seconds (maximum increase is approximately 25 seconds, from LOS E to LOS F). Since the project's delay increase is less than 10 seconds, there would be no noticeable change in vehicle delay at the intersection.

Therefore, the proposed project would not significantly impact the intersections listed above.



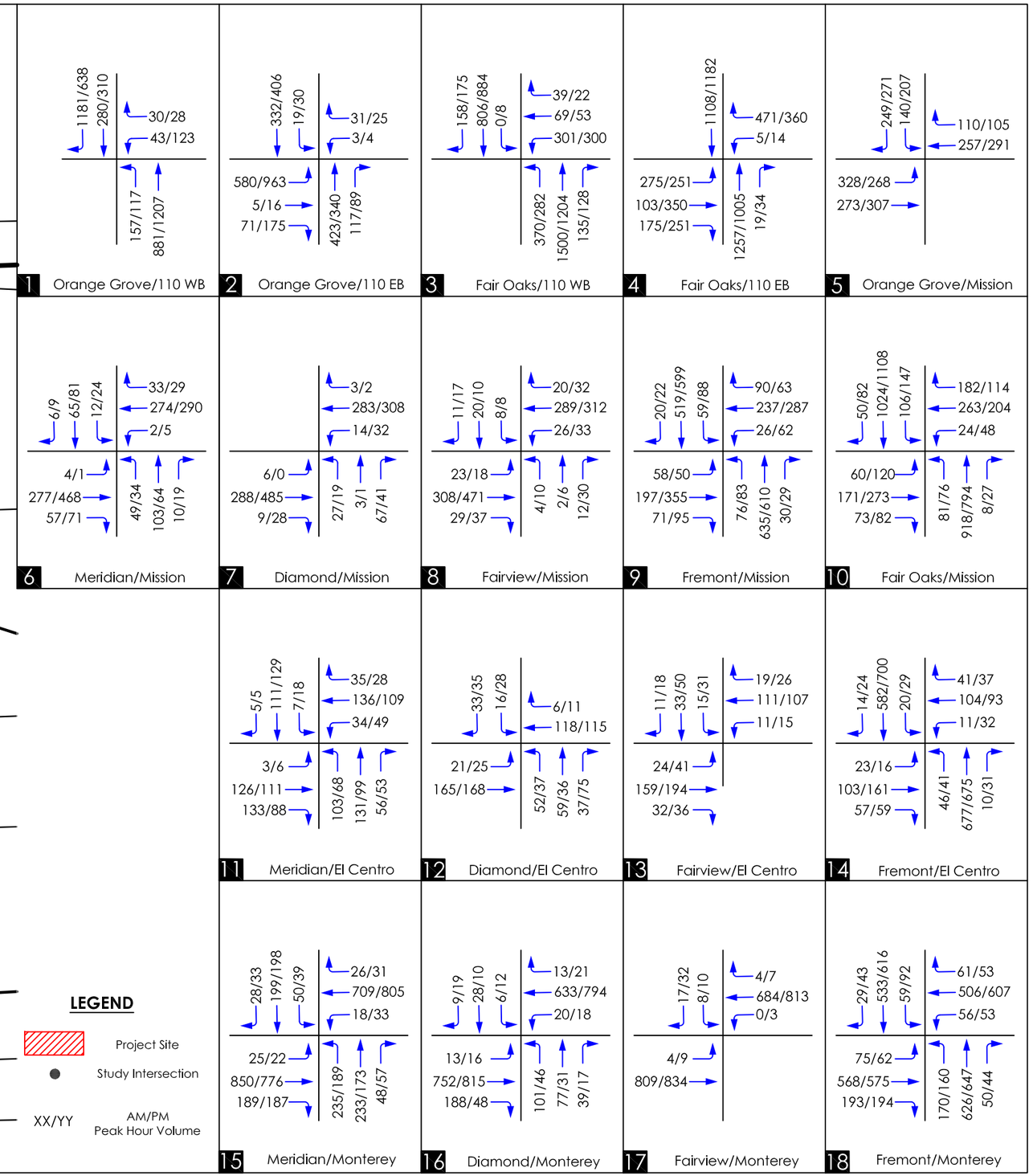


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Figure 8
Existing plus Project Weekday AM and PM Peak Hour Volumes

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Table G – Existing plus Project Intersection Level of Service Summary

Intersection	Control	Existing Condition				Existing + Project					
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Difference	V/C or Delay	LOS	Difference
1 . Orange Grove Ave/I-110 SB ramps	signal	**1.016**	**F**	0.711	C	**1.021**	**F**	0.005	0.715	C	0.004
HCM LOS		*28.0*	*C*	*11.7*	*B*	*29.1*	*C*	*1.1*	*11.8*	*B*	*0.1*
2 . Orange Grove Ave/I-110 NB ramps	signal	0.562	A	0.771	C	0.563	A	0.001	0.776	C	0.005
HCM LOS		*22.4*	*C*	*24.0*	*C*	*22.4*	*C*	*0.0*	*24.2*	*C*	*0.2*
3 . Fair Oaks Ave/I-110 SB on-ramp	signal	0.734	C	0.623	B	0.736	C	0.002	0.626	B	0.003
HCM LOS		*16.4*	*B*	*16.1*	*B*	*16.4*	*B*	*0.0*	*16.1*	*B*	*0.0*
4 . Fair Oaks Ave/110 NB off-ramp	signal	**1.234**	**F**	**1.197**	**F**	**1.236**	**F**	0.002	**1.200**	**F**	0.003
HCM LOS		***118.6***	***F***	***104.8***	***F***	***119.3***	***F***	*0.7*	***106.0***	***F***	*1.2*
5 . Orange Grove Avenue/Mission St	signal	0.435	A	0.380	A	0.436	A	0.001	0.383	A	0.003
6 . Meridian Avenue/Mission Street	signal	0.371	A	0.378	A	0.372	A	0.001	0.382	A	0.004
7 . Diamond Avenue/Mission Street	1-way stop	11.1	B	20.2	C	11.4	B	0.3	21.2	C	1.0
8 . Fairview Avenue/Mission Street	2-way stop	15.0	C	15.1	C	15.6	C	0.6	16.1	C	1.0
9 . Fremont Avenue/Mission Street	signal	0.735	C	0.774	C	0.742	C	0.007	0.785	C	0.011
10 . Fair Oaks Avenue/Mission Street	signal	0.864	D	0.801	D	0.868	D	0.004	0.810	D	0.009
11 . Meridian Avenue/El Centro Street	2-way stop	12.4	B	9.9	A	12.7	B	0.3	10.2	B	0.3
12 . Diamond Avenue/El Centro Street	2-way stop	8.9	A	8.7	A	9.1	A	0.2	9.1	A	0.4
13 . Fairview Avenue/El Centro Street	2-way stop	8.4	A	8.6	A	8.5	A	0.1	9.1	A	0.5
14 . Fremont Avenue/El Centro Street	signal	0.678	B	0.808	D	0.689	B	0.011	0.824	D	0.016
15 . Meridian Avenue/Monterey Road	signal	0.808	D	0.654	B	0.812	D	0.004	0.671	B	0.017
16 . Diamond Avenue/Monterey Road	signal	0.608	B	0.438	A	0.609	B	0.001	0.443	A	0.005
17 . Fairview Avenue/Monterey Road	1-way stop	15.2	C	14.9	B	16.7	C	1.5	17.1	C	2.2
18 . Fremont Avenue/Monterey Road	signal	0.858	D	0.863	D	0.863	D	0.005	0.870	D	0.007
19 . Diamond Avenue/Residential Dwy	1-way stop	0.0	A	0.0	A	9.2	A	9.2	9.2	A	9.2
20 . Fairview Avenue/Commercial Dwy	1-way stop	7.5	A	9.4	A	9.3	A	1.8	10.2	B	0.8

Notes: Signalized intersections analyzed in *Intersection Capacity Utilization* (ICU) methodology; unsignalized and Caltrans ramp intersections analyzed in *Highway Capacity Manual* (HCM) methodology. ICU LOS based on volume-to-capacity (V/C) ratio, and HCM LOS based on vehicle control delay.

XX Intersection LOS calculated to be below City's standard of LOS D.

XX Intersection significantly impacted by project per City's Significance Criteria.

Optional Diamond Avenue-Fairview Avenue as One-Way Streets

With the option of converting Diamond Avenue and Fairview Avenue to one-way streets (as discussed in the Project Description), the four intersections surrounding the project site are forecast to continue to operate with satisfactory LOS at LOS C or better in both peak hours.

- Diamond Avenue/Mission Street: LOS B in a.m. peak hour, and LOS C in p.m. peak hour.
- Fairview Avenue/Mission Street: LOS C in both peak hours.
- Diamond Avenue/El Centro Street: LOS A in both peak hours.
- Fairview Avenue/El Centro Street: LOS A in both peak hours.

The LOS calculation sheets are provided in Appendix B.

Roadway Segments

Based on the analysis methodology described in Section 1.0, the Existing plus Project daily LOS at the study area roadway segments were determined. Table H presents the results of the Existing plus Project daily traffic LOS analysis for the study area roadway segments.

Table H – Existing plus Project Roadway Segment Level of Service Summary

			Existing Condition			Existing plus Project			
		LOS E		V/C			V/C		
Roadway Segment		Capacity	ADT	Ratio	LOS	ADT	Ratio	LOS	Difference
Mission Street									
	Diamond Avenue to Fairview Avenue	25,000	9,930	0.397	A	10,165	0.407	A	0.009
Diamond Avenue									
	Mission Street ot El Centro Street	5,000	1,190	0.238	A	1,432	0.286	A	0.048
Fairview Avenue									
	Mission Street ot El Centro Street	5,000	1,080	0.216	A	1,420	0.284	A	0.068
Notes:	XX	Intersection LOS calculated to be below City's standard of LOS C.							
	XX	Intersection significantly impacted by project per City's Significance Criteria.							

Per the City's significance criteria, the addition of project traffic to the study area roadway segments would not result in a significant project impact as all study roadway segments are forecast to continue to operate at LOS A.

Mitigation Measures

No mitigation measures are required.

4.0 OPENING YEAR 2017 TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- Opening Year 2017 Baseline
- Opening Year 2017 plus Project

Opening Year 2017 Condition

The proposed project is anticipated to be built and fully operational by the 3rd or 4th quarter of 2017. Therefore, short-term background traffic in this scenario was forecast for 2017 by applying a conservative annual ambient growth rate of one percent per year. In addition, traffic from cumulative projects in the project vicinity were added to the existing and ambient traffic growth volumes.

Traffic Controls and Intersection Geometrics

There no improvements planned for the study area roadways and intersection through the 2017 short-term horizon year. Therefore, the existing intersection traffic controls and geometrics were assumed for those intersections and roadway segments in the 2017 level of service analysis.

Traffic Volumes

As discussed above, Opening Year 2017 baseline traffic volumes were forecast by applying a conservative annual growth rate of one (1) percent per year, plus the addition of traffic from cumulative development. Per the CMP, the average annual growth rate for the project's Regional Statistical Area (RSA) 25 – La Cañada-Flintridge, Pasadena, Monterey Park, South El Monte, Duarte, is 0.82 percent. Therefore, the total ambient growth adjustment applied over a three-year period (from 2014 to 2017) is 3.0 percent. Table I presents the list of cumulative developments that would generate traffic in the study area, and their anticipated trip generation estimates, while Figure 9 illustrates the locations of the cumulative projects relative to the proposed project site. Appendix C contains the traffic data provided by the City for the cumulative projects.

According to the table, the cumulative projects would generate a total of approximately 2,674 daily trips, 115 a.m. peak hour trips (68 inbound and 47 outbound), and 185 p.m. peak hour trips (89 inbound and 96 outbound). Figure 10 illustrates the Opening Year 2017 Baseline a.m. and p.m. peak hour traffic volumes.

Level of Service Analysis

Intersections

The Opening Year 2017 Baseline weekday a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the ICU, delay, and resulting LOS values. Table J presents the results of the Opening Year 2017 Baseline intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B.

Based on the Opening Year baseline weekday a.m. and p.m. peak hour LOS analysis, most of the study area intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the a.m. and/or p.m. peak hours with the exception of the following:

Table I – Cumulative Projects Trip Generation Estimates

Land Use	Size/Units		Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
TRIP GENERATION									
1. 820 Mission Street									
Multi-Family Housing	38	DUs	304	19	2	21	10	18	28
General Office	3.585	TSF	39	5	1	6	1	4	5
	subtotal		**343**	**24**	**3**	**27**	**11**	**22**	**33**
2. South Pasadena Downtown Revitilization Project [2]									
Condominiums	45	DUs	264	3	17	20	16	8	24
Senior Housing	12	DUs	42	0	0	0	1	0	1
Bowling Alley	6	lanes	200	11	8	19	7	14	21
General Office	8.943	TSF	98	12	2	14	2	11	13
Specialty Retail	14.279	TSF	633	0	0	0	17	22	39
Quality Restaurant	8.390	TSF	755	0	0	0	42	21	63
pass-by trips			-27	0	0	0	-18	-9	-27
High-Turnover Sit-Down Restaurant	3.000	TSF	381	18	17	35	20	13	33
pass-by trips			-15	0	0	0	-9	-6	-15
	subtotal		**2,331**	**44**	**44**	**88**	**78**	**74**	**152**
	Total Trip Generation		**2,674**	**68**	**47**	**115**	**89**	**96**	**185**

Notes:

[1] Trip generation data obtained from *Trip Generation and Parking Assessment for 820 Mission Street, South Pasadena, California*, Gibson Transportation Consulting, Inc., May 9, 2011.

[2] Trip generation data obtained from *South Pasadena Downtown Revitilization Project Traffic Impact Analysis*, RBF Consulting, May 22, 2007,

- Orange Grove Avenue/I-110 southbound ramps (ICU is LOS F in a.m. peak hour)
- Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Street (ICU and delays are LOS F in both peak hours)
- Fair Oaks Avenue/Mission Street (LOS E in a.m. peak hour)

Roadway Segments

Based on the analysis methodology described in Section 1.0, the Opening Year Baseline daily LOS at the study area roadway segments were determined. Table K presents the results of the Opening Year Baseline daily traffic LOS analysis for the study area roadway segments.

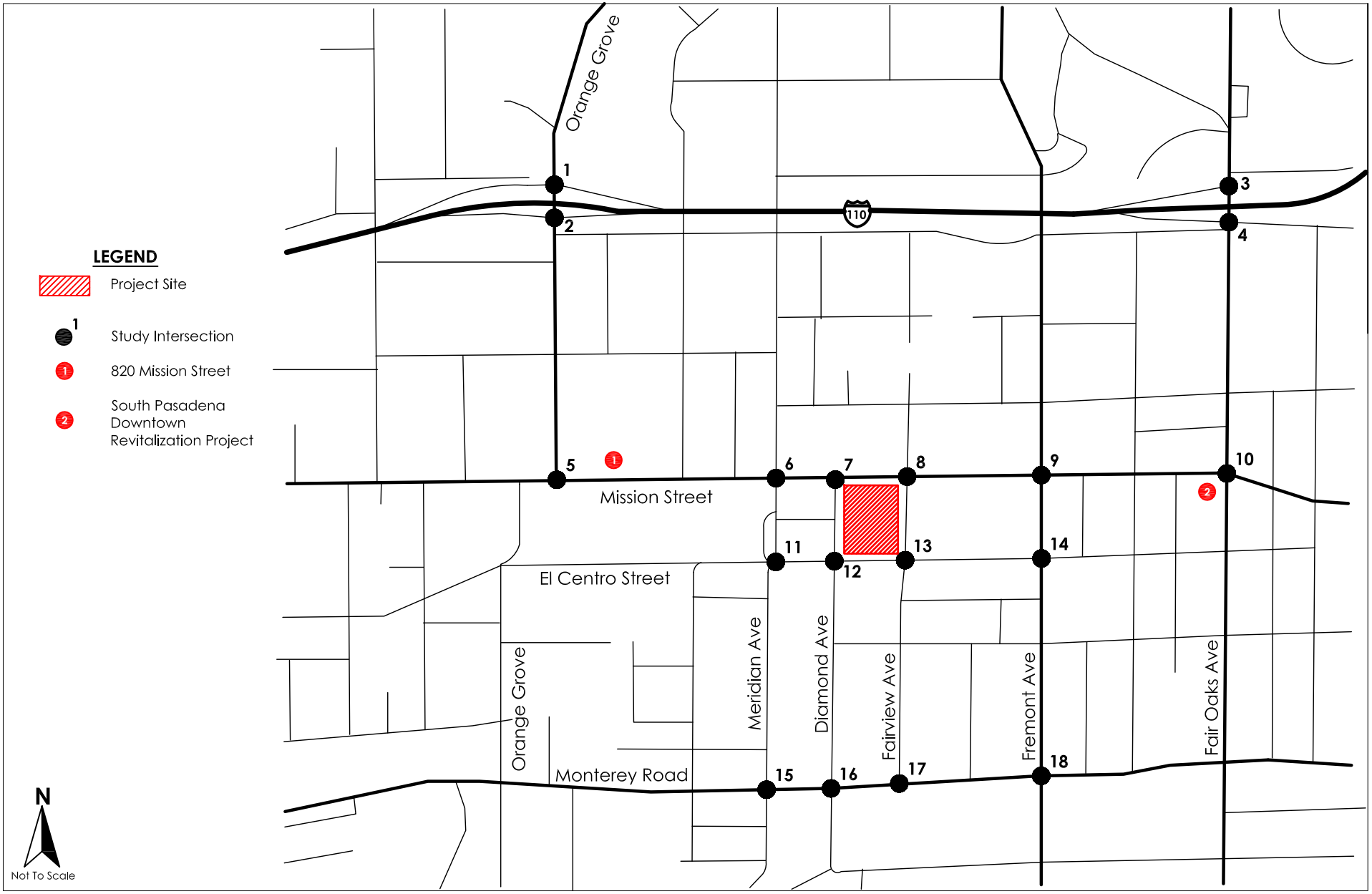

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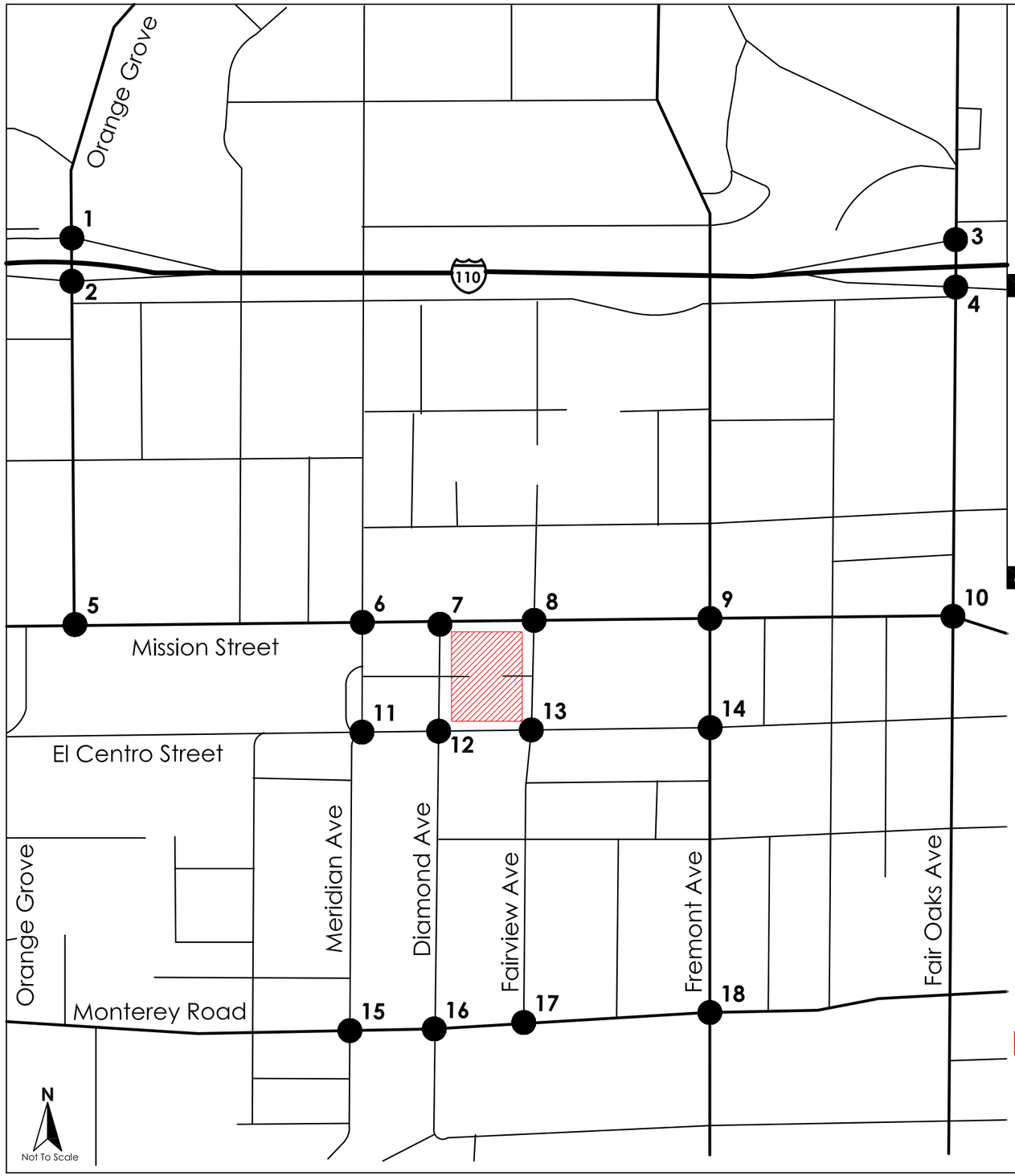
Figure 9
Cumulative Projects Location Map



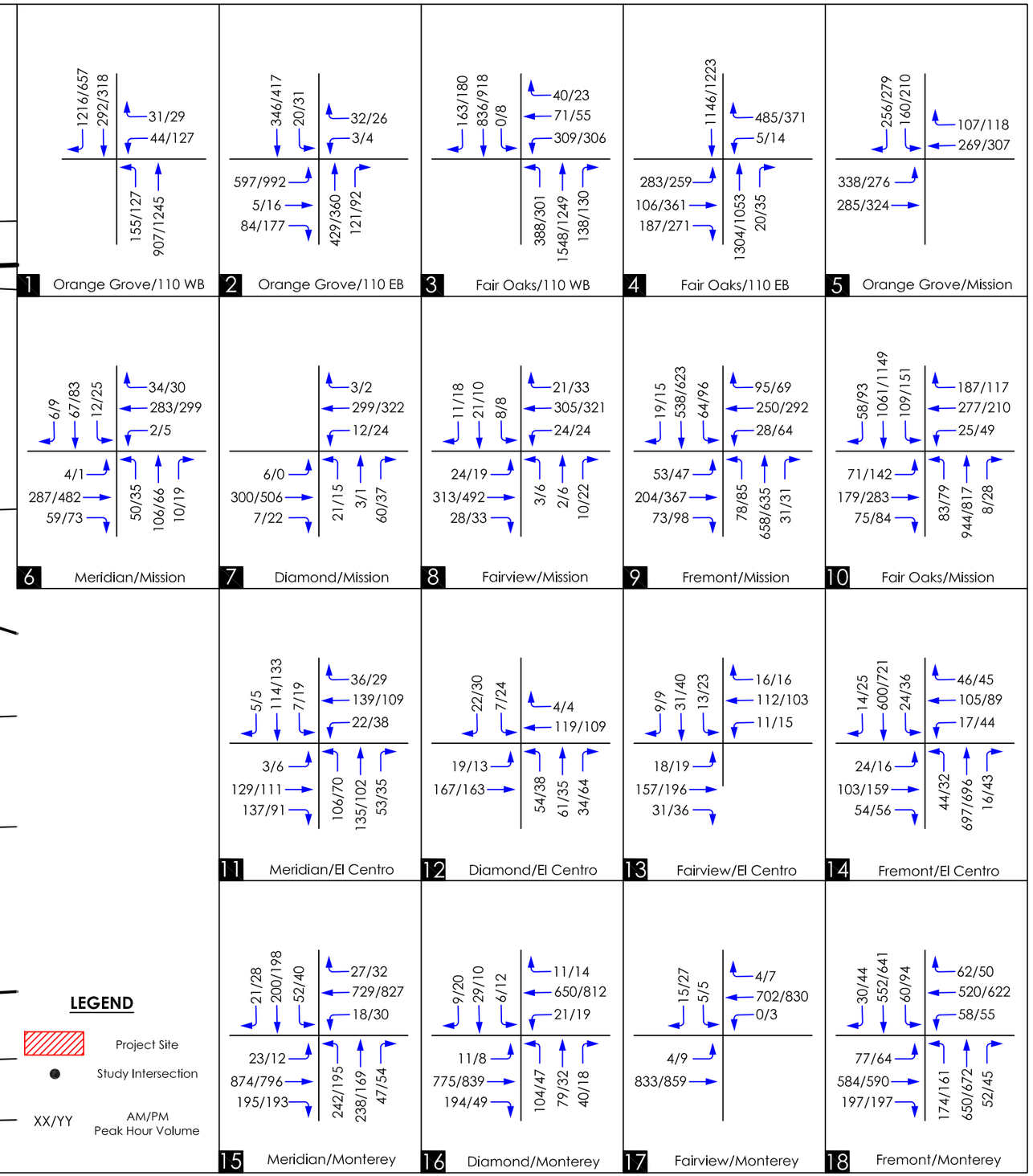


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Figure 10

Opening Year 2017 Baseline Weekday AM and PM Peak Hour Volumes

Table J – Opening Year 2017 Baseline Peak Hour Intersection Level of Service Summary

				Opening Year 2017 Baseline			
				AM Peak Hour		PM Peak Hour	
				V/C or		V/C or	
		Intersection	Control	Delay	LOS	Delay	LOS
1	.	Orange Grove Ave/I-110 SB ramps	signal	**1.045**	**F**	0.738	C
		HCM LOS		*32.6*	*C*	*12.4*	*B*
2	.	Orange Grove Ave/I-110 NB ramps	signal	0.584	A	0.795	C
		HCM LOS		*22.6*	*C*	*24.6*	*C*
3	.	Fair Oaks Ave/I-110 SB on-ramp	signal	0.756	C	0.642	B
		HCM LOS		*16.7*	*B*	*16.3*	*B*
4	.	Fair Oaks Ave/110 NB off-ramp	signal	**1.277**	**F**	**1.245**	**F**
		HCM LOS		***136.3***	***F***	***123.6***	***F***
5	.	Orange Grove Avenue/Mission St	signal	0.450	A	0.390	A
6	.	Meridian Avenue/Mission Street	signal	0.381	A	0.391	A
7	.	Diamond Avenue/Mission Street	1-way stop	11.3	B	21.4	C
8	.	Fairview Avenue/Mission Street	2-way stop	15.6	C	15.8	C
9	.	Fremont Avenue/Mission Street	signal	0.765	C	0.808	D
10	.	Fair Oaks Avenue/Mission Street	signal	**0.905**	**E**	0.849	D
11	.	Meridian Avenue/El Centro Street	2-way stop	12.5	B	10.1	B
12	.	Diamond Avenue/El Centro Street	2-way stop	9.0	A	8.8	A
13	.	Fairview Avenue/El Centro Street	2-way stop	8.4	A	8.7	A
14	.	Fremont Avenue/El Centro Street	signal	0.708	C	0.836	D
15	.	Meridian Avenue/Monterey Road	signal	0.829	D	0.671	B
16	.	Diamond Avenue/Monterey Road	signal	0.623	B	0.448	A
17	.	Fairview Avenue/Monterey Road	1-way stop	15.7	C	15.3	C
18	.	Fremont Avenue/Monterey Road	signal	0.886	D	0.893	D
19	.	Diamond Avenue/Residential Dwy	1-way stop	0.0	A	0.0	A
20	.	Fairview Avenue/Commercial Dwy	1-way stop	7.5	A	9.4	A

Notes: Signalized intersections analyzed in *Intersection Capacity Utilization* (ICU) methodology; unsignalized and Caltrans ramp intersections analyzed in Highway Capacity Manual (HCM) methodology. ICU LOS based on volume-to-capacity (V/C) ratio, and HCM LOS based on vehicle control delay.

XX Intersection LOS calculated to be below City's standard of LOS D.

Table K – Opening Year 2017 Baseline Daily Roadway Segment Level of Service Summary

Roadway Segment		LOS E Capacity	Opening Year Baseline ADT	V/C Ratio	LOS
Mission Street					
	Diamond Avenue to Fairview Avenue	25,000	10,430	0.417	A
Diamond Avenue					
	Mission Street ot El Centro Street	5,000	1,210	0.242	A
Fairview Avenue					
	Mission Street ot El Centro Street	5,000	1,100	0.220	A
Notes:	XX	Intersection LOS calculated to be below City's standard of LOS C.			

Based on the table, all study area roadway segments are forecast to continue to operate with satisfactory LOS with LOS A at all segments.

Opening Year 2017 plus Project Condition

Traffic generated by the proposed project was added to the Opening Year 2017 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would also determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignment noted in Figure 5 was added to the Opening Year 2017 Baseline weekday a.m. and p.m. peak hour traffic volumes shown in Figure 10. This resulted in the Opening Year 2017 plus Project traffic volumes. Figure 11 illustrates the Opening Year 2017 plus Project weekday a.m. and p.m. peak hour traffic volumes.

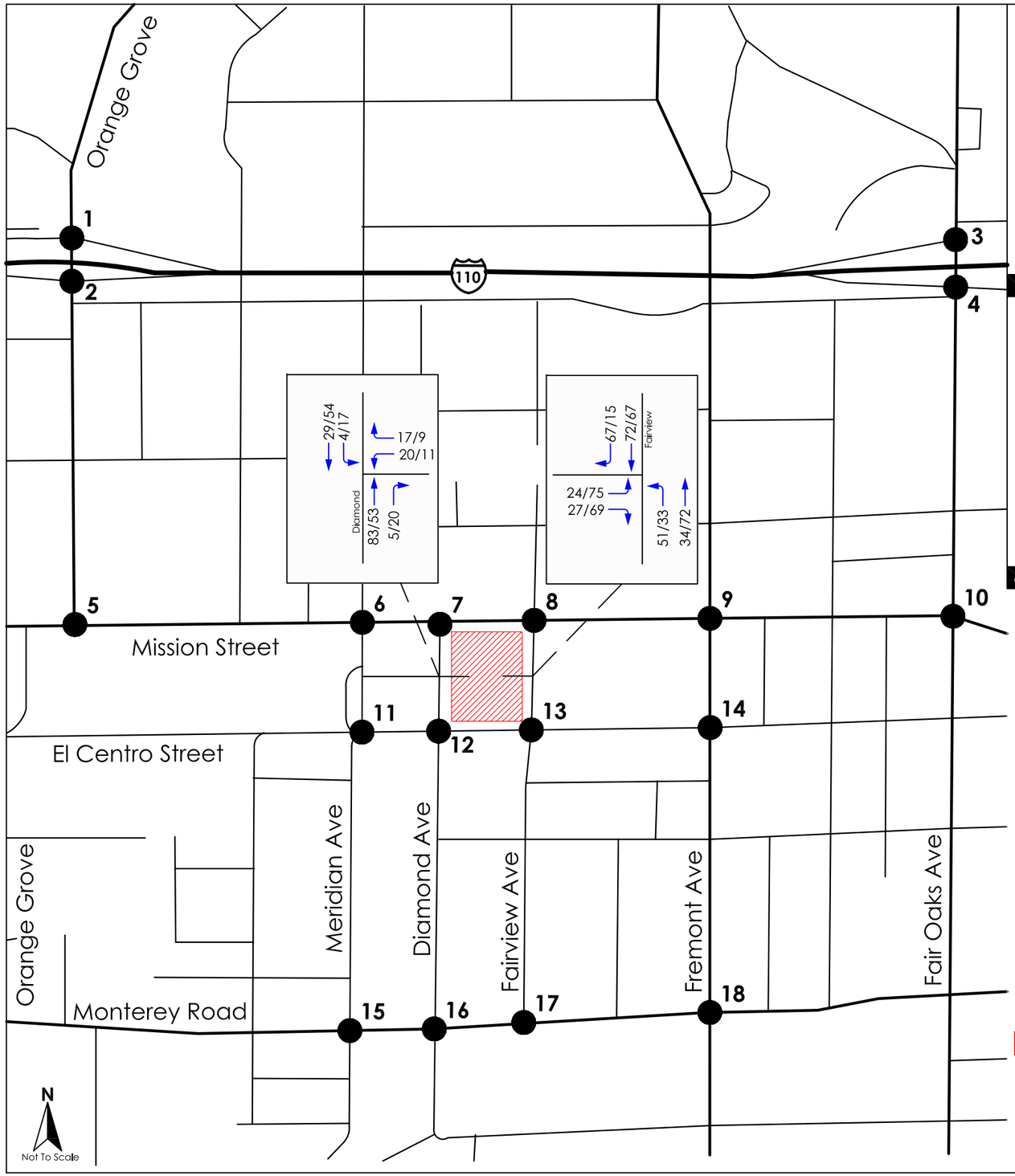
Level of Service Analysis

Intersections

Based on the analysis methodology described in Section 1.0, the Opening Year 2017 plus Project weekday a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the intersection ICU, delay, and LOS values. Table L presents the results of the Opening Year 2017 plus Project intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B.

Based on the Opening Year 2017 plus Project peak hour LOS analysis, most of the study area intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the a.m. and/or p.m. peak hours with addition of project traffic with the exception of the following:

- Orange Grove Avenue/I-110 southbound ramps (LOS F in a.m. peak hour with 0.005 V/C increase)
- Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Street (LOS F in both peak hours with a 0.002 V/C and 0.8 second increase in the a.m. peak hour; and, 0.003 V/C and 1.2 second increase in the p.m. peak hour)
- Fair Oaks Avenue/Mission Street (LOS E in a.m. peak hour with a 0.004 V/C increase)



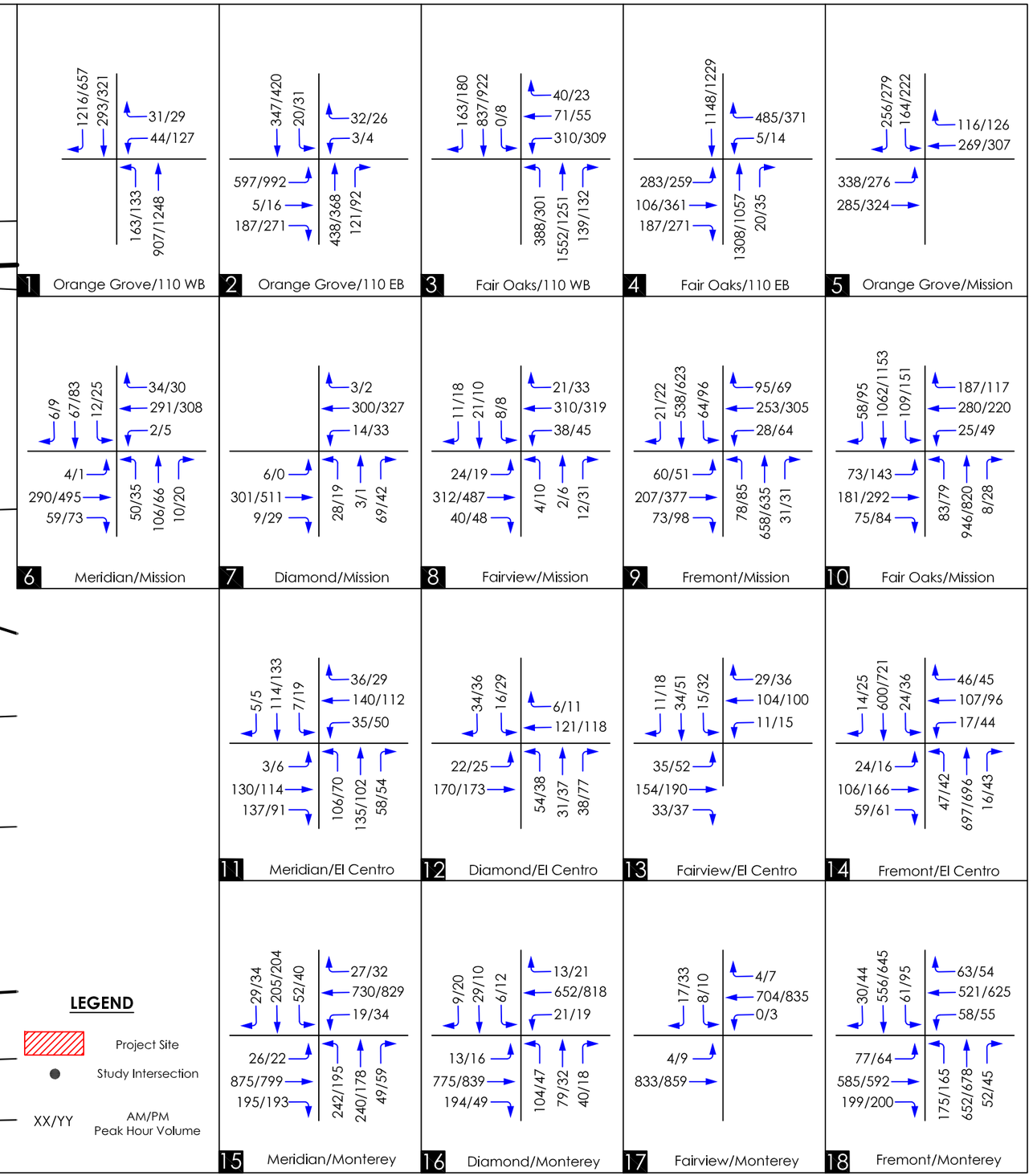


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Figure 11

Opening Year 2017 plus Project Weekday AM and PM Peak Hour Volumes

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Table L – Opening Year 2017 plus Project Intersection Level of Service Summary

		Opening Year 2017 Baseline				Opening Year 2017 plus Project					
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
Intersection	Control	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Difference	V/C or Delay	LOS	Difference
1 . Orange Grove Ave/I-110 SB ramps	signal	**1.045**	**F**	0.738	C	**1.050**	**F**	0.005	0.742	C	0.004
HCM LOS		*32.6*	*C*	*12.4*	*B*	*33.7*	*C*	*1.1*	*12.5*	*B*	*0.1*
2 . Orange Grove Ave/I-110 NB ramps	signal	0.584	A	0.795	C	0.585	A	0.001	0.800	D	0.005
HCM LOS		*22.6*	*C*	*24.6*	*C*	*22.7*	*C*	*0.1*	*24.8*	*C*	*0.2*
3 . Fair Oaks Ave/I-110 SB on-ramp	signal	0.756	C	0.642	B	0.757	C	0.001	0.645	B	0.003
HCM LOS		*16.7*	*B*	*16.3*	*B*	*16.7*	*B*	*0.0*	*16.4*	*B*	*0.1*
4 . Fair Oaks Ave/110 NB off-ramp	signal	**1.277**	**F**	**1.245**	**F**	**1.279**	**F**	0.002	**1.248**	**F**	0.003
HCM LOS		***136.3***	***F***	***123.6***	***F***	***137.1***	***F***	*0.8*	***124.8***	***F***	*1.2*
5 . Orange Grove Avenue/Mission St	signal	0.450	A	0.390	A	0.451	A	0.001	0.393	A	0.003
6 . Meridian Avenue/Mission Street	signal	0.381	A	0.391	A	0.382	A	0.001	0.395	A	0.004
7 . Diamond Avenue/Mission Street	1-way stop	11.3	B	21.4	C	11.6	B	0.3	22.5	C	1.1
8 . Fairview Avenue/Mission Street	2-way stop	15.6	C	15.8	C	16.5	C	0.9	16.9	C	1.1
9 . Fremont Avenue/Mission Street	signal	0.765	C	0.808	D	0.771	C	0.006	0.819	D	0.011
10 . Fair Oaks Avenue/Mission Street	signal	**0.905**	**E**	0.849	D	**0.909**	**E**	0.004	0.858	D	0.009
11 . Meridian Avenue/El Centro Street	2-way stop	12.5	B	10.1	B	13.2	B	0.7	10.4	B	0.3
12 . Diamond Avenue/El Centro Street	2-way stop	9.0	A	8.8	A	9.2	A	0.2	9.2	A	0.4
13 . Fairview Avenue/El Centro Street	2-way stop	8.4	A	8.7	A	8.6	A	0.2	9.2	A	0.5
14 . Fremont Avenue/El Centro Street	signal	0.708	C	0.836	D	0.709	C	0.001	0.853	D	0.017
15 . Meridian Avenue/Monterey Road	signal	0.829	D	0.671	B	0.833	D	0.004	0.682	B	0.011
16 . Diamond Avenue/Monterey Road	signal	0.623	B	0.448	A	0.624	B	0.001	0.451	A	0.003
17 . Fairview Avenue/Monterey Road	1-way stop	15.7	C	15.3	C	17.2	C	1.5	17.7	C	2.4
18 . Fremont Avenue/Monterey Road	signal	0.886	D	0.893	D	0.890	D	0.004	0.900	D	0.007
19 . Diamond Avenue/Residential Dwy	1-way stop	0.0	A	0.0	A	9.2	A	9.2	9.2	A	9.2
20 . Fairview Avenue/Commercial Dwy	1-way stop	7.5	A	9.4	A	9.8	A	2.3	10.3	B	0.9

Notes: Signalized intersections analyzed in *Intersection Capacity Utilization* (ICU) methodology; unsignalized and Caltrans ramp intersections analyzed in *Highway Capacity Manual* (HCM) methodology. ICU LOS based on volume-to-capacity (V/C) ratio, and HCM LOS based on vehicle control delay.

XX Intersection LOS calculated to be below City's standard of LOS D.

XX Intersection significantly impacted by project per City's Significance Criteria.

Per the City's significance criteria, the addition of project traffic to these intersections forecast to continue to operate at LOS F, would not be a significant impact as their increase to capacity is less than 0.020 V/C. At Orange Grove Avenue/I-110 southbound ramps, the project would increase the impacted a.m. peak hour (at LOS F) V/C by 0.005 V/C, however it is less than the significance criteria of 0.020 V/C. Also, at Fair Oaks Avenue/Mission Street, the project would also increase the impacted a.m. peak hour (at LOS E) V/C by 0.004 V/C, however it is also less than the significance criteria of 0.020 V/C.

In addition, at Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Avenue, where the HCM delays and LOS are forecast to continue to be at LOS F in both peak hours, the proposed project would not create a significant impact since the increase in delay (0.8 seconds and 1.2 seconds in a.m. and p.m. peak hours, respectively) would be less than 10.0 seconds in both peak hours. Per Table A above, the minimum increase in delay to change from LOS A to LOS B is approximately 10 seconds (maximum increase is approximately 25 seconds, from LOS E to LOS F). Since the project's delay increase is less than 10 seconds, there would be no noticeable change in vehicle delay at the intersection.

Therefore, the proposed project would not significantly impact the intersections listed above.

Optional Diamond Avenue-Fairview Avenue as One-Way Streets

With the option of converting Diamond Avenue and Fairview Avenue to one-way streets (as discussed in the Project Description), the four intersections surrounding the project site are forecast to continue to operate with satisfactory LOS at LOS C or better in both peak hours.

- Diamond Avenue/Mission Street: LOS B in a.m. peak hour, and LOS C in p.m. peak hour.
- Fairview Avenue/Mission Street: LOS C in both peak hours.
- Diamond Avenue/El Centro Street: LOS A in both peak hours.
- Fairview Avenue/El Centro Street: LOS A in both peak hours.

The LOS calculation sheets are provided in Appendix B.

Roadway Segments

Based on the analysis methodology described in Section 1.0, the Opening Year plus Project daily LOS at the study area roadway segments were determined. Table M presents the results of the Opening Year plus Project daily traffic LOS analysis for the study area roadway segments.

Table M – Opening Year 2017 plus Project Roadway Segment Level of Service Summary

		Opening Year Baseline			Opening Year plus Project			
	LOS E		V/C			V/C		
Roadway Segment	Capacity	ADT	Ratio	LOS	ADT	Ratio	LOS	Difference
Mission Street								
Diamond Avenue to Fairview Avenue	25,000	10,430	0.417	A	10,430	0.417	A	0.000
Diamond Avenue								
Mission Street ot El Centro Street	5,000	1,210	0.242	A	1,210	0.242	A	0.000
Fairview Avenue								
Mission Street ot El Centro Street	5,000	1,100	0.220	A	1,100	0.220	A	0.000
Notes: XX	Intersection LOS calculated to be below City's standard of LOS C.							
XX	Intersection significantly impacted by project per City's Significance Criteria.							

Per the City's significance criteria, the addition of project traffic to the study area roadway segments would not result in a significant project impact as all study roadway segments are forecast to continue to operate at LOS A.

Mitigation Measures

No mitigation measures are required.

5.0 PROJECT ACCESS, CIRCULATION AND PARKING

The following section discusses the proposed project's access, circulation, and parking characteristics. If required, mitigation measures will be proposed to mitigate impacts to less than significant levels.

Project Access

Vehicular access to the proposed project would be provided via two full-access driveways into the proposed three-level subterranean parking garage: 1) a resident parking driveway on Diamond Avenue; and, 2) a commercial and District parking driveway on Fairview Avenue. Table N below summarizes a LOS analysis for each of the project driveways as also reported in the Opening Year 2017 plus Project intersection analysis above.

Table N – Opening Year 2017 Peak Hour Driveway Level of Service Summary

Intersection	Unsignalized Access	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
a. Diamond Avenue/Residential Dwy	full access	9.2 sec	A	9.2 sec	A
b. Fairview Avenue/Commercial Dwy	full access	9.8 sec	A	10.3 sec	B

Notes: LOS determined using HCM for unsignalized driveway intersections.
BOLD value indicates unsatisfactory LOS.

Based on the driveway LOS analysis, both driveways are forecast to operate with satisfactory LOS at LOS B or better in both peak hours. Therefore, no significant impacts associated with the driveway operations are anticipated.

The Diamond Avenue/Residential Driveway is assumed to be gated and will be solely used by residents of the proposed project. Residents would likely be given access key cards or transponders to enter this driveway. Since no transactions (i.e., payment of parking) would be occurring at this driveway, there would be no significant delays to vehicles entering and exiting this driveway.

The Fairview Avenue/Commercial Driveway is also assumed to be gated, but will be used only by the retail patrons of the proposed project (to access 28 parking spaces), School District staff (to access 60 parking spaces), and the general public (to access 41 parking spaces). Since three different users would share this parking lot (retail patrons, District staff, and general public), all parking stalls would be specifically marked for the appropriate use, and the retail and public spaces may have time limits during business hours. Retail patrons and the public would pay for parking either by pre-payment as a vending machine or by a lot attendant at a booth at the gate. School District staff would be giving access key cards or transponders to access the lot directly. Since Fairview Avenue is not a major thoroughfare and has relatively low traffic volumes, it is anticipated that vehicles traveling on this roadway would not be impacted by the gate operations.

Circulation

Vehicular Circulation

Vehicular circulation within the subterranean parking structure proposed on the project site would occur on drive aisles that would be required to be designed consistent with City's Development Code or Standards. Pedestrian access to the proposed project would be provided via existing sidewalks along Mission Street, Diamond Avenue, and Fairview Avenue. Commercial uses would

have direct pedestrian access from Mission Street, and some of the proposed townhomes would have direct pedestrian access from Diamond Avenue. Pedestrian walkways would be provided from adjacent sidewalks to resident lobbies for the proposed indoor-entry residential units, and a walkway is proposed to maintain the existing pedestrian access to the north elevation of the District's administration building and the south and west elevations of the boardroom building. The proposed paseo would provide additional pedestrian circulation on-site.

The project site plan will be required to adhere to the City's Development Code or Standards for vehicle and pedestrian circulation, and therefore, no significant impacts to the on-site circulation are anticipated. All project-related vehicular circulation (noted above) would occur on-site and would not impact any public streets and/or pedestrian/bicycle facilities.

Pedestrian Circulation

The following discusses the existing pedestrian conditions; analyzes the existing and future pedestrian volumes; walkability; and, possible pedestrian improvements for the proposed project. The analysis focused on the pedestrian movements along Mission Street at three key locations adjacent to the project site:

- Mission Street Crosswalk at Diamond Avenue
- Mission Street Crosswalk at Fairview Avenue
- Sidewalk on the south side of Mission Street between Diamond Avenue and Fairview Avenue (along project's frontage)

Existing Conditions

The intersection of Diamond Avenue/Mission Street has the following pedestrian amenities:

- Marked crosswalks with ladder type markings on the west and south legs of the intersection.
- Pedestrian ramps with truncated domes on the northwest, southwest, and southeast corners.
- Pedestrian crossing signs on the east and west sides of the crosswalk on Mission Street.
- Stop signs for vehicles traveling in the northbound direction.
- Bulb out safety enhancements to improve pedestrian circulation and to shorter exposure time.
- A one-way driveway on the north leg of the intersection.

There are no existing flashing lights embedded in the crosswalks, flashing beacons, or other warning lights to warn drivers of pedestrians crossing Mission Street.

The intersection of Fairview Avenue/Mission Street has the following pedestrian amenities:

- Marked crosswalks with ladder type markings on the north, south, and west legs of the intersection.
- Pedestrian ramps with truncated domes on all four corners.
- Pedestrian crossing signs on the east and west sides of the crosswalk on Mission Street.
- A yield to pedestrian sign in the middle of the intersection.
- Bulb outs for vehicles parking on the street.

There are also no existing flashing lights embedded in the crosswalks, flashing beacons, or other warning lights to warn drivers of pedestrians crossing Mission Street.

The sidewalk on the south side of Mission Street, between Diamond Avenue and Fairview Avenue, is currently 10 feet in width and has a four feet for landscaping. There are street lights spaced approximately 25 to 50 feet apart. In the study area, Mission Street is a four-lane roadway with a posted speed limit of 30 MPH in both directions.

Programmed Improvements

In November 2013, Caltrans awarded a grant to the City for Cycle 6 of the Highway Safety Improvement Program (HSIP) to install pedestrian in-roadway warning lights (IRWL) at the intersections of Mission Street/Diamond Avenue, Mission Street/Fairview Avenue, and Fremont Avenue/Lyndon Street. In April 2015, the City received authorization to proceed with preliminary engineering for the IRWLs. In July 2015, the City adopted Resolution No. 7407 in which the City entered into an Administering Agency-State Agreement with Caltrans. Per recent discussions with City Public Works staff, the IRWLs are anticipated to be in operation sometime in 2016. The use of pedestrian actuated IRWLs across Mission Street, at its intersections with Diamond Avenue and Fairview Avenue, would facilitate pedestrian safety by warning motorists on Mission Street of pedestrians crossing the roadway.

Pedestrian Volumes

Arch Beach Consulting contracted with a qualified data collection firm to collect pedestrian volumes at the study area locations during typical peak commute periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in October 2015. The raw data is attached in Appendix D. A summary of the data is illustrated in Table O.

Table O – Existing Pedestrian Volumes

	Morning		Afternoon	
Location	**Peak Hour**[1]	**Peak Period**[2]	**Peak Hour**[1]	**Peak Period**[2]
Mission Street/Diamond – West Leg	18	33	23	37
Mission Street/Fairview – West Leg	10	19	33	56

[1] 8-9 AM for morning peak hour, 5-6 PM for afternoon peak hour at Diamond Street crossing. 7:30-8:30 AM for morning peak hour, 5-6 PM for afternoon peak hour at Fairview Street crossing.
[2] Peak period from 7-9 AM for the morning and 4-6 PM for the afternoon.

As illustrated in the table, the existing peak hour pedestrian volumes are generally under 35 pedestrians for the morning and afternoon peak hours for both locations. During the two-hour peak periods, there are generally under 60 pedestrians at both locations.

Forecast Pedestrian Volumes

Arch Beach Consulting analyzed the potential impacts to the existing pedestrian facilities adjacent to the proposed project by forecasting the future peak hour pedestrian volumes in the area for the following scenarios:

- Existing plus Project
- Opening Year 2017 Baseline
- Opening Year 2017 plus Project

Pedestrian trip generation estimates for pedestrians were estimated using the following method:

Vehicle Trips (from ITE Trip Rates) X Average Vehicle Occupancy (NCHRP) = Person Trips

The person trips were split into three different modes according to US Census data for Census Tract 4807.04 (proposed project is within this tract). The different modes were Auto, Transit, and one more category that included walking, bicycling, and other person trips. Table P shows the

pedestrian trip generation estimates for the proposed project. Detailed calculation worksheets on the person trips are provided in Appendix E.

As shown in the table, the proposed project would generate approximately 1,140 daily pedestrian trips, 29 a.m. peak hour pedestrian trips (16 inbound and 13 outbound), and 95 pm peak hour pedestrian trips (47 inbound and 48 outbound).

These trips were distributed through the two study area intersections at Diamond Avenue/Mission Street and Fairview Avenue/Mission Street. In general, 50 percent of pedestrian trips are expected to travel westbound towards the Metro Gold Line station; 30 percent are anticipated to travel northbound, across Mission Street; 10 percent are expected to travel eastbound; and, 10 percent are anticipated to travel southbound towards the library.

Table P – Mission Place Mixed Use Project Person Trips By Mode of Travel

Mode	Percent By Mode[1]	Daily Person Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential								
Walk, Bike, Other Trips	9%	60	1	4	5	4	2	6
Transit Trips	8%	50	1	3	4	3	2	5
Person Trips by Vehicle	83%	519	8	31	39	31	17	48
subtotal	**100%**	**629**	**10**	**38**	**48**	**38**	**21**	**59**
Shopping Center (retail)								
Walk, Bike, Other Trips	70%	820	14	8	22	32	35	67
Transit Trips	0%	0	0	0	0	0	0	0
Person Trips by Vehicle	30%	346	5	4	9	14	15	29
subtotal	**100%**	**1,166**	**19**	**12**	**31**	**46**	**50**	**96**
Quality Restaurant								
Walk, Bike, Other Trips	45%	260	1	1	2	11	11	22
Transit Trips	5%	30	0	0	0	1	1	2
Person Trips by Vehicle	50%	287	2	1	3	11	13	24
subtotal	**100%**	**577**	**3**	**2**	**5**	**23**	**25**	**48**
Totals								
Walk, Bike, Other Trips		***1,140***	***16***	***13***	***29***	***47***	***48***	***95***
Transit Trips		80	1	3	4	4	3	7
Person Trips by Vehicle		1,152	15	36	51	56	45	101
Total		**2,372**	**32**	**52**	**84**	**107**	**96**	**203**

[1]Person trip mode splits based on 2009 - 2013 American Community Survey 5-Year Estimates for census tract (#4807.04) of the proposed project.

This distribution was applied to the trip generation estimates shown in Table P for a pedestrian trip assignment. This assignment was added to the existing pedestrian counts to derive the Existing plus Project pedestrian volumes.

For the Opening Year 2017 scenario a growth rate of one percent per year (same as used in the vehicular growth) was applied to the existing pedestrian volumes. It should be noted that the growth for pedestrian volumes was calculated between 2015 and 2017 as pedestrian data was collected in 2015. In addition, a similar trip generation estimate and distribution was applied to obtain a pedestrian volume assignment for the two cumulative projects listed in Table I. This assignment and growth was added to existing pedestrian volumes to derive the Opening Year 2017 Baseline scenario. Then, the project-only trip assignment was added to the Opening Year 2017 Baseline scenario to derive the Opening Year 2017 plus Project scenario.

Pedestrian Analysis

The peak hour pedestrian and vehicle volumes generated for the Existing plus Project, Opening Year 2017 Baseline, and Opening Year 2017 plus Project conditions were evaluated with the guidelines for a traffic signal or flashing pedestrian beacons based on the current edition of the *California Manual on Uniform Traffic Control Devices* (CAMUTCD).

Traffic Signal Installation

Section 4C of the CAMUTCD presents traffic signal warrants for the installation of a traffic signal. These warrants can help justify a traffic signal installation based on certain criteria. However, a traffic signal should not be justified based solely on the warrants. For the proposed project, the peak hour warrant (Warrant 3) and the pedestrian volume warrant (warrant 4) were evaluated.

The vehicle traffic volumes presented in this TIA were analyzed for Warrant 3 (Figure 4C-3) of the CAMUTCD. For the lane configurations at the Diamond Avenue/Mission Street and Fairview Avenue/Mission Street intersections (two or more lanes on the major street, and one lane on the minor street), Warrant 3 would not meet the minimum vehicle volume for traffic signal for any scenarios. Therefore, based on the vehicle volumes at both intersections a traffic signal is not warranted for pedestrians.

The pedestrian volumes were evaluated against Warrant 4 (Figure 4C-7) of the CAMUTCD. This warrant is based on vehicle traffic and pedestrian volumes. No lane configuration information is needed for this warrant. Based on the pedestrian data collected and the projections of future pedestrian volumes, this warrant would also not be met. A minimum of 133 pedestrians per hour would be needed to justify a traffic signal at either of the intersections. Both existing and future estimates place the pedestrian volume under the minimum 133 pedestrians per hour. Therefore, a traffic signal is not justified with Warrant 4.

In-Roadway Lights

Per Section 4N of the CAMUTCD, In-Roadway Lights, or In-Roadway Warning Lights (IRWL), are special types of highway traffic signals installed in the roadway surface to warn road users that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road users to slow down and/or come to a stop. This includes situations warning of marked school crosswalks, marked midblock crosswalks, marked crosswalks on uncontrolled approaches, marked crosswalks in advance of roundabouts, and other roadway situations involving pedestrian crossings. The following shall be considered when evaluating the need for IRWLs:

a. Whether the crossing is controlled or uncontrolled.
b. An engineering traffic study to determine if IRWLs are compatible with the safety and operation of nearby intersections, which may or may not be, controlled by traffic signals or STOP/YIELD signs.
c. Standard traffic signs for crossings and crosswalk pavement markings are provided.
d. At least 40 pedestrians regularly use the crossing during each of any two hours (not necessarily consecutive) during a 24-hour period.
e. The vehicular volume through the crossing exceeds 200 vehicles per hour in urban areas or 140 vehicles per hour in rural areas during peak-hour pedestrian usage.
f. The critical approach speed (85th percentile) is 45 MPH or less.
g. IRWL are visible to drivers at the minimum stopping sight distance for the posted speed limit.
h. Public education on IRWLs is conducted for new installations.

As previously mentioned, Caltrans awarded a grant to the City to install pedestrian in-roadway warning lights at the intersections of Mission Street/Diamond Avenue and Mission Street/Fairview Avenue. Detailed studies on the installation of IRWLs at these locations were conducted in 2013[1]. Per recent discussions with City Public Works staff, the IRWLs are anticipated to be in operation sometime in 2016.

With additional pedestrians added to the study area by the proposed project by 2017, and utilizing the crosswalks on Mission Street at Diamond Avenue and Fairview Avenue, the IRWLs installed by the City (in 2016 prior to the Opening Year of the proposed project) would adequately accommodate the added pedestrian volumes and effectively warn drivers on Mission Street of pedestrians crossing the roadway.

PEQI and Pedestrian Amenities

According to the *Pedestrian Environmental Quality Index* (PEQI), there are several existing and project-specific amenities that would enhance both walkability and the pedestrian experience. The PEQI is a number system that evaluates both intersections and walkways. A comprehensive list is provided in the *Pedestrian Environmental Quality Index: Street Auditor's Training Manual* (October 2012). Some items from the PEQI most relevant to the proposed project are listed below:

- Crosswalk
- Traffic control devices
- Crossing distance
- Curb ramps
- Pedestrian engineering counter measures
- Number of vehicle lanes
- Posted speed limits
- Traffic volumes
- Continuous sidewalk
- Width of sidewalk
- Retail Use and Public Spaces
- Street lighting
- Perceived walkability

The following items are existing facilities or features that are already in places:

- Existing crosswalks
- Existing traffic control devices
- Curb ramps
- Width of sidewalk
- Number of vehicle lanes
- Existing posted speed limit of 30 mph
- Street lighting

According to the project applicant, the project would keep the existing sidewalk conditions "as is." No changes to the sidewalk width or lights are proposed. The existing landscaped area would be cleared for the adjacent building.

[1] In-Roadway Warning Lights (IRWL) Study for Mission Street at Diamond Avenue, Minagar & Associates, May 2013; and, In-Roadway Warning Lights (IRWL) Study for Mission Street at Fairview Avenue, Minagar & Associates, May 2013.

The project would add restaurants and retail uses. Some of these businesses may feature sidewalk dinning or sidewalk sales. According to the project applicant, some sidewalk dinning and sales may be included with the project. Adding these businesses would enhance the walkability by providing more pedestrian activity along Mission Street. At night, the extra light from these businesses may enhance the area by making the area brighter during night time hours. It may also provide "a more visually interesting" landscape.

According to the PEQI, improvements such as these would enhance the pedestrian experience. It may also increase the perceived walkability.

Conclusion

As previously indicated, no warrants would be met for a full traffic signal on Mission Street, at its intersections with Diamond Avenue and at Fairview Avenue. However, the additional pedestrians generated by the proposed project crossing Mission Street would be adequately served by the IRWLs to be installed by the City in 2016. These IRWLs would accommodate the added pedestrian volumes and effectively warn drivers on Mission Street of pedestrians crossing the roadway. The IRWLs would also improve visibility for pedestrians and generally increase the perceived walkability according to the PEQI.

Parking

Per the City's *Municipal Code, Chapter 36.310.040 – Number of Parking Spaces Required*, the proposed project would be required to provide the following spaces as shown in Table Q.

Table Q – Opening Year 2017 Peak Hour Driveway Level of Service Summary

Land Use	Rate	Spaces Required
Mixed-use development	As required for each individual land use.	
83 one-bedroom DUs	1 space per bedroom	83 spaces
8 two-bedroom DUs	2 spaces + 0 guest space per each 2 units [1]	16 spaces
Multi-tenant retail site or building (2 or more uses)	4 spaces per 1,000 SF [2]	28 spaces
	Total Spaces Required	**127 spaces**
	Total Spaces Provided for Project Uses	***127 spaces***
	SPUSD Spaces	*60 spaces*
	General Public Spaces	*41 spaces*
	Total Spaces Provided On-Site	**228 spaces**

Notes: [1]Per the *Mission Street Specific Plan* (MSSP), no guest parking is required for residential uses.
[2]Per the project architect, the retail parking requirement based on "useable" commercial area (7,000 SF), not gross square footage (7,434 SF).

Based on the Code, the proposed project would be required to provide a total of 127 spaces, of which, 99 spaces would be required for the residential component, and 28 spaces would be required for the retail/commercial component. In total, the proposed garage would provide 228 parking spaces and is intended to provide parking for the proposed uses, the existing District uses, and general public use. The proposed garage would provide 28 parking spaces for retail uses, 99 spaces for residential use, 60 spaces for SPUSD use, and 41 public parking spaces, for which the Mission Street Specific Plan allows a density bonus.

In addition, a shared parking plan will be developed with the School District to share their spaces (60 spaces) during their non-operating hours (weekday evenings and all hours during the

weekend) to provide for additional spaces for the retail uses and the general public. Therefore, the proposed project is consistent with the City's Municipal Code Parking Requirements.

6.0 QUEUING AT MERIDIAN AVENUE/MISSION STREET METRO CROSSING

A Metro Gold Line station is located at the southwest corner of the intersection of Meridian Avenue/Mission Street. The trains and gate-down times at the intersection were observed during the a.m. and p.m. peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) on a typical weekday in October 2015.

Currently, the Foothill Gold Line originates at Union Station in downtown Los Angeles and terminates at the Sierra Madre Villa station in Pasadena. Train headways during the peak commute periods are six minutes. The extended segment of the Gold Line from the Sierra Madre Villa station to the Azusa Pacific University/Citrus College station in Azusa is completed and service is anticipated to begin in March 2016. The next segment from Glendora to Montclair is currently going through advanced conceptual engineering which will result in a design-build procurement. With the proposed extension of the Gold Line eastward, the current six minute headways during the peak commute periods are anticipated to remain the same, however, more trains may be added during the off-peak hours.

At the Meridian Avenue/Mission Street intersection, adjacent to the South Pasadena station, during the a.m. peak hour, there were 10 trains crossing in the eastbound direction and eight trains in the westbound direction. During the p.m. peak hour, there were 10 trains each in the eastbound and westbound directions. Most of the eastbound and westbound trains were observed arriving concurrently at the station so that there was usually an eastbound and a westbound train stopped at the same time. The train tracks cross the intersection diagonally, and there are gate arms on all four corners of the intersection. While trains are in the station, the gate arms are down. Observations of the gate down time indicates that the gates are down and no traffic can utilize the intersection for approximately 17 minutes over the course of the entire a.m. peak hour and 18 minutes during the entire p.m. peak hour. A maximum queue of approximately 13 vehicles (approximately 260 feet) in any direction was observed during the peak periods. The gate down time and queuing observations are provided in Appendix E.

The intersection analysis studies the levels of service at Mission Street/Meridian Avenue. However, the Intersection Capacity Utilization (ICU) methodology does not account for queues due to the gate-down times. To quantify the queuing that could be expected in the various analysis scenarios, a queuing analysis was prepared using *Synchro* (version 9) analysis software. To simulate the effect of the rail crossing gates, a "hold" phase of approximately 90 seconds was added to each signal cycle. During the hold phase, the signal indication would be a "red" (light) in each direction, which is the signal indication that would be present at the intersection when the rail crossing gates are down. The 175 second cycle length corresponds to approximately 20 cycles per hour, consistent with the maximum number of trains observed. It should be noted that the existing queues noted in the table are slightly different than those observed in the field. This is because the volumes used to prepare the queuing analysis were collected on a different day than the queuing observations. Table R shows the results of the queuing analysis based on the current and continued six-minute train headways during the peak commute periods.

As shown in the table, when project traffic is added, the intersection queues would increase by a nominal amount (six feet or less in most cases). In the Opening Year p.m. peak hour scenario, the project would cause the queue to increase by 10 feet, which is approximately one half of a car length. The increase in queuing is not significant, and would be less noticeable to motorists than the variation in queue length throughout the peak hour and from day to day.

Table R – Queuing at Mission Street/Meridian Avenue

Scenario	Eastbound	Westbound	Northbound	Southbound
AM Peak Hour				
Existing AM	219 feet	196 feet	228 feet	120 feet
Existing + Project AM	221 feet	201 feet	229 feet	121 feet
Increase with Project	**2 feet**	**5 feet**	**1 foot**	**1 foot**
Opening Year AM	233 feet	210 feet	239 feet	124 feet
Opening Year + Project AM	235 feet	215 feet	239 feet	124 feet
Increase with Project	**2 feet (1 car)**	**5 feet (1 car)**	**0 feet**	**0 feet**
PM Peak Hour				
Existing PM	342 feet	191 feet	191 feet	183 feet
Existing + Project PM	342 feet	191 feet	191 feet	183 feet
Increase with Project	**0 feet**	**0 feet**	**0 feet**	**0 feet**
Opening Year PM	355 feet	197 feet	195 feet	188 feet
Opening Year + Project PM	365 feet	203 feet	195 feet	188 feet
Increase with Project	**10 feet (1 car)**	**6 feet (1 car)**	**0 feet**	**0 feet**

*Queues shown are 95th percentile queues.
1 standard passenger-car is approximately 22 feet (includes front and rear "cushion" spaces).

7.0 CONCLUSIONS AND RECOMMENDATIONS

The following are the conclusions and recommendations (if any) of the traffic impact analysis, above, for the proposed project:

Project Traffic

The proposed project would generate approximately 1,735 daily trips, 71 a.m. peak hour trips (24 inbound and 47 outbound), and 150 p.m. peak hour trips (87 inbound and 63 outbound). To provide for a conservative estimate of project trip generation and traffic analysis, no trip reductions for pass-by trip making, internal trip capture, and transit usage (of adjacent Metro Rail Gold Line) were made in the evaluation of traffic impacts.

Existing plus Project Conditions

Intersections

Based on the Existing plus Project peak hour LOS analysis, most of the study area intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the a.m. and/or p.m. peak hours with addition of project traffic with the exception of the following:

- Orange Grove Avenue/I-110 southbound ramps (LOS F in a.m. peak hour with 0.005 V/C increase)
- Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Street (LOS F in both peak hours with a 0.002 V/C and 0.7 second increase in the a.m. peak hour; and, 0.003 V/C and 1.2 second increase in the p.m. peak hour)

At Orange Grove Avenue/I-110 southbound ramps, the project would increase the impacted a.m. peak hour (at LOS F) V/C by 0.005 V/C, however it is less than the significance criteria of 0.020 V/C. In addition, at Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Avenue, where the HCM delays and LOS are forecast to continue to be at LOS F in both peak hours, the proposed project would not create a significant impact since the increase in delay (0.7 and 1.2 seconds in the a.m. and p.m. peak hours, respectively) would be less than 10.0 seconds in both peak hours. Per Table A above, the minimum increase in delay to change from LOS A to LOS B is approximately 10 seconds (maximum increase is approximately 25 seconds, from LOS E to LOS F). Since the project's delay increase is less than 10 seconds, there would be no noticeable change in vehicle delay at the intersection.

Roadway Segments

Per the City's significance criteria, the addition of project traffic to the study area roadway segments would not result in a significant project impact as all study roadway segments are forecast to continue to operate at LOS A.

Opening Year 2017 plus Project Conditions

Intersections

Based on the Existing plus Project peak hour LOS analysis, most of the study area intersections are forecast to continue to operate with satisfactory LOS at LOS D or better in the a.m. and/or p.m. peak hours with addition of project traffic with the exception of the following:

- Orange Grove Avenue/I-110 southbound ramps (LOS F in a.m. peak hour with 0.005 V/C increase)

- Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Street (LOS F in both peak hours with a 0.002 V/C and 0.8 second increase in the a.m. peak hour; and, 0.003 V/C and 1.2 second increase in the p.m. peak hour)
- Fair Oaks Avenue/Mission Street (LOS E in a.m. peak hour with a 0.004 V/C increase

At Orange Grove Avenue/I-110 southbound ramps, the project would increase the impacted a.m. peak hour (at LOS F) V/C by 0.005 V/C, however it is less than the significance criteria of 0.020 V/C. Also, at Fair Oaks Avenue/Mission Street, the project would also increase the impacted a.m. peak hour (at LOS E) V/C by 0.007 V/C, however it is also less than the significance criteria of 0.020 V/C.

In addition, at Fair Oaks Avenue/I-110 northbound off-ramp – Grevalia Avenue, where the HCM delays and LOS are forecast to continue to be at LOS F in both peak hours, the proposed project would not create a significant impact since the increase in delay (0.8 seconds and 1.2 seconds in a.m. and p.m. peak hours, respectively) would be less than 10.0 seconds in both peak hours. Per Table A above, the minimum increase in delay to change from LOS A to LOS B is approximately 10 seconds (maximum increase is approximately 25 seconds, from LOS E to LOS F). Since the project's delay increase is less than 10 seconds, there would be no noticeable change in vehicle delay at the intersection.

Roadway Segments

Per the City's significance criteria, the addition of project traffic to the study area roadway segments would not result in a significant project impact as all study roadway segments are forecast to continue to operate at LOS A.

Project Access, Circulation and Parking

Project Access

Based on the driveway LOS analysis, both driveways are forecast to operate with satisfactory LOS at LOS B or better in both peak hours. Therefore, no significant impacts associated with the driveway operations are anticipated. The Diamond Avenue/Residential Driveway is assumed to be gated and will be solely used by residents of the proposed project. Since no transactions (i.e., payment of parking) would be occurring at this driveway, there would be no significant delays to vehicles entering and exiting this driveway. The Fairview Avenue/Commercial Driveway is also assumed to be gated, but will be used only by the retail patrons of the proposed project (to access 28 parking spaces), School District staff (to access 60 parking spaces), and the general public (to access 41 parking spaces). Since Fairview Avenue is not a major thoroughfare and has relatively low traffic volumes, it is anticipated that vehicles traveling on this roadway would not be impacted by the gate operations.

Circulation

The project site plan will be required to adhere to the City's Development Code or Standards for vehicle and pedestrian circulation, and therefore, no significant impacts to the on-site circulation are anticipated. All project-related vehicular circulation (noted above) would occur on-site and would not impact any public streets and/or pedestrian/bicycle facilities.

Based on the MUTCD, no warrants would be met for a full traffic signal on Mission Street, at its intersections with Diamond Avenue and at Fairview Avenue. However, the additional pedestrians generated by the proposed project crossing Mission Street would be adequately served by the IRWLs to be installed by the City in 2016. These IRWLs would accommodate the added pedestrian volumes and effectively warn drivers on Mission Street of pedestrians crossing the roadway. The

IRWLs would also improve visibility for pedestrians and generally increase the perceived walkability according to the PEQI.

Parking

Based on the Code, the proposed project would be required to provide a total of 127 spaces, of which, 99 spaces would be required for the residential component, and 28 spaces would be required for the retail/commercial component. In total, the proposed garage would provide 228 parking spaces and is intended to provide parking for the proposed uses, the existing District uses, and general public use. The proposed garage would provide 28 parking spaces for retail uses, 99 spaces for residential use, 60 spaces for SPUSD use, and 41 public parking spaces, for which the Mission Street Specific Plan allows a density bonus.

In addition, a shared parking plan will be developed with the School District to share their spaces (60 spaces) during their non-operating hours (weekday evenings and all hours during the weekend) to provide for additional spaces for the retail uses and the general public. Therefore, the proposed project is consistent with the City's Municipal Code Parking Requirements.

Queuing at Meridian Avenue/Mission Street Metro Crossing

When project traffic is added to the Metro crossing at the intersection of Meridian Avenue/Mission Street, the intersection queues would increase by a nominal amount (six feet or less in most cases). In the Opening Year p.m. peak hour scenario, the project would cause the queue to increase by 10 feet, which is approximately one half of a car length. The increase in queuing is not significant, and would be less noticeable to motorists than the variation in queue length throughout the peak hour and from day to day.

Mitigation Measures

No mitigation measures are required.

8.0 REFERENCES

City of South Pasadena, *Cumulative Projects List*, February 2014.

City of South Pasadena, *General Plan, Chapter III Circulation and Accessibility*, October 1998.

City of South Pasadena, Municipal Code, *Municipal Code, Chapter 36.310.040 – Number of Parking Spaces Required.*

Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition*, 2012.

Los Angeles County Metropolitan Transportation Authority (MTA), *Guidelines for CMP Transportation Impact Analysis*, Appendix B of the Los Angeles County *Congestion Management Program* (CMP), 2010.

Transportation Research Board, *Highway Capacity Manual*, Special Report No. 209, Washington, D.C., 2000.

APPENDIX A

Raw Traffic Volume Count Sheets

Prepared by NDS/ATD

VOLUME

Mission St Bet. Diamond Ave & Fairview Ave

Day: Tuesday
Date: 9/30/2014

City: South Pasadena
Project #: CA14_5631_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,666	4,263	9,929

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		5		12		12:00			94		77		171	
00:15			5		6		11		12:15			95		102		197	
00:30			9		6		15		12:30			109		98		207	
00:45			4	25	2	19	6	44	12:45			87	385	91	368	178	753
01:00			4		2		6		13:00			98		88		186	
01:15			4		2		6		13:15			64		85		149	
01:30			0		4		4		13:30			96		88		184	
01:45			5	13	1	9	6	22	13:45			72	330	85	346	157	676
02:00			2		0		2		14:00			95		92		187	
02:15			2		1		3		14:15			82		86		168	
02:30			4		2		6		14:30			124		81		205	
02:45			0	8	1	4	1	12	14:45			114	415	88	347	202	762
03:00			5		1		6		15:00			108		94		202	
03:15			2		7		9		15:15			135		104		239	
03:30			2		0		2		15:30			103		78		181	
03:45			3	12	0	8	3	20	15:45			105	451	81	357	186	808
04:00			0		3		3		16:00			140		90		230	
04:15			1		0		1		16:15			92		85		177	
04:30			3		4		7		16:30			101		88		189	
04:45			5	9	2	9	7	18	16:45			151	484	94	357	245	841
05:00			5		6		11		17:00			103		79		182	
05:15			10		6		16		17:15			129		81		210	
05:30			9		5		14		17:30			132		75		207	
05:45			11	35	27	44	38	79	17:45			127	491	92	327	219	818
06:00			15		19		34		18:00			106		102		208	
06:15			17		12		29		18:15			105		76		181	
06:30			29		18		47		18:30			132		88		220	
06:45			26	87	31	80	57	167	18:45			130	473	91	357	221	830
07:00			33		41		74		19:00			108		87		195	
07:15			50		45		95		19:15			87		84		171	
07:30			75		70		145		19:30			79		22		101	
07:45			87	245	71	227	158	472	19:45			91	365	0	193	91	558
08:00			102		80		182		20:00			78		0		78	
08:15			81		76		157		20:15			57		0		57	
08:30			72		57		129		20:30			61		0		61	
08:45			75	330	79	292	154	622	20:45			58	254	0		58	254
09:00			78		68		146		21:00			40		0		40	
09:15			67		77		144		21:15			35		0		35	
09:30			66		76		142		21:30			33		0		33	
09:45			88	299	74	295	162	594	21:45			39	147	0		39	147
10:00			77		74		151		22:00			35		0		35	
10:15			65		56		121		22:15			31		0		31	
10:30			88		56		144		22:30			18		0		18	
10:45			86	316	67	253	153	569	22:45			13	97	8	8	21	105
11:00			80		69		149		23:00			8		13		21	
11:15			82		88		170		23:15			16		7		23	
11:30			94		79		173		23:30			14		8		22	
11:45			95	351	90	326	185	677	23:45			6	44	9	37	15	81
TOTALS				1730		1566		3296	TOTALS				3936		2697		6633
SPLIT %				52.5%		47.5%		33.2%	SPLIT %				59.3%		40.7%		66.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,666	4,263	9,929

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			16:45	12:15	14:30
AM Pk Volume			393	367	760	PM Pk Volume			515	379	848
Pk Hr Factor			0.901	0.900	0.918	Pk Hr Factor			0.853	0.929	0.887
7 - 9 Volume	0	0	575	519	1094	4 - 6 Volume	0	0	975	684	1659
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	345	297	642	4 - 6 Pk Volume	0	0	515	357	844
Pk Hr Factor	0.000	0.000	0.846	0.928	0.882	Pk Hr Factor	0.000	0.000	0.853	0.949	0.861

Prepared by NDS/ATD

VOLUME

Diamond Ave Bet. Mission St & El Centro St

Day: Tuesday
Date: 9/30/2014

City: South Pasadena
Project #: CA14_5631_003

DAILY TOTALS	NB	SB	EB	WB	Total
	649	540	0	0	1,189

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		0						1		12:00	10		10						20	
00:15	0		0						0		12:15	6		11						17	
00:30	1		1						2		12:30	14		6						20	
00:45	2	4	1	2					3	6	12:45	5	35	11	38					16	73
01:00	0		0						0		13:00	8		7						15	
01:15	0		1						1		13:15	13		8						21	
01:30	0		0						0		13:30	8		9						17	
01:45	1	1	0	1					1	2	13:45	9	38	10	34					19	72
02:00	0		2						2		14:00	9		6						15	
02:15	0		0						0		14:15	11		11						22	
02:30	0		1						1		14:30	10		10						20	
02:45	0		0	3					0	3	14:45	17	47	12	39					29	86
03:00	0		0						0		15:00	23		11						34	
03:15	0		0						0		15:15	11		14						25	
03:30	0		0						0		15:30	6		9						15	
03:45	0		0						0		15:45	12	52	12	46					24	98
04:00	1		0						1		16:00	17		17						34	
04:15	0		0						0		16:15	8		5						13	
04:30	0		0						0		16:30	6		10						16	
04:45	0	1	0						0	1	16:45	17	48	23	55					40	103
05:00	2		0						2		17:00	9		10						19	
05:15	1		1						2		17:15	12		7						19	
05:30	5		1						6		17:30	13		10						23	
05:45	5	13	1	3					6	16	17:45	16	50	13	40					29	90
06:00	4		2						6		18:00	15		10						25	
06:15	4		2						6		18:15	12		6						18	
06:30	4		3						7		18:30	14		13						27	
06:45	3	15	1	8					4	23	18:45	14	55	13	42					27	97
07:00	10		4						14		19:00	11		14						25	
07:15	11		2						13		19:15	4		10						14	
07:30	14		11						25		19:30	7		12						19	
07:45	24	59	2	19					26	78	19:45	3	25	8	44					11	69
08:00	23		9						32		20:00	9		7						16	
08:15	19		4						23		20:15	8		8						16	
08:30	10		10						20		20:30	2		8						10	
08:45	10	62	7	30					17	92	20:45	2	21	5	28					7	49
09:00	13		7						20		21:00	1		7						8	
09:15	10		9						19		21:15	3		3						6	
09:30	7		4						11		21:30	5		3						8	
09:45	7	37	7	27					14	64	21:45	2	11	5	18					7	29
10:00	6		6						12		22:00	6		4						10	
10:15	8		9						17		22:15	1		3						4	
10:30	8		5						13		22:30	1		1						2	
10:45	11	33	4	24					15	57	22:45	1	9	2	10					3	19
11:00	7		5						12		23:00	1		2						3	
11:15	7		8						15		23:15	1		2						3	
11:30	5		4						9		23:30	2		1						3	
11:45	9	28	6	23					15	51	23:45	1	5	1	6					2	11
TOTALS		253		140						393	TOTALS		396		400						796
SPLIT %		64.4%		35.6%						33.1%	SPLIT %		49.7%		50.3%						66.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	649	540	0	0	1,189

AM Peak Hour	07:30	08:30			07:30	PM Peak Hour	14:15	16:00			14:30
AM Pk Volume	80	33			106	PM Pk Volume	61	55			108
Pk Hr Factor	0.833	0.825			0.828	Pk Hr Factor	0.663	0.598			0.794
7 - 9 Volume	121	49	0	0	170	4 - 6 Volume	98	95	0	0	193
7 - 9 Peak Hour	07:30	08:00			07:30	4 - 6 Peak Hour	16:45	16:00			16:00
7 - 9 Pk Volume	80	30	0	0	106	4 - 6 Pk Volume	51	55	0	0	103
Pk Hr Factor	0.833	0.750	0.000	0.000	0.828	Pk Hr Factor	0.750	0.598	0.000	0.000	0.644

Prepared by NDS/ATD

VOLUME

Fairview Ave Bet. Mission St & El Centro St

Day: Tuesday
Date: 9/30/2014

City: South Pasadena
Project #: CA14_5631_004

DAILY TOTALS	NB	SB	EB	WB	Total
	374	706	0	0	1,080

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		1						3		12:00	7		20						27	
00:15	0		1						1		12:15	5		18						23	
00:30	0		0						0		12:30	5		9						14	
00:45	0	2	1	3					1	5	12:45	7	24	9	56					16	80
01:00	0		0						0		13:00	8		13						21	
01:15	0		0						0		13:15	9		14						23	
01:30	0		0						0		13:30	4		13						17	
01:45	0		1	1					1	1	13:45	3	24	10	50					13	74
02:00	0		0						0		14:00	4		15						19	
02:15	0		1						1		14:15	9		13						22	
02:30	0		0						0		14:30	10		20						30	
02:45	0		0	1					0	1	14:45	8	31	10	58					18	89
03:00	0		0						0		15:00	7		16						23	
03:15	0		0						0		15:15	11		21						32	
03:30	0		0						0		15:30	9		13						22	
03:45	0		1	1					1	1	15:45	9	36	16	66					25	102
04:00	0		0						0		16:00	9		19						28	
04:15	0		0						0		16:15	7		14						21	
04:30	0		0						0		16:30	4		16						20	
04:45	1	1	0						1	1	16:45	10	30	19	68					29	98
05:00	0		0						0		17:00	13		14						27	
05:15	0		1						1		17:15	8		16						24	
05:30	1		2						3		17:30	8		16						24	
05:45	2	3	1	4					3	7	17:45	6	35	11	57					17	92
06:00	0		0						0		18:00	6		15						21	
06:15	1		2						3		18:15	7		12						19	
06:30	1		4						5		18:30	6		11						17	
06:45	0	2	4	10					4	12	18:45	6	25	13	51					19	76
07:00	3		5						8		19:00	2		12						14	
07:15	2		3						5		19:15	5		14						19	
07:30	7		8						15		19:30	2		11						13	
07:45	8	20	24	40					32	60	19:45	1	10	10	47					11	57
08:00	10		9						19		20:00	1		9						10	
08:15	9		11						20		20:15	7		6						13	
08:30	9		5						14		20:30	1		6						7	
08:45	5	33	14	39					19	72	20:45	0	9	6	27					6	36
09:00	8		4						12		21:00	2		8						10	
09:15	2		10						12		21:15	0		4						4	
09:30	5		2						7		21:30	1		4						5	
09:45	12	27	14	30					26	57	21:45	3	6	5	21					8	27
10:00	5		4						9		22:00	1		2						3	
10:15	7		7						14		22:15	0		3						3	
10:30	5		4						9		22:30	0		2						2	
10:45	5	22	10	25					15	47	22:45	0	1	3	10					3	11
11:00	5		7						12		23:00	1		1						2	
11:15	9		8						17		23:15	2		2						4	
11:30	6		12						18		23:30	0		0						0	
11:45	10	30	11	38					21	68	23:45	0	3	0	3					0	6
TOTALS		140		192						332	TOTALS		234		514						748
SPLIT %		42.2%		57.8%						30.7%	SPLIT %		31.3%		68.7%						69.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	374	706	0	0	1,080

AM Peak Hour	07:45	11:30			11:30	PM Peak Hour	16:45	15:15			15:15
AM Pk Volume	36	61			89	PM Pk Volume	39	69			107
Pk Hr Factor	0.900	0.763			0.824	Pk Hr Factor	0.750	0.821			0.836
7 - 9 Volume	53	79	0	0	132	4 - 6 Volume	65	125	0	0	190
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	16:45	16:00			16:45
7 - 9 Pk Volume	36	52	0	0	86	4 - 6 Pk Volume	39	68	0	0	104
Pk Hr Factor	0.900	0.542	0.000	0.000	0.672	Pk Hr Factor	0.750	0.895	0.000	0.000	0.897

ITM Peak Hour Summary

Prepared by:

NDS

Orange Grove Ave and SR-110 WB Ramps , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-001
City:	South Pasadena

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

Peak Hour Summary

Southbound Approach — Orange Grove Ave

	Left	Thru	Right	
Lanes	1	1	0	
AM	1181	279	0	910
NOON	0	0	0	0
PM	638	307	0	1233

Eastbound Approach — SR-110 WB Ramps

	AM	NOON	PM
	1330	0	749
Lanes			
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

	AM	NOON	PM	Lanes
	30	0	28	1
	0	0	0	0
	43	0	123	1
	0	0	0	

CONTROL: Signalized

Northbound Approach

	Left	Thru	Right	
	322			
AM		149	880	0
NOON	0	0	0	0
PM	430	111	1205	0
Lanes		1	2	0

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

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	1460	910	322	1029
NOON	0	0	0	0
PM	945	1233	430	1316

	West Leg	East Leg
AM	1330	73
NOON	0	0
PM	749	151

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	2370	73	1351	1330
NOON	0	0	0	0
PM	2178	151	1746	749

ITM Peak Hour Summary

Prepared by:

NDS

Orange Grove Ave and SR-110 EB Ramps , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-002
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach — Orange Grove Ave

	Lanes 0	1	1		
AM	0	331	16	995	AM
NOON	0	0	0	0	NOON
PM	0	403	19	1295	PM

Eastbound Approach — SR-110 EB Ramps

Lanes	AM	NOON	PM
	0	0	0
1.5	580	0	963
0	2	0	2
0.5	68	0	165

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	0	0	0	0
	0	0	0	0
	130	0	100	

CONTROL: Signalized

Northbound Approach

AM	399	0	415	112	AM
NOON	0	0	0	0	NOON
PM	568	0	332	79	PM
		0	2	0	Lanes

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

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	347	0	399	650
NOON	0	0	0	0
PM	422	130	568	1130
	995	0	527	0
	0	0	0	0
	1295	100	411	1130

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	1342	130	926	650
NOON	0	0	0	0
PM	1717	100	979	1130

ITM Peak Hour Summary

Prepared by:

NDS

Orange Grove Ave and Mission St , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-003
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Orange Grove Ave)

	Lanes 0	1	0		
AM	17	1	7	24	AM
NOON	0	0	0	0	NOON
PM	24	5	13	23	PM

Eastbound Approach (Mission St)

Lanes	AM	NOON	PM
	409	0	447
0	21	0	10
2	426	0	433
0	95	0	65

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	12
1	381	0	415
1	124	0	130
	599	0	570

CONTROL

1 Way Stop (NB)

Northbound Approach

AM	220	11	3	166
NOON	0	0	0	0
PM	200	8	1	124
Lanes		0	1	0

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

Total Ins & Outs

	North Leg	East Leg	West Leg	South Leg
AM	25	505	409	220
NOON	0	0	0	0
PM	42	557	447	200
AM	24	599	542	180
NOON	0	0	0	0
PM	23	570	508	133

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	49	1104	951	400
NOON	0	0	0	0
PM	65	1127	955	333

ITM Peak Hour Summary

Prepared by:

NDS

Fairview Ave and Monterey Rd , South Pasadena

Date:	11/18/2014
Day:	Tuesday

Project #:	14-5776-004
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Fairview Ave)

	Lanes 0	0	0		
AM	15	0	5	8	AM
NOON	0	0	0	0	NOON
PM	26	0	5	16	PM

Eastbound Approach (Monterey Rd)

	AM	NOON	PM
	697	0	832
0	4	0	9
2	809	0	834
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	4	0	7	0
	682	0	806	2
	0	0	3	0
	814	0	839	
	AM	NOON	PM	

CONTROL

1 Way Stop (NB)

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	3	0	0	0	PM
		0	0	0	Lanes

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

Total Ins & Outs

	North Leg			East Leg			South Leg			West Leg		
AM	20	8		686	0	816	0	0		697	0	832
NOON	0	0		814	0	839	0	0		813	0	843
PM	31	16		AM	NOON	PM	3	0		AM	NOON	PM

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	28	1500	0	1510
NOON	0	0	0	0
PM	47	1655	3	1675

ITM Peak Hour Summary

Prepared by:

NDS

Fremont Ave and Monterey Rd , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-005
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Fremont Ave)

	Lanes 1	Lanes 1	Lanes 1		
AM	29	529	58	759	AM
NOON	0	0	0	0	NOON
PM	43	612	91	752	PM

Eastbound Approach (Monterey Rd)

Lanes	AM	NOON	PM
	703	0	803
1	75	0	62
2	567	0	573
0	191	0	191

Westbound Approach

Lanes	AM	NOON	PM
0	60	0	49
2	505	0	604
1	56	0	53
	675	0	708

CONTROL: Signalized

Northbound Approach

	Lanes 1	Lanes 1	Lanes 1	
AM	776	169	624	50	AM
NOON	0	0	0	0	NOON
PM	856	156	641	44	PM

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

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	616	621	776	703
NOON	0	0	0	0
PM	746	675	856	833
	759	0	843	0
	0	706	0	803
	752	708	841	826

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	1375	1296	1619	1536
NOON	0	0	0	0
PM	1498	1414	1697	1629

ITM Peak Hour Summary

Prepared by:

NDS

Fair Oaks Ave and State St , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-006
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Fair Oaks Ave

Lanes	1	2	1		
AM	158	805	0	1535	AM
NOON	0	0	0	0	NOON
PM	175	880	8	1224	PM

Eastbound Approach

State St

	AM	NOON	PM
	597	0	510
0	0	0	0
0	0	0	0
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
39	0	22	1
69	0	53	0
300	0	297	2
134	0	134	
AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	1105	370	1496	134
NOON	0	0	0	0
PM	1177	282	1202	126
		0	2	0

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

Total Ins & Outs

	North Leg		East Leg		West Leg		South Leg	
AM	963	1535	408	372	597	510	1105	2000
NOON	0	0	0	134	0	0	0	0
PM	1063	1224	134	134	0	0	1177	1610

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	2498	542	597	3105
NOON	0	0	0	0
PM	2287	506	510	2787

ITM Peak Hour Summary

Prepared by:

NDS

Fair Oaks Ave and Grevelia St , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-007
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Fair Oaks Ave)

	Lanes 0	2	0		
AM	0	1106	0	1999	AM
NOON	0	0	0	0	NOON
PM	0	1176	0	1612	PM

Eastbound Approach (Grevelia St)

	AM	NOON	PM
	0	0	0
0	275	0	251
1.5	103	0	350
0.5	165	0	234
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	471	0	360	1.5
	0	0	0	0
	5	0	14	0.5
	122	0	384	
	AM	NOON	PM	

Northbound Approach

AM	1276	0	1253	19
NOON	0	0	0	0
PM	1424	0	1001	34
Lanes		1.5	1	0.5

CONTROL

Signalized

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

Total Ins & Outs

	North Leg	
AM	1106	1999
NOON	0	0
PM	1176	1612

	West Leg			East Leg		
AM	0	0	0	476	0	374
NOON	543	0	835	122	0	384
PM						

	South Leg	
AM	1276	1272
NOON	0	0
PM	1424	1035

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	3105	598	543	2548
NOON	0	0	0	0
PM	2788	758	835	2459

ITM Peak Hour Summary

Prepared by:

NDS

Fair Oaks Ave and Mission St , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-008
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Fair Oaks Ave)

	Lanes 0	2	1		
AM	50	1023	106	1156	AM
NOON	0	0	0	0	NOON
PM	80	1104	147	1024	PM

Eastbound Approach (Mission St)

Lanes	AM	NOON	PM
	391	0	350
1	58	0	119
1	169	0	264
0	73	0	82

Westbound Approach

Lanes	AM	NOON	PM
0	182	0	114
1	260	0	194
1	24	0	48
	283	0	438

CONTROL

Signalized

Northbound Approach

AM	1120	81	916	8	AM
NOON	0	0	0	0	NOON
PM	1234	76	791	27	PM
		1	2	0	Lanes

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

Total Ins & Outs

	North Leg	
AM	1179	1156
NOON	0	0
PM	1331	1024

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
391	0	350	466	0	356
300	0	465	283	0	438

	South Leg	
AM	1120	1005
NOON	0	0
PM	1234	894

Total Volume Per Leg

	North Leg
AM	2335
NOON	0
PM	2355

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
691	0	815	749	0	794

	South Leg
AM	2125
NOON	0
PM	2128

ITM Peak Hour Summary

Prepared by:

NDS

Orange Grove Ave and SR-110 EB Ramps , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-102
City:	South Pasadena

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach — Orange Grove Ave

	Lanes 0	0	1		
AM	0	0	3	31	AM
NOON	0	0	0	0	NOON
PM	0	0	11	25	PM

Eastbound Approach — SR-110 EB Ramps

	AM	NOON	PM
	0	0	0
0	0	0	0
1	3	0	14
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	31	0	25	1
	0	0	0	0
	3	0	4	1
	11	0	35	
	AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	3	0	0	5	AM
NOON	0	0	0	0	NOON
PM	4	0	0	10	PM
		0	0	1	Lanes

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

Total Ins & Outs

	North Leg			East Leg			South Leg			West Leg		
AM	3	31	AM	34	0	29	3	5	AM	0	0	0
NOON	0	0	NOON	11	0	35	0	0	NOON	3	0	14
PM	11	25	PM	AM	NOON	PM	4	10	PM	AM	NOON	PM

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	34	45	8	3
NOON	0	0	0	0
PM	36	64	14	14

ITM Peak Hour Summary

Prepared by:

NDS

Orange Grove Ave and Mission St , South Pasadena

Date:	11/18/2014
Day:	Tuesday
Project #:	14-5776-103
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Orange Grove Ave

	Lanes 1.5	0	1.5		
AM	249	0	137	430	AM
NOON	0	0	0	0	NOON
PM	271	0	195	365	PM

Eastbound Approach

Mission St

	AM	NOON	PM
	506	0	562
1	328	0	268
2	273	0	307
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
102	0	97	0
257	0	291	2
0	0	0	0
410	0	502	
AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	Lanes

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

Total Ins & Outs

	North Leg		East Leg		West Leg		South Leg	
AM	386	430	506	0	562	359	0	388
NOON	0	0	601	0	575	410	0	502
PM	466	365						
			AM	NOON	PM	AM	NOON	PM
AM							0	0
NOON							0	0
PM							0	0

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	816	769	1107	0
NOON	0	0	0	0
PM	831	890	1137	0

ITM Peak Hour Summary

Prepared by:

NDS

Fair Oaks Ave and Grevelia St , South Pasadena

Date: 11/18/2014

Day: Tuesday

Project #: 14-5776-107

City: South Pasadena

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Fair Oaks Ave)

Lanes	0	0	0		0	
AM	0	0	0		0	AM
NOON	0	0	0		0	NOON
PM	0	0	0		0	PM

Eastbound Approach (Grevelia St)

Lanes	AM	NOON	PM
	0	0	0
0	0	0	0
1	0	0	0
1	10	0	17

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

CONTROL: Signalized

Northbound Approach

AM	10	0	0	0	AM
NOON	0	0	0	0	NOON
PM	17	0	0	0	PM
		0	0	0	Lanes

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

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
						AM	NOON	PM		
AM	0	0	0	0	0	0	0	0	10	0
NOON	0	0	0	0	0	10	0	17	0	0
PM	0	0	AM	NOON	PM				17	0

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	0	0	10	10
NOON	0	0	0	0
PM	0	0	17	17

ITM Peak Hour Summary

Prepared by:

NDS

Orange Grove Ave and SR-110 EB Ramps , South Pasadena

Date:	11/18/2014
Day:	Tuesday

Project #:	14-5776-202
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach — Orange Grove Ave

	Left	Thru	Right
Lanes	0	0	0
AM	0	0	0
NOON	0	0	0
PM	0	0	0

AM	17
NOON	0
PM	10

Eastbound Approach — SR-110 EB Ramps

	AM	NOON	PM
	0	0	0
Lanes			
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

	AM	NOON	PM	Lanes
	17	0	10	1
	0	0	0	0
	0	0	0	0
	0	0	0	

CONTROL: Signalized

Northbound Approach

	Left	Thru	Right
AM	0	0	0
NOON	0	0	0
PM	0	0	0
Lanes	0	0	0

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

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	0	17	0	0
NOON	0	0	0	0
PM	0	10	0	0

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	17	17	0	0
NOON	0	0	0	0
PM	10	10	0	0

ITM Peak Hour Summary

Prepared by:

NDS

Diamond Ave and Mission St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-001
City:	South Pasadena

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

Peak Hour Summary

Southbound Approach (Diamond Ave)

	Lanes 0	1	0		
AM	0	0	0	12	AM
NOON	0	0	0	0	NOON
PM	0	1	0	3	PM

Eastbound Approach (Mission St)

	AM	NOON	PM
	302	0	319
0	6	0	0
2	286	0	480
0	7	0	21
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	3	0	2	0
	282	0	304	2
	12	0	23	0
	344	0	516	
	AM	NOON	PM	

CONTROL

1-Way Stop(NB)

Northbound Approach

AM	19	20	3	58	AM
NOON	0	0	0	0	NOON
PM	45	15	1	36	PM
		0	1	0	Lanes

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

Total Ins & Outs

	North Leg		East Leg		West Leg		South Leg	
AM	0	12	297	329	302	319	19	81
NOON	0	0	0	0	0	0	0	0
PM	1	3	344	516	299	501	45	52

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	12	641	601	100
NOON	0	0	0	0
PM	4	845	820	97

ITM Peak Hour Summary

Prepared by:

NDS

Fairview Ave and Mission St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-002
City:	South Pasadena

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

Peak Hour Summary

Southbound Approach

Fairview Ave

Lanes	0	1	0		
AM	11	20	8	45	AM
NOON	0	0	0	0	NOON
PM	17	10	8	56	PM

Eastbound Approach

Mission St

Lanes	AM	NOON	PM
	301	0	326
0	23	0	18
2	299	0	466
0	27	0	32

Westbound Approach

AM	NOON	PM	Lanes
20	0	32	0
287	0	303	2
23	0	23	0
317	0	495	

CONTROL

2-Way Stop(NB/SB)

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

Northbound Approach

AM	70	3	2	10
NOON	0	0	0	0
PM	65	6	6	21
Lanes		0	1	0

Total Ins & Outs

	AM	NOON	PM
North Leg	39	0	35
	45	0	56
West Leg	301	0	326
	349	0	516
East Leg	330	0	358
	317	0	495
South Leg	70	0	65
	15	0	33

Total Volume Per Leg

	AM	NOON	PM
North Leg	84	0	91
West Leg	650	0	842
East Leg	647	0	853
South Leg	85	0	98

ITM Peak Hour Summary

Prepared by:

NDS

Fremont Ave and Mission St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-003
City:	South Pasadena

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Fremont Ave

Lanes	1	1	1		
AM	18	519	59	776	AM
NOON	0	0	0	0	NOON
PM	15	599	88	719	PM

Eastbound Approach

Mission St

	AM	NOON	PM
	328	0	373
1	51	0	46
2	193	0	345
0	71	0	95
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
90	0	63	0
234	0	275	2
26	0	62	1
282	0	462	
AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	616	76	635	30	AM
NOON	0	0	0	0	NOON
PM	756	83	610	29	PM
		1	1	1	Lanes

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

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	596	776	350	0	400	328	0	373	616	741
NOON	0	0	282	0	462	315	0	486	0	0
PM	702	719	AM	NOON	PM	AM	NOON	PM	756	722

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	1372	632	643	1357
NOON	0	0	0	0
PM	1421	862	859	1478

ITM Peak Hour Summary

Prepared by:

NDS

Meridian Ave and El Centro St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-004
City:	South Pasadena

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

Peak Hour Summary

Southbound Approach (Meridian Ave)

	Lanes 0	1	0		
AM	5	111	7	169	AM
NOON	0	0	0	0	NOON
PM	5	129	18	133	PM

Eastbound Approach (El Centro St)

	AM	NOON	PM
	243	0	179
0	3	0	6
1	125	0	108
0	133	0	88
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
35	0	28	0
135	0	106	1
21	0	37	0
183	0	160	
AM	NOON	PM	

CONTROL

4-Way Stop(NB/SB/EB/WB)

Northbound Approach

AM	265	103	131	51	AM
NOON	0	0	0	0	NOON
PM	254	68	99	34	PM
		0	1	0	Lanes

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

Total Ins & Outs

	North Leg		East Leg		West Leg		South Leg	
AM	123	169	191	171	243	179	265	285
NOON	0	0	0	0	0	0	0	0
PM	152	133	183	160	261	202	254	201

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	292	374	504	550
NOON	0	0	0	0
PM	285	331	381	455

ITM Peak Hour Summary

Prepared by:

NDS

Diamond Ave and El Centro St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-005
City:	South Pasadena

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

Peak Hour Summary

Southbound Approach (Diamond Ave)

	Lanes 0	1	0		
AM	21	0	7	81	AM
NOON	0	0	0	0	NOON
PM	29	0	23	51	PM

Eastbound Approach (El Centro St)

	AM	NOON	PM
	189	0	172
0	18	0	13
1	162	0	158
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
4	0	4	0
116	0	106	1
0	0	0	0
202	0	243	
AM	NOON	PM	

CONTROL

4-Way Stop(NB/SB/EB/WB)

Northbound Approach

AM	0	52	59	33	AM
NOON	0	0	0	0	NOON
PM	0	37	34	62	PM
		0	1	0	Lanes

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

Total Ins & Outs

	North Leg		
AM	28	81	
NOON	0	0	
PM	52	51	

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
189	0	172	120	0	110
180	0	171	202	0	243

	South Leg	
AM	0	144
NOON	0	0
PM	0	133

Total Volume Per Leg

	North Leg
AM	109
NOON	0
PM	103

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
369	0	343	322	0	353

	South Leg
AM	144
NOON	0
PM	133

ITM Peak Hour Summary

Prepared by:

NDS

Fairview Ave and El Centro St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-006
City:	South Pasadena

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

Peak Hour Summary

Southbound Approach (Fairview Ave)

	Lanes 0	1	0		
AM	9	30	13	33	AM
NOON	0	0	0	0	NOON
PM	9	39	22	34	PM

Eastbound Approach (El Centro St)

	AM	NOON	PM
	118	0	109
0	17	0	18
1	152	0	190
0	30	0	35
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
16	0	16	0
109	0	100	1
11	0	15	0
165	0	212	
AM	NOON	PM	

CONTROL

3-Way Stop(SB/EB/WB)

Northbound Approach

AM	71	0	0	0	AM
NOON	0	0	0	0	NOON
PM	89	0	0	0	PM
		0	0	0	Lanes

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

Total Ins & Outs

	North Leg		
	52	33	AM
	0	0	NOON
	70	34	PM

West Leg			East Leg		
AM	NOON	PM			
118	0	109	136	0	131
199	0	243	165	0	212
			AM	NOON	PM

	South Leg	
AM	71	0
NOON	0	0
PM	89	0

Total Volume Per Leg

	North Leg
AM	85
NOON	0
PM	104

West Leg			East Leg		
AM	NOON	PM			
317	0	352	301	0	343
			AM	NOON	PM

	South Leg
AM	71
NOON	0
PM	89

ITM Peak Hour Summary

Prepared by:

NDS

Fremont Ave and El Centro St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-007
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Fremont Ave)

	Lanes 0	1	1		
AM	14	582	20	741	AM
NOON	0	0	0	0	NOON
PM	24	700	29	728	PM

Eastbound Approach (El Centro St)

	AM	NOON	PM
	159	0	141
0	23	0	16
1	100	0	154
0	52	0	54
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	41	0	37	0
	102	0	86	1
	11	0	32	0
	130	0	214	
	AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	645	43	677	10	AM
NOON	0	0	0	0	NOON
PM	786	31	675	31	PM
		1	1	0	Lanes

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

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	616	741	154	0	155	159	0	141	645	730
NOON	0	0	130	0	214	175	0	224	0	0
PM	753	728							786	737

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	1357	284	334	1375
NOON	0	0	0	0
PM	1481	369	365	1523

ITM Peak Hour Summary

Prepared by:

NDS

Meridian Ave and Monterey Ave , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-008
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Meridian Ave)

	Lanes 0	1	0		
AM	20	194	50	279	AM
NOON	0	0	0	0	NOON
PM	27	192	39	207	PM

Eastbound Approach (Monterey Ave)

Lanes	AM	NOON	PM
	963	0	1019
0	22	0	12
2	849	0	773
0	189	0	187

Westbound Approach

Lanes	AM	NOON	PM
0	26	0	31
2	708	0	803
0	17	0	29
	945	0	864

Northbound Approach

AM	400	235	231	46
NOON	0	0	0	0
PM	408	189	164	52
Lanes		0	1	0

CONTROL

Signalized

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

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	264	279	751	0	863	963	0	1019	400	512
NOON	0	0	945	0	864	1060	0	972	0	0
PM	258	207							408	405

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	543	1696	2023	912
NOON	0	0	0	0
PM	465	1727	1991	813

ITM Peak Hour Summary

Prepared by:

NDS

Diamond Ave and Monterey Ave , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-009
City:	South Pasadena

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Diamond Ave)

	Lanes 0	1	0		
AM	9	28	6	99	AM
NOON	0	0	0	0	NOON
PM	19	10	12	53	PM

Eastbound Approach (Monterey Ave)

Lanes	AM	NOON	PM
	741	0	853
0	11	0	8
2	752	0	815
0	188	0	48

Westbound Approach

Lanes	AM	NOON	PM
0	11	0	14
2	631	0	788
0	20	0	18
	797	0	844

CONTROL

Signalized

Northbound Approach

					Lanes
AM	236	101	77	39	AM
NOON	0	0	0	0	NOON
PM	76	46	31	17	PM
		0	1	0	Lanes

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

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	43	662	236	741
NOON	0	0	0	0
PM	41	820	217	853
		797	76	951
		0	94	0
		844		871

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	142	1459	453	1692
NOON	0	0	0	0
PM	94	1664	170	1724

ITM Peak Hour Summary

Prepared by:

NDS

Meridian Ave and Mission St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630 Trains-010
City:	South Pasadena

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Meridian Ave)

	Left	Thru	Right	
Lanes	0	1	0	
AM	0	10	0	10
NOON	0	0	0	0
PM	0	10	0	11

Eastbound Approach (Mission St)

	Left	Thru	Right
	AM	NOON	PM
	0	0	0
Lanes			
0	0	0	0
2	0	0	0
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	Left	Thru	Right	Lanes
AM	0	0	0	0
NOON	0	0	0	2
PM	0	0	0	0
	0	0	0	
	AM	NOON	PM	

Northbound Approach

	Left	Thru	Right
AM	10	0	10	0
NOON	0	0	0	0
PM	10	0	11	0
Lanes		0	1	0

CONTROL: Signalized

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

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	10	0	10	0
NOON	0	0	0	0
PM	10	0	10	0
	11	0	11	0

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	20	0	20	0
NOON	0	0	0	0
PM	21	0	21	0

ITM Peak Hour Summary

Prepared by:

NDS

Meridian Ave and Mission St , South Pasadena

Date:	9/30/2014
Day:	Tuesday

Project #:	14-5630-010
City:	South Pasadena

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

Peak Hour Summary

Southbound Approach (Meridian Ave)

	Lanes 0	1	0		
AM	6	65	12	140	AM
NOON	0	0	0	0	NOON
PM	9	81	24	94	PM

Eastbound Approach (Mission St)

Lanes	AM	NOON	PM
	321	0	325
0	4	0	1
2	274	0	456
0	57	0	71

Westbound Approach

AM	NOON	PM	Lanes
33	0	29	0
266	0	282	2
2	0	5	0
296	0	499	

CONTROL

Signalized

Northbound Approach

AM	124	49	103	10	AM
NOON	0	0	0	0	NOON
PM	157	34	64	19	PM
		0	1	0	Lanes

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

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	83	301	124	321
NOON	0	296	0	335
PM	114	499	157	325
	140	316	162	0
	0	0	0	0
	94	528	117	528

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	223	597	286	656
NOON	0	0	0	0
PM	208	815	274	853

APPENDIX B

Intersection Level of Service Worksheets

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 Orange Grove/110 WB	F	xxxxx	1.016	F	xxxxx	1.016	+ 0.000 V/C
# 2 Orange Grove/110 EB	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 3 Fair Oaks/110 WB	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
# 4 Fair Oaks/110 EB	F	xxxxx	1.234	F	xxxxx	1.234	+ 0.000 V/C
# 5 Orange Grove/MIssion	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 6 Meridian/Mission	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 7 DIamond/Mission	B	11.1	0.077	B	11.1	0.077	+ 0.000 D/V
# 8 Fairview/Mission	C	15.0	0.069	C	15.0	0.069	+ 0.000 D/V
# 9 Fremont/Mission	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 10 Fair Oaks/Mission	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C
# 11 Meridian/El Centro	B	12.4	0.530	B	12.4	0.530	+ 0.000 V/C
# 12 Diamond/El Centro	A	8.9	0.283	A	8.9	0.283	+ 0.000 V/C
# 13 Fairview/El Centro	A	8.4	0.267	A	8.4	0.267	+ 0.000 V/C
# 14 Fremont/El Centro	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 15 Meridian/Monterey	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 16 Diamond/Monterey	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 17 Fairview/Monterey	C	15.2	0.033	C	15.2	0.033	+ 0.000 D/V
# 18 Fremont/Monterey	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000 V/C
#101 Diamond/Residential Dwy	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
#102 Fairview/Commercial Dwy	A	7.5	0.016	A	7.5	0.016	+ 0.000 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #1 Orange Grove/110 WB

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.016
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	880	0	0	279	1181	0	0	0	43	0	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:	149	880	0	0	279	1181	0	0	0	43	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	880	0	0	279	1181	0	0	0	43	0	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	156	920	0	0	292	1234	0	0	0	45	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	920	0	0	292	1234	0	0	0	45	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	920	0	0	292	1234	0	0	0	45	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	942	0	658
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.00	0.00	0.18	0.77	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****					****						****

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #2 Orange Grove/110 EB

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10	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			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:	0 0	1 1	0	1 0	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	415	117	19	331	0	580	5	68	3	0	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:	0	415	117	19	331	0	580	5	68	3	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	415	117	19	331	0	580	5	68	3	0	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	443	125	20	354	0	620	5	73	3	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	125	20	354	0	620	5	73	3	0	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:	0	443	125	20	354	0	620	5	73	3	0	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.56	0.44	1.00	1.00	0.00	1.78	0.01	0.21	0.09	xxxx	0.91
Final Sat.:	0	2496	704	1600	1600	0	2842	25	333	141	0	1459
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.01	0.22	0.00	0.22	0.22	0.22	0.02	0.00	0.02
Crit Moves:	****				****		****					****

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	370	1496	134	0	805	158	0	0	0	300	69	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:	370	1496	134	0	805	158	0	0	0	300	69	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1496	134	0	805	158	0	0	0	300	69	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	389	1573	141	0	846	166	0	0	0	315	73	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1573	141	0	846	166	0	0	0	315	73	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	1573	141	0	846	166	0	0	0	315	73	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.84	0.16	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.64	0.36
Final Sat.:	3200	2937	263	1600	3200	1600	0	0	0	3200	1022	578
Capacity Analysis Module:												
Vol/Sat:	0.12	0.54	0.54	0.00	0.26	0.10	0.00	0.00	0.00	0.10	0.07	0.07
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.234
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2 0	0	0 1	0	1 0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1253	19	0	1106	0	275	103	175	5	0	471
Growth Adj:	1.00	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	1253	19	0	1106	0	275	103	175	5	0	471
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1253	19	0	1106	0	275	103	175	5	0	471
User Adj:	1.00	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:	0	1334	20	0	1178	0	293	110	186	5	0	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1334	20	0	1178	0	293	110	186	5	0	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1334	20	0	1178	0	293	110	186	5	0	502
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.97	0.03	0.00	2.00	0.00	1.00	0.37	0.63	0.02	0.00	1.98
Final Sat.:	1600	3152	48	0	3200	0	1591	596	1013	34	0	3166
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.00	0.37	0.00	0.18	0.18	0.18	0.16	0.00	0.16
Crit Moves:		****			****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Orange Grove/MIssion

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			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	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	137	0	249	328	273	0	0	257	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:	0	0	0	137	0	249	328	273	0	0	257	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	137	0	249	328	273	0	0	257	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	161	0	293	385	321	0	0	302	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	161	0	293	385	321	0	0	302	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	161	0	293	385	321	0	0	302	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.06	0.00	1.94	1.00	2.00	0.00	0.00	1.43	0.57
Final Sat.:	0	0	0	1704	0	3096	1600	3200	0	0	2291	909
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.24	0.10	0.00	0.00	0.13	0.13
Crit Moves:				****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Meridian/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	49	103	10	12	65	6	4	274	57	2	266	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:	49	103	10	12	65	6	4	274	57	2	266	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	103	10	12	65	6	4	274	57	2	266	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	62	130	13	15	82	8	5	346	72	3	336	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	130	13	15	82	8	5	346	72	3	336	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	1.00	1.00	1.00
FinalVolume:	62	130	13	15	82	8	5	346	72	3	336	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.30	0.64	0.06	0.14	0.79	0.07	0.02	1.64	0.34	0.01	1.77	0.22
Final Sat.:	484	1017	99	231	1253	116	38	2617	544	21	2828	351
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.01	0.07	0.07	0.00	0.13	0.13	0.00	0.12	0.12
Crit Moves:		****		****				****		****		

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #7 DIamond/Mission
******************************************************************************
Average Delay (sec/veh):      1.5       Worst Case Level Of Service: B[ 11.1]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    3    58     0    0     0     6  286     7    12  282     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:   20    3    58     0    0     0     6  286     7    12  282     3
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20    3    58     0    0     0     6  286     7    12  282     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:    23    3    66     0    0     0     7  326     8    14  322     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   23    3    66     0    0     0     7  326     8    14  322     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  532  696   167  xxxx xxxx xxxxx   325 xxxx xxxxx   334 xxxx xxxxx
Potent Cap.:  482  368   854  xxxx xxxx xxxxx  1246 xxxx xxxxx  1237 xxxx xxxxx
Move Cap.:    476  362   854  xxxx xxxx xxxxx  1246 xxxx xxxxx  1237 xxxx xxxxx
Volume/Cap:  0.05 0.01  0.08  xxxx xxxx  xxxx  0.01 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 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  685 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 11.1 xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   7.9 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     A    *     *     A    *     *
ApproachDel:      11.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Fairview/Mission
********************************************************************************
Average Delay (sec/veh):      1.5       Worst Case Level Of Service: C[ 15.0]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    2    10     8   20    11    23  299    27    23  287    20
Growth Adj:  1.00 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    2    10     8   20    11    23  299    27    23  287    20
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    3    2    10     8   20    11    23  299    27    23  287    20
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     3    2    11     9   22    12    25  325    29    25  312    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    2    11     9   22    12    25  325    29    25  312    22
------------|---------------||---------------||---------------||---------------|
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:  606  773   177   586  776   167   333 xxxx xxxxx   354 xxxx xxxxx
Potent Cap.:  385  332   842   398  331   855  1237 xxxx xxxxx  1216 xxxx xxxxx
Move Cap.:    349  319   842   379  317   855  1237 xxxx xxxxx  1216 xxxx xxxxx
Volume/Cap:  0.01 0.01  0.01  0.02 0.07  0.01  0.02 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  561 xxxxx  xxxx  402 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx  0.4 xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 11.6 xxxxx xxxxx 15.0 xxxxx   8.0 xxxx xxxxx   8.0 xxxx xxxxx
Shared LOS:     *    B     *     *    C     *     A    *     *     A    *     *
ApproachDel:      11.6             15.0           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Fremont/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	76	635	30	59	519	18	51	193	71	26	234	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:	76	635	30	59	519	18	51	193	71	26	234	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	635	30	59	519	18	51	193	71	26	234	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	79	659	31	61	539	19	53	200	74	27	243	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	659	31	61	539	19	53	200	74	27	243	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	659	31	61	539	19	53	200	74	27	243	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.46	0.54	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2339	861	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.02	0.04	0.34	0.01	0.03	0.09	0.09	0.02	0.15	0.06
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Fair Oaks/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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			Prot+Permit			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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	81	916	8	106	1023	50	58	169	73	24	260	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	916	8	106	1023	50	58	169	73	24	260	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	916	8	106	1023	50	58	169	73	24	260	182
User Adj:	1.00	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:	89	1002	9	116	1119	55	63	185	80	26	284	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1002	9	116	1119	55	63	185	80	26	284	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1002	9	116	1119	55	63	185	80	26	284	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.98	0.02	1.00	1.91	0.09	1.00	0.70	0.30	1.00	0.59	0.41
Final Sat.:	1600	3172	28	1600	3051	149	1600	1117	483	1600	941	659
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.07	0.37	0.37	0.04	0.17	0.17	0.02	0.30	0.30
Crit Moves:	****				****		****				****	

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

Intersection #11 Meridian/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0	Average Delay (sec/veh):	12.4
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	103	131	51	7	111	5	3	125	133	21	135	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:	103	131	51	7	111	5	3	125	133	21	135	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	131	51	7	111	5	3	125	133	21	135	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	119	152	59	8	129	6	3	145	154	24	156	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	152	59	8	129	6	3	145	154	24	156	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	152	59	8	129	6	3	145	154	24	156	41
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:	0.36	0.46	0.18	0.06	0.90	0.04	0.01	0.48	0.51	0.11	0.71	0.18
Final Sat.:	225	286	111	32	502	23	7	308	328	66	422	109
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.26	0.26	0.26	0.47	0.47	0.47	0.37	0.37	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	13.8	13.8	13.8	10.5	10.5	10.5	12.3	12.3	12.3	11.4	11.4	11.4
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:	13.8	13.8	13.8	10.5	10.5	10.5	12.3	12.3	12.3	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	13.8			10.5			12.3			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.8			10.5			12.3			11.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.9	0.9	0.9	0.3	0.3	0.3	0.7	0.7	0.7	0.5	0.5	0.5

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	0	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	52	59	33	7	0	21	18	162	0	0	116	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:	52	59	33	7	0	21	18	162	0	0	116	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	59	33	7	0	21	18	162	0	0	116	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	62	70	39	8	0	25	22	194	0	0	139	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	70	39	8	0	25	22	194	0	0	139	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	70	39	8	0	25	22	194	0	0	139	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.41	0.23	0.25	0.00	0.75	0.10	0.90	0.00	0.00	0.97	0.03
Final Sat.:	263	298	167	182	0	547	76	683	0	0	723	25
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.05	xxxx	0.05	0.28	0.28	xxxx	xxxx	0.19	0.19
Crit Moves:	****					****		****			****	
Delay/Veh:	9.0	9.0	9.0	7.7	0.0	7.7	9.3	9.3	0.0	0.0	8.6	8.6
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:	9.0	9.0	9.0	7.7	0.0	7.7	9.3	9.3	0.0	0.0	8.6	8.6
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	9.0			7.7			9.3			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			7.7			9.3			8.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.4	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	0	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	13	30	9	17	152	30	11	109	16
Growth Adj:	1.00	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	13	30	9	17	152	30	11	109	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	30	9	17	152	30	11	109	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	15	35	10	20	176	35	13	126	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	35	10	20	176	35	13	126	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:	0	0	0	15	35	10	20	176	35	13	126	19
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	0.00	0.00	0.25	0.58	0.17	0.09	0.76	0.15	0.08	0.80	0.12
Final Sat.:	0	0	0	182	421	126	74	658	130	68	673	99
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.08	0.08	0.08	0.27	0.27	0.27	0.19	0.19	0.19
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	8.0	8.0	8.0	8.6	8.6	8.6	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.0	8.0	8.0	8.6	8.6	8.6	8.1	8.1	8.1
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			8.0			8.6			8.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.0			8.6			8.1		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #14 Fremont/El Centro

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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:	43	677	10	20	582	14	23	100	52	11	102	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	677	10	20	582	14	23	100	52	11	102	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	677	10	20	582	14	23	100	52	11	102	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	45	708	10	21	609	15	24	105	54	12	107	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	708	10	21	609	15	24	105	54	12	107	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:	45	708	10	21	609	15	24	105	54	12	107	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.99	0.01	1.00	0.98	0.02	0.13	0.57	0.30	0.07	0.66	0.27
Final Sat.:	1600	1577	23	1600	1562	38	210	914	475	114	1060	426
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.01	0.39	0.39	0.02	0.11	0.11	0.01	0.10	0.10
Crit Moves:		****			****			****			****	

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Meridian/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	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			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	0 1	0 0	1	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	235	231	46	50	194	20	22	849	189	17	708	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	46	50	194	20	22	849	189	17	708	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	231	46	50	194	20	22	849	189	17	708	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	275	270	54	58	227	23	26	993	221	20	828	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	270	54	58	227	23	26	993	221	20	828	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	270	54	58	227	23	26	993	221	20	828	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.50	1.00	0.20	0.80	1.00	0.05	1.95	1.00	0.05	1.95	1.00
Final Sat.:	807	793	1600	328	1272	1600	81	3119	1600	75	3125	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.03	0.04	0.18	0.01	0.02	0.32	0.14	0.01	0.26	0.02
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #16 Diamond/Monterey

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	101	77	39	6	28	9	11	752	188	20	631	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:	101	77	39	6	28	9	11	752	188	20	631	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	77	39	6	28	9	11	752	188	20	631	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	132	100	51	8	36	12	14	979	245	26	822	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	100	51	8	36	12	14	979	245	26	822	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	100	51	8	36	12	14	979	245	26	822	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.47	0.35	0.18	0.14	0.65	0.21	0.03	1.97	1.00	0.06	1.94	1.00
Final Sat.:	745	568	288	223	1042	335	46	3154	1600	98	3102	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.00	0.03	0.03	0.01	0.31	0.15	0.02	0.26	0.01
Crit Moves:		****		****				****		****		

****

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                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Fairview/Monterey
********************************************************************************
Average Delay (sec/veh):      0.2       Worst Case Level Of Service: C[ 15.2]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     5    0    15     4  809     0     0  682     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:    0    0     0     5    0    15     4  809     0     0  682     4
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     5    0    15     4  809     0     0  682     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:     0    0     0     6    0    17     4  910     0     0  767     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     6    0    17     4  910     0     0  767     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1233 1688   386   772 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   172   95   618   852 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   171   94   618   852 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.03 0.00  0.03  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 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  374 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.2 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 15.2 xxxxx   9.2 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             15.2           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fremont/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	169	624	50	58	529	29	75	567	191	56	505	60
Growth Adj:	1.00	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	624	50	58	529	29	75	567	191	56	505	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	624	50	58	529	29	75	567	191	56	505	60
User Adj:	1.00	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:	181	668	54	62	566	31	80	607	204	60	541	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	668	54	62	566	31	80	607	204	60	541	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	668	54	62	566	31	80	607	204	60	541	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.50	0.50	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2394	806	1600	2860	340
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.03	0.04	0.35	0.02	0.05	0.25	0.25	0.04	0.19	0.19
Crit Moves:	****				****			****		****		

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                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #101 Diamond/Residential Dwy
********************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
********************************************************************************
Street Name:             Diamond                        Residential
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  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   81     0     0   28     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   81     0     0   28     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   81     0     0   28     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:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:     0   92     0     0   32     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   92     0     0   32     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   124  124    92
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   875  770   970
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   875  770   970
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 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           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
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                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #102 Fairview/Commercial Dwy
********************************************************************************
Average Delay (sec/veh):      0.9       Worst Case Level Of Service: A[  7.5]
********************************************************************************
Street Name:             Fairview                        Commercial Dwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20   33     0     0   70    40     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:   20   33     0     0   70    40     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20   33     0     0   70    40     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:     0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86
PHF Volume:    23   38     0     0   81    46     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   23   38     0     0   81    46     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  127 xxxx xxxxx  xxxx xxxx xxxxx   189  189   104  xxxx xxxx xxxxx
Potent Cap.: 1471 xxxx xxxxx  xxxx xxxx xxxxx   805  710   956  xxxx xxxx xxxxx
Move Cap.:   1471 xxxx xxxxx  xxxx xxxx xxxxx   795  698   956  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.00 0.00  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 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 xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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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 Orange Grove/110 WB	C	28.0	0.993	C	28.0	0.993	+ 0.000 D/V
# 2 Orange Grove/110 EB	C	22.4	0.472	C	22.4	0.472	+ 0.000 D/V
# 3 Fair Oaks/110 WB	B	16.4	0.645	B	16.4	0.645	+ 0.000 D/V
# 4 Fair Oaks/110 EB	F	118.6	1.151	F	118.6	1.151	+ 0.000 D/V

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

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	10	Average Delay (sec/veh):	28.0
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			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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	880	0	0	279	1181	0	0	0	43	0	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:	149	880	0	0	279	1181	0	0	0	43	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	880	0	0	279	1181	0	0	0	43	0	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	156	920	0	0	292	1234	0	0	0	45	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	920	0	0	292	1234	0	0	0	45	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	920	0	0	292	1234	0	0	0	45	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	1805	3610	0	0	1900	1615	0	0	0	1027	0	716
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.00	0.00	0.15	0.76	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****					****						****
Green/Cycle:	0.09	0.86	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.04	0.00	0.04
Volume/Cap:	0.99	0.30	0.00	0.00	0.20	0.99	0.00	0.00	0.00	0.99	0.00	0.99
Uniform Del:	45.6	1.4	0.0	0.0	3.1	11.3	0.0	0.0	0.0	47.8	0.0	47.8
IncremntDel:	69.8	0.1	0.0	0.0	0.1	23.9	0.0	0.0	0.0	100.4	0.0	100.4
InitQueuDel:	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	115.5	1.4	0.0	0.0	3.2	35.2	0.0	0.0	0.0	148.2	0.0	148.2
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:	115.5	1.4	0.0	0.0	3.2	35.2	0.0	0.0	0.0	148.2	0.0	148.2
LOS by Move:	F	A	A	A	A	D	A	A	A	F	A	F
HCM2kAvgQ:	6	3	0	0	2	45	0	0	0	5	0	5

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

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

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	10	Average Delay (sec/veh):	22.4
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0 0	1 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	415	117	19	331	0	580	5	68	3	0	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:	0	415	117	19	331	0	580	5	68	3	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	415	117	19	331	0	580	5	68	3	0	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	443	125	20	354	0	620	5	73	3	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	125	20	354	0	620	5	73	3	0	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:	0	443	125	20	354	0	620	5	73	3	0	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.94	0.94	0.94	0.87	1.00	0.87
Lanes:	0.00	1.56	0.44	1.00	1.00	0.00	1.80	0.01	0.19	0.09	0.00	0.91
Final Sat.:	0	2723	768	1805	1900	0	3219	25	335	146	0	1513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.01	0.19	0.00	0.19	0.22	0.22	0.02	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.37	0.37	0.03	0.39	0.00	0.46	0.46	0.46	0.05	0.00	0.05
Volume/Cap:	0.00	0.44	0.44	0.44	0.47	0.00	0.42	0.47	0.47	0.47	0.00	0.47
Uniform Del:	0.0	23.8	23.8	48.0	22.5	0.0	18.1	18.7	18.7	46.5	0.0	46.5
IncremntDel:	0.0	0.2	0.2	6.6	0.5	0.0	0.2	0.2	0.2	4.5	0.0	4.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.0	24.0	54.7	23.0	0.0	18.3	18.9	18.9	51.0	0.0	51.0
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	24.0	24.0	54.7	23.0	0.0	18.3	18.9	18.9	51.0	0.0	51.0
LOS by Move:	A	C	C	D	C	A	B	B	B	D	A	D
HCM2kAvgQ:	0	7	7	1	8	0	7	8	8	2	0	2

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

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

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	16.4
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			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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	370	1496	134	0	805	158	0	0	0	300	69	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:	370	1496	134	0	805	158	0	0	0	300	69	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1496	134	0	805	158	0	0	0	300	69	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	389	1573	141	0	846	166	0	0	0	315	73	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1573	141	0	846	166	0	0	0	315	73	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	1573	141	0	846	166	0	0	0	315	73	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	1.00	0.95	0.85	1.00	1.00	1.00	0.83	0.83	0.83
Lanes:	2.00	1.84	0.16	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.64	0.36
Final Sat.:	3502	3273	293	1900	3610	1615	0	0	0	3168	1012	572
Capacity Analysis Module:												
Vol/Sat:	0.11	0.48	0.48	0.00	0.23	0.10	0.00	0.00	0.00	0.10	0.07	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.75	0.75	0.00	0.51	0.51	0.00	0.00	0.00	0.15	0.15	0.15
Volume/Cap:	0.46	0.64	0.64	0.00	0.46	0.20	0.00	0.00	0.00	0.64	0.46	0.46
Uniform Del:	32.5	6.2	6.2	0.0	16.0	13.6	0.0	0.0	0.0	39.7	38.5	38.5
IncremntDel:	0.4	0.6	0.6	0.0	0.2	0.1	0.0	0.0	0.0	2.2	0.4	0.4
InitQueuDel:	0.0	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	32.9	6.8	6.8	0.0	16.1	13.7	0.0	0.0	0.0	41.9	38.9	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:	32.9	6.8	6.8	0.0	16.1	13.7	0.0	0.0	0.0	41.9	38.9	38.9
LOS by Move:	C	A	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	5	12	12	0	9	3	0	0	0	6	4	4

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

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

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.151
Loss Time (sec):	10	Average Delay (sec/veh):	118.6
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	0 0	2 0	0	0 1	0 1	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1253	19	0	1106	0	275	103	175	5	0	471
Growth Adj:	1.00	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	1253	19	0	1106	0	275	103	175	5	0	471
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1253	19	0	1106	0	275	103	175	5	0	471
User Adj:	1.00	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:	0	1334	20	0	1178	0	293	110	186	5	0	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1334	20	0	1178	0	293	110	186	5	0	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1334	20	0	1178	0	293	110	186	5	0	502
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	1.00	0.88	0.88	0.88	0.85	1.00	0.85
Lanes:	1.00	1.97	0.03	0.00	2.00	0.00	1.00	0.37	0.63	0.02	0.00	1.98
Final Sat.:	1805	3549	54	0	3610	0	1670	625	1063	34	0	3201
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.33	0.00	0.18	0.18	0.18	0.16	0.00	0.16
Crit Moves:		****			****		****			****		
Green/Cycle:	0.00	0.33	0.33	0.00	0.28	0.00	0.15	0.15	0.15	0.14	0.00	0.14
Volume/Cap:	0.00	1.15	1.15	0.00	1.15	0.00	1.15	1.15	1.15	1.15	0.00	1.14
Uniform Del:	0.0	33.7	33.7	0.0	35.8	0.0	42.4	42.4	42.4	43.1	0.0	43.1
IncremntDel:	0.0	78.2	78.2	0.0	79.5	0.0	88.6	88.6	88.6	91.2	0.0	86.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	112	111.8	0.0	115	0.0	131.0	131	131.0	134.4	0.0	129.7
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	112	111.8	0.0	115	0.0	131.0	131	131.0	134.4	0.0	129.7
LOS by Move:	A	F	F	A	F	A	F	F	F	F	A	F
HCM2kAvgQ:	0	37	37	0	30	0	18	18	18	15	0	15

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

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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 Orange Grove/110 WB	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
# 2 Orange Grove/110 EB	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
# 3 Fair Oaks/110 WB	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 4 Fair Oaks/110 EB	F	xxxxx	1.197	F	xxxxx	1.197	+ 0.000 V/C
# 5 Orange Grove/MIssion	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000 V/C
# 6 Meridian/Mission	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 7 DIamond/Mission	C	20.2	0.066	C	20.2	0.066	+ 0.000 D/V
# 8 Fairview/Mission	C	15.1	0.046	C	15.1	0.046	+ 0.000 D/V
# 9 Fremont/Mission	C	xxxxx	0.774	C	xxxxx	0.774	+ 0.000 V/C
# 10 Fair Oaks/Mission	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C
# 11 Meridian/El Centro	A	9.9	0.322	A	9.9	0.322	+ 0.000 V/C
# 12 Diamond/El Centro	A	8.7	0.269	A	8.7	0.269	+ 0.000 V/C
# 13 Fairview/El Centro	A	8.6	0.313	A	8.6	0.313	+ 0.000 V/C
# 14 Fremont/El Centro	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 15 Meridian/Monterey	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 16 Diamond/Monterey	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 17 Fairview/Monterey	B	14.9	0.047	B	14.9	0.047	+ 0.000 D/V
# 18 Fremont/Monterey	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
#101 Diamond/Residential Dwy	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
#102 Fairview/Commercial Dwy	A	9.4	0.052	A	9.4	0.052	+ 0.000 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Orange Grove/110 WB

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	111	1205	0	0	307	638	0	0	0	123	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1205	0	0	307	638	0	0	0	123	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1205	0	0	307	638	0	0	0	123	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	121	1308	0	0	333	693	0	0	0	134	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1308	0	0	333	693	0	0	0	134	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	1308	0	0	333	693	0	0	0	134	0	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1303	0	297
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.00	0.00	0.21	0.43	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****					****						****

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #2 Orange Grove/110 EB
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.771
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61                Level Of Service:                  C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  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  1  0  0    1  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  332    89    30  403     0   963   16   165     4    0    25
Growth Adj:  1.00 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  332    89    30  403     0   963   16   165     4    0    25
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  332    89    30  403     0   963   16   165     4    0    25
User Adj:    1.00 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:     0  355    95    32  431     0  1030   17   176     4    0    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  355    95    32  431     0  1030   17   176     4    0    27
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  355    95    32  431     0  1030   17   176     4    0    27
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
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 1.58  0.42  1.00 1.00  0.00  1.68 0.03  0.29  0.14 0.00  0.86
Final Sat.:     0 2524   676  1600 1600     0  2694   45   462   221    0  1379
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.14  0.02 0.27  0.00  0.38 0.38  0.38  0.02 0.00  0.02
Crit Moves:  ****                ****        ****              ****
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	282	1202	126	8	880	175	0	0	0	297	53	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:	282	1202	126	8	880	175	0	0	0	297	53	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1202	126	8	880	175	0	0	0	297	53	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:	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:	288	1227	129	8	898	179	0	0	0	303	54	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1227	129	8	898	179	0	0	0	303	54	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:	288	1227	129	8	898	179	0	0	0	303	54	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.81	0.19	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.71	0.29
Final Sat.:	3200	2896	304	1600	3200	1600	0	0	0	3200	1131	469
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.42	0.01	0.28	0.11	0.00	0.00	0.00	0.09	0.05	0.05
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #4 Fair Oaks/110 EB

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.197
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2	0 0	0 1	0	1 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	1001	34	0	1176	0	251	350	251	14	0	360
Growth Adj:	1.00	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	1001	34	0	1176	0	251	350	251	14	0	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1001	34	0	1176	0	251	350	251	14	0	360
User Adj:	1.00	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:	0	1022	35	0	1201	0	256	358	256	14	0	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1022	35	0	1201	0	256	358	256	14	0	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1022	35	0	1201	0	256	358	256	14	0	368
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.93	0.07	0.00	2.00	0.00	0.59	0.82	0.59	0.07	0.01	1.92
Final Sat.:	1600	3095	105	0	3200	0	943	1315	943	120	0	3080
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.00	0.38	0.00	0.27	0.27	0.27	0.12	0.00	0.12
Crit Moves:		****			****			****		****		

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #5 Orange Grove/MIssion

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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:	Split Phase			Split Phase			Permitted			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	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	195	0	271	268	307	0	0	291	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	195	0	271	268	307	0	0	291	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	271	268	307	0	0	291	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	206	0	287	284	325	0	0	308	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	206	0	287	284	325	0	0	308	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	0	0	206	0	287	284	325	0	0	308	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.25	0.01	1.74	1.00	2.00	0.00	0.00	1.50	0.50
Final Sat.:	0	0	0	2009	0	2791	1600	3200	0	0	2400	800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.18	0.10	0.00	0.00	0.13	0.13
Crit Moves:						****	****			****		

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Meridian/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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
Y+R:	4.0	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! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	64	19	24	81	9	1	456	71	5	282	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:	34	64	19	24	81	9	1	456	71	5	282	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	64	19	24	81	9	1	456	71	5	282	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	36	68	20	26	87	10	1	487	76	5	301	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	68	20	26	87	10	1	487	76	5	301	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	68	20	26	87	10	1	487	76	5	301	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.29	0.55	0.16	0.21	0.71	0.08	0.01	1.72	0.27	0.03	1.79	0.18
Final Sat.:	465	875	260	337	1137	126	6	2764	430	51	2856	294
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.02	0.08	0.08	0.00	0.18	0.18	0.00	0.11	0.11
Crit Moves:	****				****			****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #7 DIamond/Mission
******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: C[ 20.2]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1  0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15    1    36     0    1     0     0  480    21    23  304     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:   15    1    36     0    1     0     0  480    21    23  304     2
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15    1    36     0    1     0     0  480    21    23  304     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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:    18    1    42     0    1     0     0  563    25    27  357     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   18    1    42     0    1     0     0  563    25    27  357     2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9 xxxxx  6.5 xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx  4.0 xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  809  989   294  xxxx 1000 xxxxx  xxxx xxxx xxxxx   588 xxxx xxxxx
Potent Cap.:  276  249   708  xxxx  245 xxxxx  xxxx xxxx xxxxx   997 xxxx xxxxx
Move Cap.:    269  242   708  xxxx  238 xxxxx  xxxx xxxx xxxxx   997 xxxx xxxxx
Volume/Cap:  0.07 0.00  0.06  xxxx 0.00  xxxx  xxxx xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx  0.0 xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx 20.2 xxxxx xxxxx xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *     *     *    C     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  469 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 13.8 xxxxx xxxxx xxxx xxxxx   7.2 xxxx xxxxx   8.7 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     A    *     *     A    *     *
ApproachDel:      13.8             20.2           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #8 Fairview/Mission
******************************************************************************
Average Delay (sec/veh):      1.4       Worst Case Level Of Service: C[ 15.1]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6    6    21     8   10    17    18  466    32    23  303    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:    6    6    21     8   10    17    18  466    32    23  303    32
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6    6    21     8   10    17    18  466    32    23  303    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
PHF Volume:     7    7    23     9   11    19    20  513    35    25  333    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7    7    23     9   11    19    20  513    35    25  333    35
------------|---------------||---------------||---------------||---------------|
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:  793  989   274   701  989   184   369 xxxx xxxxx   548 xxxx xxxxx
Potent Cap.:  283  249   730   329  249   833  1201 xxxx xxxxx  1032 xxxx xxxxx
Move Cap.:    258  238   730   302  238   833  1201 xxxx xxxxx  1032 xxxx xxxxx
Volume/Cap:  0.03 0.03  0.03  0.03 0.05  0.02  0.02 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx   8.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  428 xxxxx  xxxx  394 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.3 xxxxx xxxxx  0.3 xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 14.2 xxxxx xxxxx 15.1 xxxxx   8.0 xxxx xxxxx   8.6 xxxx xxxxx
Shared LOS:     *    B     *     *    C     *     A    *     *     A    *     *
ApproachDel:      14.2             15.1           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Fremont/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	83	610	29	88	599	15	46	345	95	62	275	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	610	29	88	599	15	46	345	95	62	275	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	610	29	88	599	15	46	345	95	62	275	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	646	31	93	634	16	49	365	101	66	291	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	646	31	93	634	16	49	365	101	66	291	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	646	31	93	634	16	49	365	101	66	291	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2509	691	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.02	0.06	0.40	0.01	0.03	0.15	0.15	0.04	0.18	0.04
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Fair Oaks/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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			Prot+Permit			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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	791	27	147	1104	80	119	264	82	48	194	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:	76	791	27	147	1104	80	119	264	82	48	194	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	791	27	147	1104	80	119	264	82	48	194	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	78	810	28	151	1131	82	122	270	84	49	199	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	810	28	151	1131	82	122	270	84	49	199	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:	78	810	28	151	1131	82	122	270	84	49	199	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.93	0.07	1.00	1.86	0.14	1.00	0.76	0.24	1.00	0.63	0.37
Final Sat.:	1600	3094	106	1600	2984	216	1600	1221	379	1600	1008	592
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.09	0.38	0.38	0.08	0.22	0.22	0.03	0.20	0.20
Crit Moves:	****				****		****				****	

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

Intersection #11 Meridian/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	68	99	34	18	129	5	6	108	88	37	106	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	99	34	18	129	5	6	108	88	37	106	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	99	34	18	129	5	6	108	88	37	106	28
User Adj:	1.00	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:	73	106	36	19	138	5	6	115	94	40	113	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	106	36	19	138	5	6	115	94	40	113	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	106	36	19	138	5	6	115	94	40	113	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.49	0.17	0.12	0.85	0.03	0.03	0.53	0.44	0.22	0.62	0.16
Final Sat.:	226	328	113	77	549	21	21	372	303	143	410	108
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.25	0.25	0.25	0.31	0.31	0.31	0.28	0.28	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	10.2	10.2	9.7	9.7	9.7	9.8	9.8	9.8	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	9.7	9.7	9.7	9.8	9.8	9.8	9.8	9.8	9.8
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.2			9.7			9.8			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			9.7			9.8			9.8		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	37	34	62	23	0	29	13	158	0	0	106	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:	37	34	62	23	0	29	13	158	0	0	106	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	34	62	23	0	29	13	158	0	0	106	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	44	41	74	27	0	35	16	189	0	0	126	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	41	74	27	0	35	16	189	0	0	126	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	41	74	27	0	35	16	189	0	0	126	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.25	0.47	0.44	0.00	0.56	0.08	0.92	0.00	0.00	0.96	0.04
Final Sat.:	209	192	351	321	0	405	58	700	0	0	717	27
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.09	xxxx	0.09	0.27	0.27	xxxx	xxxx	0.18	0.18
Crit Moves:	****			****			****					****
Delay/Veh:	8.6	8.6	8.6	8.0	0.0	8.0	9.2	9.2	0.0	0.0	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.0	0.0	8.0	9.2	9.2	0.0	0.0	8.5	8.5
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	8.6			8.0			9.2			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.0			9.2			8.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
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 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	22	39	9	18	190	35	15	100	16
Growth Adj:	1.00	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	22	39	9	18	190	35	15	100	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	39	9	18	190	35	15	100	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	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	24	43	10	20	209	38	16	110	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	43	10	20	209	38	16	110	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:	0	0	0	24	43	10	20	209	38	16	110	18
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	0.00	0.00	0.31	0.56	0.13	0.07	0.79	0.14	0.11	0.77	0.12
Final Sat.:	0	0	0	224	397	92	63	666	123	94	626	100
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.11	0.11	0.11	0.31	0.31	0.31	0.18	0.18	0.18
Crit Moves:					****			****				****
Delay/Veh:	0.0	0.0	0.0	8.2	8.2	8.2	9.0	9.0	9.0	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.2	8.2	8.2	9.0	9.0	9.0	8.2	8.2	8.2
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx				8.2			9.0			8.2	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.2			9.0			8.2	
LOS by Appr:	*				A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Fremont/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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			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:	31	675	31	29	700	24	16	154	54	32	86	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:	31	675	31	29	700	24	16	154	54	32	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	675	31	29	700	24	16	154	54	32	86	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:	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:	35	757	35	33	785	27	18	173	61	36	96	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	757	35	33	785	27	18	173	61	36	96	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	757	35	33	785	27	18	173	61	36	96	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.97	0.03	0.07	0.69	0.24	0.21	0.55	0.24
Final Sat.:	1600	1530	70	1600	1547	53	114	1100	386	330	888	382
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.02	0.51	0.51	0.01	0.16	0.16	0.02	0.11	0.11
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Meridian/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	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
Y+R:	4.0	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 1	0 0	1	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	189	164	52	39	192	27	12	773	187	29	803	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:	189	164	52	39	192	27	12	773	187	29	803	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	164	52	39	192	27	12	773	187	29	803	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	199	173	55	41	202	28	13	815	197	31	846	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	173	55	41	202	28	13	815	197	31	846	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:	199	173	55	41	202	28	13	815	197	31	846	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.54	0.46	1.00	0.17	0.83	1.00	0.03	1.97	1.00	0.07	1.93	1.00
Final Sat.:	857	743	1600	270	1330	1600	49	3151	1600	112	3088	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.03	0.03	0.15	0.02	0.01	0.26	0.12	0.02	0.27	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #16 Diamond/Monterey

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	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
Y+R:	4.0	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! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	46	31	17	12	10	19	8	815	48	18	788	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	31	17	12	10	19	8	815	48	18	788	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	31	17	12	10	19	8	815	48	18	788	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	46	31	17	12	10	19	8	823	48	18	796	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	31	17	12	10	19	8	823	48	18	796	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	31	17	12	10	19	8	823	48	18	796	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.49	0.33	0.18	0.29	0.24	0.47	0.02	1.98	1.00	0.04	1.96	1.00
Final Sat.:	783	528	289	468	390	741	31	3169	1600	71	3129	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.03	0.03	0.01	0.26	0.03	0.01	0.25	0.01
Crit Moves:		****		****				****		****		

****

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                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Fairview/Monterey
********************************************************************************
Average Delay (sec/veh):      0.3       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:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     5    0    26     9  834     0     3  806     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     5    0    26     9  834     0     3  806     7
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     5    0    26     9  834     0     3  806     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     0    0     0     5    0    27     9  879     0     3  849     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     5    0    27     9  879     0     3  849     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1318 1757   428   857 xxxx xxxxx   879 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   151   86   580   792 xxxx xxxxx   777 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   150   84   580   792 xxxx xxxxx   777 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.04 0.00  0.05  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.6 xxxx xxxxx   9.7 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  396 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 14.9 xxxxx   9.6 xxxx xxxxx   9.7 xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     A    *     *     A    *     *
ApproachDel:    xxxxxx             14.9           xxxxxx           xxxxxx
ApproachLOS:         *               B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #18 Fremont/Monterey

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	156	641	44	91	612	43	62	573	191	53	604	49
Growth Adj:	1.00	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	641	44	91	612	43	62	573	191	53	604	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	641	44	91	612	43	62	573	191	53	604	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	158	651	45	92	621	44	63	582	194	54	613	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	651	45	92	621	44	63	582	194	54	613	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:	158	651	45	92	621	44	63	582	194	54	613	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.50	0.50	1.00	1.85	0.15
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2400	800	1600	2960	240
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.03	0.06	0.39	0.03	0.04	0.24	0.24	0.03	0.21	0.21
Crit Moves:	****				****			****		****		

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                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #101 Diamond/Residential Dwy
********************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
********************************************************************************
Street Name:             Diamond                        Residential
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  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   51     0     0   52     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   51     0     0   52     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   51     0     0   52     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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:     0   60     0     0   61     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   60     0     0   61     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   121  121    60
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   879  773  1011
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   879  773  1011
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 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           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #102 Fairview/Commercial Dwy
******************************************************************************
Average Delay (sec/veh):      2.9       Worst Case Level Of Service: A[  9.4]
******************************************************************************
Street Name:             Fairview                      Commercial Dwy
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  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   70     0     0   65     0    40    0    20     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   70     0     0   65     0    40    0    20     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   70     0     0   65     0    40    0    20     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.91 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   77     0     0   71     0    44    0    22     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   77     0     0   71     0    44    0    22     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx   148  148    71  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   848  747   997  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   848  747   997  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.05 0.00  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  893 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.4 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.4           xxxxxx
ApproachLOS:         *                *                 A                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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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
# 1 Orange Grove/110 WB	B	11.7	0.653	B	11.7	0.653	+ 0.000
# 2 Orange Grove/110 EB	C	24.0	0.714	C	24.0	0.714	+ 0.000
# 3 Fair Oaks/110 WB	B	16.1	0.535	B	16.1	0.535	+ 0.000
# 4 Fair Oaks/110 EB	F	104.8	1.117	F	104.8	1.117	+ 0.000

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

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	10	Average Delay (sec/veh):	11.7
Optimal Cycle:	49	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	111	1205	0	0	307	638	0	0	0	123	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1205	0	0	307	638	0	0	0	123	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1205	0	0	307	638	0	0	0	123	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	121	1308	0	0	333	693	0	0	0	134	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1308	0	0	333	693	0	0	0	134	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	1308	0	0	333	693	0	0	0	134	0	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	1805	3610	0	0	1900	1615	0	0	0	1450	0	330
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.00	0.00	0.18	0.43	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****					****				****		
Green/Cycle:	0.10	0.76	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.65	0.48	0.00	0.00	0.27	0.65	0.00	0.00	0.00	0.65	0.00	0.65
Uniform Del:	43.2	4.6	0.0	0.0	7.1	10.3	0.0	0.0	0.0	40.6	0.0	40.6
IncremntDel:	8.1	0.1	0.0	0.0	0.1	1.5	0.0	0.0	0.0	6.0	0.0	6.0
InitQueuDel:	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	51.3	4.7	0.0	0.0	7.3	11.8	0.0	0.0	0.0	46.7	0.0	46.7
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:	51.3	4.7	0.0	0.0	7.3	11.8	0.0	0.0	0.0	46.7	0.0	46.7
LOS by Move:	D	A	A	A	A	B	A	A	A	D	A	D
HCM2kAvgQ:	4	8	0	0	4	13	0	0	0	6	0	6

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

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

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	10	Average Delay (sec/veh):	24.0
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0 0	1 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	332	89	30	403	0	963	16	165	4	0	25
Growth Adj:	1.00	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	332	89	30	403	0	963	16	165	4	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	332	89	30	403	0	963	16	165	4	0	25
User Adj:	1.00	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:	0	355	95	32	431	0	1030	17	176	4	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	95	32	431	0	1030	17	176	4	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	355	95	32	431	0	1030	17	176	4	0	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.94	0.94	0.94	0.88	1.00	0.88
Lanes:	0.00	1.58	0.42	1.00	1.00	0.00	1.73	0.02	0.25	0.14	0.00	0.86
Final Sat.:	0	2756	739	1805	1900	0	3080	43	444	230	0	1438
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.02	0.23	0.00	0.33	0.40	0.40	0.02	0.00	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.00	0.28	0.28	0.04	0.32	0.00	0.56	0.56	0.56	0.03	0.00	0.03
Volume/Cap:	0.00	0.46	0.46	0.46	0.71	0.00	0.60	0.71	0.71	0.71	0.00	0.71
Uniform Del:	0.0	29.8	29.8	47.1	30.1	0.0	14.8	16.3	16.3	48.3	0.0	48.3
IncremntDel:	0.0	0.3	0.3	4.8	4.0	0.0	0.5	1.5	1.5	43.3	0.0	43.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	30.2	30.2	51.8	34.1	0.0	15.3	17.8	17.8	91.7	0.0	91.7
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	30.2	30.2	51.8	34.1	0.0	15.3	17.8	17.8	91.7	0.0	91.7
LOS by Move:	A	C	C	D	C	A	B	B	B	F	A	F
HCM2kAvgQ:	0	6	6	1	12	0	13	17	17	2	0	2

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

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

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	10	Average Delay (sec/veh):	16.1
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:	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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	282	1202	126	8	880	175	0	0	0	297	53	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:	282	1202	126	8	880	175	0	0	0	297	53	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1202	126	8	880	175	0	0	0	297	53	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:	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:	288	1227	129	8	898	179	0	0	0	303	54	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1227	129	8	898	179	0	0	0	303	54	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:	288	1227	129	8	898	179	0	0	0	303	54	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	1.00	1.00	1.00	0.83	0.83	0.83
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.71	0.29
Final Sat.:	3502	3222	338	1805	3610	1615	0	0	0	3148	1112	462
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.38	0.00	0.25	0.11	0.00	0.00	0.00	0.10	0.05	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.18	0.71	0.71	0.01	0.54	0.54	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.46	0.53	0.53	0.53	0.46	0.20	0.00	0.00	0.00	0.53	0.27	0.27
Uniform Del:	36.7	6.7	6.7	49.4	14.0	11.8	0.0	0.0	0.0	37.2	35.3	35.3
IncremntDel:	0.5	0.2	0.2	32.4	0.2	0.1	0.0	0.0	0.0	0.8	0.1	0.1
InitQueuDel:	0.0	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.3	6.9	6.9	81.8	14.2	11.9	0.0	0.0	0.0	38.0	35.4	35.4
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:	37.3	6.9	6.9	81.8	14.2	11.9	0.0	0.0	0.0	38.0	35.4	35.4
LOS by Move:	D	A	A	F	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	9	9	1	9	3	0	0	0	5	2	2

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

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

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.117
Loss Time (sec):	10	Average Delay (sec/veh):	104.8
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	0 0	2 0	0	0 1	0 1	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1001	34	0	1176	0	251	350	251	14	0	360
Growth Adj:	1.00	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	1001	34	0	1176	0	251	350	251	14	0	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1001	34	0	1176	0	251	350	251	14	0	360
User Adj:	1.00	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:	0	1022	35	0	1201	0	256	358	256	14	0	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1022	35	0	1201	0	256	358	256	14	0	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1022	35	0	1201	0	256	358	256	14	0	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	1.00	0.89	0.89	0.89	0.85	1.00	0.85
Lanes:	1.00	1.93	0.07	0.00	2.00	0.00	0.59	0.82	0.59	0.07	0.00	1.93
Final Sat.:	1805	3474	118	0	3610	0	1001	1396	1001	117	0	3129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.33	0.00	0.26	0.26	0.26	0.12	0.00	0.12
Crit Moves:		****			****		****			****		
Green/Cycle:	0.00	0.26	0.26	0.00	0.30	0.00	0.23	0.23	0.23	0.11	0.00	0.11
Volume/Cap:	0.00	1.12	1.12	0.00	1.12	0.00	1.12	1.12	1.12	1.12	0.00	1.08
Uniform Del:	0.0	36.8	36.8	0.0	35.1	0.0	38.5	38.5	38.5	44.5	0.0	44.5
IncremntDel:	0.0	66.9	66.9	0.0	65.4	0.0	69.3	69.3	69.3	84.1	0.0	69.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	104	103.7	0.0	101	0.0	107.9	108	107.9	128.6	0.0	113.7
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	104	103.7	0.0	101	0.0	107.9	108	107.9	128.6	0.0	113.7
LOS by Move:	A	F	F	A	F	A	F	F	F	F	A	F
HCM2kAvgQ:	0	28	28	0	29	0	24	24	24	12	0	11

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.021
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	880	0	0	279	1181	0	0	0	43	0	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:	149	880	0	0	279	1181	0	0	0	43	0	30
Added Vol:	8	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	881	0	0	280	1181	0	0	0	43	0	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	164	921	0	0	293	1234	0	0	0	45	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	921	0	0	293	1234	0	0	0	45	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	921	0	0	293	1234	0	0	0	45	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	942	0	658
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.00	0.00	0.18	0.77	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****					****						****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	10	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			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:	0 0	1 1	0	1 0	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	415	117	19	331	0	580	5	68	3	0	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:	0	415	117	19	331	0	580	5	68	3	0	31
Added Vol:	0	8	0	0	1	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	423	117	19	332	0	580	5	71	3	0	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	452	125	20	355	0	620	5	76	3	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	452	125	20	355	0	620	5	76	3	0	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:	0	452	125	20	355	0	620	5	76	3	0	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.57	0.43	1.00	1.00	0.00	1.77	0.01	0.22	0.09	xxxx	0.91
Final Sat.:	0	2507	693	1600	1600	0	2829	24	346	141	0	1459
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.01	0.22	0.00	0.22	0.22	0.22	0.02	0.00	0.02
Crit Moves:	****				****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	370	1496	134	0	805	158	0	0	0	300	69	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:	370	1496	134	0	805	158	0	0	0	300	69	39
Added Vol:	0	4	1	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1500	135	0	806	158	0	0	0	301	69	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	389	1577	142	0	848	166	0	0	0	317	73	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1577	142	0	848	166	0	0	0	317	73	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	1577	142	0	848	166	0	0	0	317	73	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.83	0.17	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.64	0.36
Final Sat.:	3200	2936	264	1600	3200	1600	0	0	0	3200	1022	578
Capacity Analysis Module:												
Vol/Sat:	0.12	0.54	0.54	0.00	0.26	0.10	0.00	0.00	0.00	0.10	0.07	0.07
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.236
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2	0 0	0 1	0	1 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	1253	19	0	1106	0	275	103	175	5	0	471
Growth Adj:	1.00	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	1253	19	0	1106	0	275	103	175	5	0	471
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1257	19	0	1108	0	275	103	175	5	0	471
User Adj:	1.00	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:	0	1339	20	0	1180	0	293	110	186	5	0	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1339	20	0	1180	0	293	110	186	5	0	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	20	0	1180	0	293	110	186	5	0	502
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.97	0.03	0.00	2.00	0.00	1.00	0.37	0.63	0.02	0.00	1.98
Final Sat.:	1600	3152	48	0	3200	0	1591	596	1013	34	0	3166
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.00	0.37	0.00	0.18	0.18	0.18	0.16	0.00	0.16
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Orange Grove/MIssion

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	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:	Split Phase			Split Phase			Permitted			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	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	137	0	249	328	273	0	0	257	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:	0	0	0	137	0	249	328	273	0	0	257	102
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	140	0	249	328	273	0	0	257	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	165	0	293	385	321	0	0	302	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	293	385	321	0	0	302	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	165	0	293	385	321	0	0	302	129
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.07	0.01	1.92	1.00	2.00	0.00	0.00	1.40	0.60
Final Sat.:	0	0	0	1728	0	3072	1600	3200	0	0	2241	959
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.24	0.10	0.00	0.00	0.13	0.13
Crit Moves:						****	****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Meridian/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	49	103	10	12	65	6	4	274	57	2	266	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:	49	103	10	12	65	6	4	274	57	2	266	33
Added Vol:	0	0	0	0	0	0	0	3	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	103	10	12	65	6	4	277	57	2	274	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	62	130	13	15	82	8	5	350	72	3	346	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	130	13	15	82	8	5	350	72	3	346	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	1.00	1.00	1.00
FinalVolume:	62	130	13	15	82	8	5	350	72	3	346	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.30	0.64	0.06	0.14	0.79	0.07	0.02	1.64	0.34	0.01	1.78	0.21
Final Sat.:	484	1017	99	231	1253	116	38	2622	540	21	2838	342
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.01	0.07	0.07	0.00	0.13	0.13	0.00	0.12	0.12
Crit Moves:		****		****				****		****		

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #7 DIamond/Mission
********************************************************************************
Average Delay (sec/veh):      1.8       Worst Case Level Of Service: B[ 11.4]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    3    58     0    0     0     6  286     7    12  282     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:   20    3    58     0    0     0     6  286     7    12  282     3
Added Vol:      7    0     9     0    0     0     0    2     2     2    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27    3    67     0    0     0     6  288     9    14  283     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:    31    3    76     0    0     0     7  328    10    16  323     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   31    3    76     0    0     0     7  328    10    16  323     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  540  705   169  xxxx xxxx xxxxx   326 xxxx xxxxx   339 xxxx xxxxx
Potent Cap.:  476  363   851  xxxx xxxx xxxxx  1245 xxxx xxxxx  1232 xxxx xxxxx
Move Cap.:    470  357   851  xxxx xxxx xxxxx  1245 xxxx xxxxx  1232 xxxx xxxxx
Volume/Cap:  0.07 0.01  0.09  xxxx xxxx  xxxx  0.01 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  671 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 11.4 xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   8.0 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     A    *     *     A    *     *
ApproachDel:      11.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Fairview/Mission

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[15.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	3	2	10		8	20	11		23	299	27		23	287	20	
Growth Adj:	1.00	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	2	10		8	20	11		23	299	27		23	287	20	
Added Vol:	1	0	2		0	0	0		0	9	2		3	2	0	
PasserByVol:	0	0	0		0	0	0		0	-10	10		11	-11	0	
Initial Fut:	4	2	12		8	20	11		23	298	39		37	278	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	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	2	13		9	22	12		25	324	42		40	302	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	4	2	13		9	22	12		25	324	42		40	302	22	
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:	637	799	183		606	809	162		324	xxxx	xxxxx		366	xxxx	xxxxx	
Potent Cap.:	366	321	834		385	317	861		1248	xxxx	xxxxx		1204	xxxx	xxxxx	
Move Cap.:	327	303	834		361	299	861		1248	xxxx	xxxxx		1204	xxxx	xxxxx	
Volume/Cap:	0.01	0.01	0.02		0.02	0.07	0.01		0.02	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		8.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	542	xxxxx		xxxx	383	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.1	xxxxx		xxxxx	0.4	xxxxx		0.1	xxxx	xxxxx		0.1	xxxx	xxxxx	
Shrd ConDel:	xxxxx	11.9	xxxxx		xxxxx	15.6	xxxxx		7.9	xxxx	xxxxx		8.1	xxxx	xxxxx	
Shared LOS:	*	B	*		*	C	*		A	*	*		A	*	*	
ApproachDel:	11.9				15.6				xxxxxx				xxxxxx			
ApproachLOS:	B				C				*				*			

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Fremont/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	76	635	30	59	519	18	51	193	71	26	234	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:	76	635	30	59	519	18	51	193	71	26	234	90
Added Vol:	0	0	0	0	0	2	7	4	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	635	30	59	519	20	58	197	71	26	237	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	79	659	31	61	539	21	60	205	74	27	246	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	659	31	61	539	21	60	205	74	27	246	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	659	31	61	539	21	60	205	74	27	246	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.47	0.53	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2352	848	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.02	0.04	0.34	0.01	0.04	0.09	0.09	0.02	0.15	0.06
Crit Moves:		****			****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Fair Oaks/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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			Prot+Permit			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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	81	916	8	106	1023	50	58	169	73	24	260	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	916	8	106	1023	50	58	169	73	24	260	182
Added Vol:	0	2	0	0	1	0	2	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	918	8	106	1024	50	60	171	73	24	263	182
User Adj:	1.00	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:	89	1004	9	116	1120	55	66	187	80	26	288	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1004	9	116	1120	55	66	187	80	26	288	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1004	9	116	1120	55	66	187	80	26	288	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.98	0.02	1.00	1.91	0.09	1.00	0.70	0.30	1.00	0.59	0.41
Final Sat.:	1600	3172	28	1600	3051	149	1600	1121	479	1600	946	654
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.07	0.37	0.37	0.04	0.17	0.17	0.02	0.30	0.30
Crit Moves:	****				****		****				****	

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

Intersection #11 Meridian/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
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	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	103	131	51	7	111	5	3	125	133	21	135	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:	103	131	51	7	111	5	3	125	133	21	135	35
Added Vol:	0	0	5	0	0	0	0	1	0	13	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	131	56	7	111	5	3	126	133	34	136	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	119	152	65	8	129	6	3	146	154	39	158	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	152	65	8	129	6	3	146	154	39	158	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	152	65	8	129	6	3	146	154	39	158	41
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:	0.36	0.45	0.19	0.06	0.90	0.04	0.01	0.48	0.51	0.17	0.66	0.17
Final Sat.:	219	278	119	31	492	22	7	305	322	98	393	101
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.26	0.26	0.26	0.48	0.48	0.48	0.40	0.40	0.40
Crit Moves:		****		****				****			****	
Delay/Veh:	14.2	14.2	14.2	10.7	10.7	10.7	12.5	12.5	12.5	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	10.7	10.7	10.7	12.5	12.5	12.5	11.9	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	14.2			10.7			12.5			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			10.7			12.5			11.9		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	1.0	1.0	1.0	0.3	0.3	0.3	0.7	0.7	0.7	0.5	0.5	0.5

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	0	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	52	59	33	7	0	21	18	162	0	0	116	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:	52	59	33	7	0	21	18	162	0	0	116	4
Added Vol:	0	0	4	9	0	12	3	3	0	0	2	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	59	37	16	0	33	21	165	0	0	118	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	62	70	44	19	0	39	25	197	0	0	141	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	70	44	19	0	39	25	197	0	0	141	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	70	44	19	0	39	25	197	0	0	141	7
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:	0.35	0.40	0.25	0.33	0.00	0.67	0.11	0.89	0.00	0.00	0.95	0.05
Final Sat.:	252	286	179	233	0	480	84	659	0	0	695	35
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.08	xxxx	0.08	0.30	0.30	xxxx	xxxx	0.20	0.20
Crit Moves:		****		****				****				****
Delay/Veh:	9.2	9.2	9.2	8.0	0.0	8.0	9.5	9.5	0.0	0.0	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	8.0	0.0	8.0	9.5	9.5	0.0	0.0	8.8	8.8
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	9.2			8.0			9.5			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			8.0			9.5			8.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
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 0	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	13	30	9	17	152	30	11	109	16
Growth Adj:	1.00	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	13	30	9	17	152	30	11	109	16
Added Vol:	0	0	0	2	3	2	7	7	2	0	2	3
PasserByVol:	0	0	0	0	0	0	10	-10	0	0	-10	10
Initial Fut:	0	0	0	15	33	11	34	149	32	11	101	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	17	38	13	39	172	37	13	117	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	38	13	39	172	37	13	117	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	17	38	13	39	172	37	13	117	34
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	0.00	0.00	0.25	0.56	0.19	0.16	0.69	0.15	0.08	0.72	0.20
Final Sat.:	0	0	0	183	403	134	135	590	127	66	603	173
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.09	0.09	0.09	0.29	0.29	0.29	0.19	0.19	0.19
Crit Moves:					****			****			****	
Delay/Veh:	0.0	0.0	0.0	8.1	8.1	8.1	8.8	8.8	8.8	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.1	8.1	8.1	8.8	8.8	8.8	8.2	8.2	8.2
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			8.1			8.8			8.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.1			8.8			8.2		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Fremont/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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
Y+R:	4.0	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:	43	677	10	20	582	14	23	100	52	11	102	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	677	10	20	582	14	23	100	52	11	102	41
Added Vol:	3	0	0	0	0	0	0	3	5	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	677	10	20	582	14	23	103	57	11	104	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	48	708	10	21	609	15	24	108	60	12	109	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	708	10	21	609	15	24	108	60	12	109	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:	48	708	10	21	609	15	24	108	60	12	109	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.99	0.01	1.00	0.98	0.02	0.13	0.56	0.31	0.07	0.67	0.26
Final Sat.:	1600	1577	23	1600	1562	38	201	901	498	113	1067	421
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.01	0.39	0.39	0.02	0.12	0.12	0.01	0.10	0.10
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Meridian/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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			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	0 1	0 0	1	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	235	231	46	50	194	20	22	849	189	17	708	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	231	46	50	194	20	22	849	189	17	708	26
Added Vol:	0	2	2	0	5	8	3	1	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	233	48	50	199	28	25	850	189	18	709	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	275	273	56	58	233	33	29	994	221	21	829	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	273	56	58	233	33	29	994	221	21	829	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	273	56	58	233	33	29	994	221	21	829	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.50	1.00	0.20	0.80	1.00	0.06	1.94	1.00	0.05	1.95	1.00
Final Sat.:	803	797	1600	321	1279	1600	91	3109	1600	79	3121	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.04	0.04	0.18	0.02	0.02	0.32	0.14	0.01	0.27	0.02
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Diamond/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	101	77	39	6	28	9	11	752	188	20	631	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:	101	77	39	6	28	9	11	752	188	20	631	11
Added Vol:	0	0	0	0	0	0	2	0	0	0	2	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	77	39	6	28	9	13	752	188	20	633	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	132	100	51	8	36	12	17	979	245	26	824	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	100	51	8	36	12	17	979	245	26	824	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	100	51	8	36	12	17	979	245	26	824	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.47	0.35	0.18	0.14	0.65	0.21	0.03	1.97	1.00	0.06	1.94	1.00
Final Sat.:	745	568	288	223	1042	335	54	3146	1600	98	3102	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.00	0.03	0.03	0.01	0.31	0.15	0.02	0.27	0.01
Crit Moves:		****		****				****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Fairview/Monterey
******************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: C[ 16.7]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     5    0    15     4  809     0     0  682     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:    0    0     0     5    0    15     4  809     0     0  682     4
Added Vol:      0    0     0     3    0     2     0    0     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     8    0    17     4  809     0     0  684     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:     0    0     0     9    0    19     4  910     0     0  769     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     9    0    19     4  910     0     0  769     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1236 1691   387   774 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   171   94   617   851 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   171   94   617   851 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.05 0.00  0.03  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  336 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 16.7 xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             16.7           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fremont/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	169	624	50	58	529	29	75	567	191	56	505	60
Growth Adj:	1.00	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	624	50	58	529	29	75	567	191	56	505	60
Added Vol:	1	2	0	1	4	0	0	1	2	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	626	50	59	533	29	75	568	193	56	506	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	182	670	54	63	571	31	80	608	207	60	542	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	670	54	63	571	31	80	608	207	60	542	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	670	54	63	571	31	80	608	207	60	542	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.49	0.51	1.00	1.78	0.22
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2388	812	1600	2856	344
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.03	0.04	0.36	0.02	0.05	0.25	0.25	0.04	0.19	0.19
Crit Moves:	****				****			****		****		

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #28
********************************************************************************
Average Delay (sec/veh):      9.0       Worst Case Level Of Service: A[  9.0]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     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
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    4     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    4     0     0    2     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    4     0     0    2     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    4     0     0    2     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx  6.5 xxxxx xxxxx  6.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx  4.0 xxxxx xxxxx  4.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx    0 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx  900 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx  900 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx 0.00  xxxx  xxxx 0.00  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx  0.0 xxxxx  xxxx  0.0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx  9.0 xxxxx xxxxx  9.0 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 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:       9.0              9.0           xxxxxx           xxxxxx
ApproachLOS:         A                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #101 Diamond/Residential Dwy
********************************************************************************
Average Delay (sec/veh):      2.4       Worst Case Level Of Service: A[  9.2]
********************************************************************************
Street Name:             Diamond                        Residential
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   81     0     0   28     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   81     0     0   28     0     0    0     0     0    0     0
Added Vol:      0    0     5     4    0     0     0    0     0    20    0    17
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   81     5     4   28     0     0    0     0    20    0    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:     0   92     6     5   32     0     0    0     0    23    0    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   92     6     5   32     0     0    0     0    23    0    19
------------|---------------||---------------||---------------||---------------|
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    98 xxxx xxxxx  xxxx xxxx xxxxx   136  136    95
Potent Cap.: xxxx xxxx xxxxx  1508 xxxx xxxxx  xxxx xxxx xxxxx   862  758   967
Move Cap.:   xxxx xxxx xxxxx  1508 xxxx xxxxx  xxxx xxxx xxxxx   860  756   967
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.4 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  906 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.2 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx               9.2
ApproachLOS:         *                *                *                  A
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 Fairview/Commercial Dwy

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.3]

Street Name:	Fairview						Commercial Dwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	20	33	0	0	70	40	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:	20	33	0	0	70	40	0	0	0	0	0	0
Added Vol:	10	0	0	0	0	5	3	0	7	0	0	0
PasserByVol:	20	0	0	0	0	21	0	0	0	0	0	0
Initial Fut:	50	33	0	0	70	66	3	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	58	38	0	0	81	76	3	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	38	0	0	81	76	3	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	157	xxxx	xxxxx	xxxx	xxxx	xxxxx	273	273	119	xxxx	xxxx	xxxxx
Potent Cap.:	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx	721	637	938	xxxx	xxxx	xxxxx
Move Cap.:	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	611	938	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	850	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	10	Average Delay (sec/veh):	29.1
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			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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	880	0	0	279	1181	0	0	0	43	0	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:	149	880	0	0	279	1181	0	0	0	43	0	30
Added Vol:	8	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	881	0	0	280	1181	0	0	0	43	0	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	164	921	0	0	293	1234	0	0	0	45	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	921	0	0	293	1234	0	0	0	45	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	921	0	0	293	1234	0	0	0	45	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	1805	3610	0	0	1900	1615	0	0	0	1027	0	716
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.00	0.15	0.76	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****					****						****
Green/Cycle:	0.09	0.86	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.04	0.00	0.04
Volume/Cap:	1.00	0.30	0.00	0.00	0.20	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Del:	45.4	1.4	0.0	0.0	3.3	11.7	0.0	0.0	0.0	47.8	0.0	47.8
IncremntDel:	69.8	0.1	0.0	0.0	0.1	25.3	0.0	0.0	0.0	102.5	0.0	102.5
InitQueuDel:	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	115.2	1.4	0.0	0.0	3.3	36.9	0.0	0.0	0.0	150.3	0.0	150.3
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:	115.2	1.4	0.0	0.0	3.3	36.9	0.0	0.0	0.0	150.3	0.0	150.3
LOS by Move:	F	A	A	A	A	D	A	A	A	F	A	F
HCM2kAvgQ:	7	3	0	0	3	46	0	0	0	5	0	5

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

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	10	Average Delay (sec/veh):	22.4
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	415	117	19	331	0	580	5	68	3	0	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:	0	415	117	19	331	0	580	5	68	3	0	31
Added Vol:	0	8	0	0	1	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	423	117	19	332	0	580	5	71	3	0	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	452	125	20	355	0	620	5	76	3	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	452	125	20	355	0	620	5	76	3	0	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:	0	452	125	20	355	0	620	5	76	3	0	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.94	0.94	0.94	0.87	1.00	0.87
Lanes:	0.00	1.57	0.43	1.00	1.00	0.00	1.80	0.01	0.19	0.09	0.00	0.91
Final Sat.:	0	2735	756	1805	1900	0	3210	24	347	146	0	1513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.01	0.19	0.00	0.19	0.22	0.22	0.02	0.00	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.00	0.37	0.37	0.03	0.39	0.00	0.46	0.46	0.46	0.05	0.00	0.05
Volume/Cap:	0.00	0.45	0.45	0.45	0.47	0.00	0.42	0.47	0.47	0.47	0.00	0.47
Uniform Del:	0.0	23.9	23.9	48.1	22.6	0.0	18.0	18.6	18.6	46.5	0.0	46.5
IncremntDel:	0.0	0.3	0.3	6.9	0.5	0.0	0.2	0.2	0.2	4.6	0.0	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.1	24.1	55.0	23.1	0.0	18.2	18.9	18.9	51.1	0.0	51.1
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	24.1	24.1	55.0	23.1	0.0	18.2	18.9	18.9	51.1	0.0	51.1
LOS by Move:	A	C	C	D	C	A	B	B	B	D	A	D
HCM2kAvgQ:	0	7	7	1	8	0	7	8	8	2	0	2

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

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10	Average Delay (sec/veh):	16.4
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			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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	370	1496	134	0	805	158	0	0	0	300	69	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:	370	1496	134	0	805	158	0	0	0	300	69	39
Added Vol:	0	4	1	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1500	135	0	806	158	0	0	0	301	69	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	389	1577	142	0	848	166	0	0	0	317	73	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1577	142	0	848	166	0	0	0	317	73	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	1577	142	0	848	166	0	0	0	317	73	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	1.00	0.95	0.85	1.00	1.00	1.00	0.83	0.83	0.83
Lanes:	2.00	1.83	0.17	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.64	0.36
Final Sat.:	3502	3272	294	1900	3610	1615	0	0	0	3168	1012	572
Capacity Analysis Module:												
Vol/Sat:	0.11	0.48	0.48	0.00	0.23	0.10	0.00	0.00	0.00	0.10	0.07	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.75	0.75	0.00	0.51	0.51	0.00	0.00	0.00	0.15	0.15	0.15
Volume/Cap:	0.46	0.65	0.65	0.00	0.46	0.20	0.00	0.00	0.00	0.65	0.46	0.46
Uniform Del:	32.5	6.3	6.3	0.0	15.9	13.6	0.0	0.0	0.0	39.7	38.5	38.5
IncremntDel:	0.4	0.6	0.6	0.0	0.2	0.1	0.0	0.0	0.0	2.2	0.4	0.4
InitQueuDel:	0.0	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	32.9	6.8	6.8	0.0	16.1	13.7	0.0	0.0	0.0	41.9	38.9	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:	32.9	6.8	6.8	0.0	16.1	13.7	0.0	0.0	0.0	41.9	38.9	38.9
LOS by Move:	C	A	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	5	12	12	0	9	3	0	0	0	6	4	4

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

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.153
Loss Time (sec):	10	Average Delay (sec/veh):	119.3
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2	0 0	0 1	0	1 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	1253	19	0	1106	0	275	103	175	5	0	471
Growth Adj:	1.00	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	1253	19	0	1106	0	275	103	175	5	0	471
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1257	19	0	1108	0	275	103	175	5	0	471
User Adj:	1.00	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:	0	1339	20	0	1180	0	293	110	186	5	0	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1339	20	0	1180	0	293	110	186	5	0	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	20	0	1180	0	293	110	186	5	0	502
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	1.00	0.88	0.88	0.88	0.85	1.00	0.85
Lanes:	1.00	1.97	0.03	0.00	2.00	0.00	1.00	0.37	0.63	0.02	0.00	1.98
Final Sat.:	1805	3549	54	0	3610	0	1670	625	1063	34	0	3201
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.33	0.00	0.18	0.18	0.18	0.16	0.00	0.16
Crit Moves:		****			****		****			****		
Green/Cycle:	0.00	0.33	0.33	0.00	0.28	0.00	0.15	0.15	0.15	0.14	0.00	0.14
Volume/Cap:	0.00	1.15	1.15	0.00	1.15	0.00	1.15	1.15	1.15	1.15	0.00	1.14
Uniform Del:	0.0	33.6	33.6	0.0	35.8	0.0	42.4	42.4	42.4	43.1	0.0	43.1
IncremntDel:	0.0	78.9	78.9	0.0	80.3	0.0	89.4	89.4	89.4	92.0	0.0	87.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	113	112.6	0.0	116	0.0	131.8	132	131.8	135.1	0.0	130.4
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	113	112.6	0.0	116	0.0	131.8	132	131.8	135.1	0.0	130.4
LOS by Move:	A	F	F	A	F	A	F	F	F	F	A	F
HCM2kAvgQ:	0	37	37	0	30	0	18	18	18	15	0	15

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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			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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	111	1205	0	0	307	638	0	0	0	123	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1205	0	0	307	638	0	0	0	123	0	28
Added Vol:	6	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1207	0	0	310	638	0	0	0	123	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	127	1311	0	0	337	693	0	0	0	134	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1311	0	0	337	693	0	0	0	134	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1311	0	0	337	693	0	0	0	134	0	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1303	0	297
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.00	0.00	0.21	0.43	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****					****						****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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			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:	0 0	1 1	0	1 0	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	332	89	30	403	0	963	16	165	4	0	25
Growth Adj:	1.00	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	332	89	30	403	0	963	16	165	4	0	25
Added Vol:	0	8	0	0	3	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	89	30	406	0	963	16	175	4	0	25
User Adj:	1.00	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:	0	364	95	32	434	0	1030	17	187	4	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	364	95	32	434	0	1030	17	187	4	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	364	95	32	434	0	1030	17	187	4	0	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.59	0.41	1.00	1.00	0.00	1.67	0.03	0.30	0.14	0.00	0.86
Final Sat.:	0	2536	664	1600	1600	0	2670	44	485	221	0	1379
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.02	0.27	0.00	0.39	0.39	0.39	0.02	0.00	0.02
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	282	1202	126	8	880	175	0	0	0	297	53	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:	282	1202	126	8	880	175	0	0	0	297	53	22
Added Vol:	0	2	2	0	4	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1204	128	8	884	175	0	0	0	300	53	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:	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:	288	1229	131	8	902	179	0	0	0	306	54	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1229	131	8	902	179	0	0	0	306	54	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:	288	1229	131	8	902	179	0	0	0	306	54	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.81	0.19	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.71	0.29
Final Sat.:	3200	2892	308	1600	3200	1600	0	0	0	3200	1131	469
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.42	0.01	0.28	0.11	0.00	0.00	0.00	0.10	0.05	0.05
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2	0 0	0 1	0	1 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	1001	34	0	1176	0	251	350	251	14	0	360
Growth Adj:	1.00	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	1001	34	0	1176	0	251	350	251	14	0	360
Added Vol:	0	4	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1005	34	0	1182	0	251	350	251	14	0	360
User Adj:	1.00	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:	0	1027	35	0	1207	0	256	358	256	14	0	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1027	35	0	1207	0	256	358	256	14	0	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1027	35	0	1207	0	256	358	256	14	0	368
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.93	0.07	0.00	2.00	0.00	0.59	0.82	0.59	0.07	0.01	1.92
Final Sat.:	1600	3095	105	0	3200	0	943	1315	943	120	0	3080
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.00	0.38	0.00	0.27	0.27	0.27	0.12	0.00	0.12
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Orange Grove/MIssion

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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:	Split Phase			Split Phase			Permitted			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	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	195	0	271	268	307	0	0	291	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	195	0	271	268	307	0	0	291	97
Added Vol:	0	0	0	12	0	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	207	0	271	268	307	0	0	291	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	219	0	287	284	325	0	0	308	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	219	0	287	284	325	0	0	308	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	219	0	287	284	325	0	0	308	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.29	0.01	1.70	1.00	2.00	0.00	0.00	1.47	0.53
Final Sat.:	0	0	0	2079	0	2721	1600	3200	0	0	2352	848
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.18	0.10	0.00	0.00	0.13	0.13
Crit Moves:						****	****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Meridian/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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
Y+R:	4.0	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! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	64	19	24	81	9	1	456	71	5	282	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:	34	64	19	24	81	9	1	456	71	5	282	29
Added Vol:	0	0	0	0	0	0	0	12	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	64	19	24	81	9	1	468	71	5	290	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	36	68	20	26	87	10	1	500	76	5	310	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	68	20	26	87	10	1	500	76	5	310	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	68	20	26	87	10	1	500	76	5	310	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.29	0.55	0.16	0.21	0.71	0.08	0.01	1.73	0.26	0.03	1.79	0.18
Final Sat.:	465	875	260	337	1137	126	6	2773	421	49	2864	286
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.02	0.08	0.08	0.00	0.18	0.18	0.00	0.11	0.11
Crit Moves:	****				****			****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #7 DIamond/Mission
******************************************************************************
Average Delay (sec/veh):      1.3       Worst Case Level Of Service: C[ 21.2]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1  0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15    1    36     0    1     0     0  480    21    23  304     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:   15    1    36     0    1     0     0  480    21    23  304     2
Added Vol:      4    0     5     0    0     0     0    5     7     9    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19    1    41     0    1     0     0  485    28    32  308     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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:    22    1    48     0    1     0     0  569    33    38  362     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   22    1    48     0    1     0     0  569    33    38  362     2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9 xxxxx  6.5 xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx  4.0 xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  842 1025   301  xxxx 1040 xxxxx  xxxx xxxx xxxxx   602 xxxx xxxxx
Potent Cap.:  261  237   701  xxxx  232 xxxxx  xxxx xxxx xxxxx   985 xxxx xxxxx
Move Cap.:    252  228   701  xxxx  223 xxxxx  xxxx xxxx xxxxx   985 xxxx xxxxx
Volume/Cap:  0.09 0.01  0.07  xxxx 0.01  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx  0.0 xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx 21.2 xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    *    *     *     *    C     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  441 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 14.7 xxxxx xxxxx xxxx xxxxx   7.2 xxxx xxxxx   8.8 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     A    *     *     A    *     *
ApproachDel:      14.7             21.2           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Fairview/Mission
********************************************************************************
Average Delay (sec/veh):      1.8       Worst Case Level Of Service: C[ 16.1]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6    6    21     8   10    17    18  466    32    23  303    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:    6    6    21     8   10    17    18  466    32    23  303    32
Added Vol:      4    0     9     0    0     0     0    5     5    10    9     0
PasserByVol:    0    0     0     0    0     0     0  -10    10    11  -11     0
Initial Fut:   10    6    30     8   10    17    18  461    47    44  301    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
PHF Volume:    11    7    33     9   11    19    20  507    52    48  331    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   11    7    33     9   11    19    20  507    52    48  331    35
------------|---------------||---------------||---------------||---------------|
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:  840 1036   279   742 1044   183   366 xxxx xxxxx   559 xxxx xxxxx
Potent Cap.:  261  233   724   308  231   834  1203 xxxx xxxxx  1022 xxxx xxxxx
Move Cap.:    233  218   724   273  216   834  1203 xxxx xxxxx  1022 xxxx xxxxx
Volume/Cap:  0.05 0.03  0.05  0.03 0.05  0.02  0.02 xxxx  xxxx  0.05 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  411 xxxxx  xxxx  364 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx  0.4 xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 15.0 xxxxx xxxxx 16.1 xxxxx   8.0 xxxx xxxxx   8.7 xxxx xxxxx
Shared LOS:     *    B     *     *    C     *     A    *     *     A    *     *
ApproachDel:      15.0             16.1           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Fremont/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	10	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:	Permitted			Permitted			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	83	610	29	88	599	15	46	345	95	62	275	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	610	29	88	599	15	46	345	95	62	275	63
Added Vol:	0	0	0	0	0	7	4	10	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	610	29	88	599	22	50	355	95	62	287	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	646	31	93	634	23	53	376	101	66	304	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	646	31	93	634	23	53	376	101	66	304	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	646	31	93	634	23	53	376	101	66	304	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.58	0.42	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2524	676	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.02	0.06	0.40	0.01	0.03	0.15	0.15	0.04	0.19	0.04
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Fair Oaks/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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			Prot+Permit			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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	791	27	147	1104	80	119	264	82	48	194	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:	76	791	27	147	1104	80	119	264	82	48	194	114
Added Vol:	0	3	0	0	4	2	1	9	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	794	27	147	1108	82	120	273	82	48	204	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	78	814	28	151	1135	84	123	280	84	49	209	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	814	28	151	1135	84	123	280	84	49	209	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:	78	814	28	151	1135	84	123	280	84	49	209	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.93	0.07	1.00	1.86	0.14	1.00	0.77	0.23	1.00	0.64	0.36
Final Sat.:	1600	3095	105	1600	2979	221	1600	1230	370	1600	1026	574
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.09	0.38	0.38	0.08	0.23	0.23	0.03	0.20	0.20
Crit Moves:	****				****		****				****	

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

Intersection #11 Meridian/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0	Average Delay (sec/veh):	10.2
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	68	99	34	18	129	5	6	108	88	37	106	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	99	34	18	129	5	6	108	88	37	106	28
Added Vol:	0	0	19	0	0	0	0	3	0	12	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	99	53	18	129	5	6	111	88	49	109	28
User Adj:	1.00	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:	73	106	57	19	138	5	6	119	94	52	116	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	106	57	19	138	5	6	119	94	52	116	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	106	57	19	138	5	6	119	94	52	116	30
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:	0.31	0.45	0.24	0.12	0.85	0.03	0.03	0.54	0.43	0.26	0.59	0.15
Final Sat.:	205	299	160	75	537	21	20	368	292	171	381	98
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.26	0.26	0.26	0.32	0.32	0.32	0.31	0.31	0.31
Crit Moves:		****				****		****		****		
Delay/Veh:	10.6	10.6	10.6	9.9	9.9	9.9	10.0	10.0	10.0	10.2	10.2	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:	10.6	10.6	10.6	9.9	9.9	9.9	10.0	10.0	10.0	10.2	10.2	10.2
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:	10.6			9.9			10.0			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			9.9			10.0			10.2		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	0	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	37	34	62	23	0	29	13	158	0	0	106	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:	37	34	62	23	0	29	13	158	0	0	106	4
Added Vol:	0	2	13	5	0	6	12	10	0	0	9	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	36	75	28	0	35	25	168	0	0	115	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	44	43	89	33	0	42	30	200	0	0	137	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	43	89	33	0	42	30	200	0	0	137	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	43	89	33	0	42	30	200	0	0	137	13
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:	0.25	0.24	0.51	0.44	0.00	0.56	0.13	0.87	0.00	0.00	0.91	0.09
Final Sat.:	183	178	370	309	0	387	95	641	0	0	662	63
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.11	xxxx	0.11	0.31	0.31	xxxx	xxxx	0.21	0.21
Crit Moves:		****		****				****			****	
Delay/Veh:	9.0	9.0	9.0	8.3	0.0	8.3	9.7	9.7	0.0	0.0	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	8.3	0.0	8.3	9.7	9.7	0.0	0.0	8.9	8.9
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	9.0			8.3			9.7			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			8.3			9.7			8.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	22	39	9	18	190	35	15	100	16
Growth Adj:	1.00	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	22	39	9	18	190	35	15	100	16
Added Vol:	0	0	0	9	11	9	23	4	1	0	7	10
PasserByVol:	0	0	0	0	0	0	10	-10	0	0	-10	10
Initial Fut:	0	0	0	31	50	18	51	184	36	15	97	36
User Adj:	1.00	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	34	55	20	56	202	40	16	107	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	55	20	56	202	40	16	107	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:	0	0	0	34	55	20	56	202	40	16	107	40
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	0.00	0.00	0.31	0.51	0.18	0.19	0.68	0.13	0.10	0.66	0.24
Final Sat.:	0	0	0	219	353	127	155	558	109	82	528	196
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.16	0.16	0.16	0.36	0.36	0.36	0.20	0.20	0.20
Crit Moves:					****			****		****		
Delay/Veh:	0.0	0.0	0.0	8.6	8.6	8.6	9.6	9.6	9.6	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.6	8.6	8.6	9.6	9.6	9.6	8.4	8.4	8.4
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx				8.6			9.6			8.4	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.6			9.6			8.4	
LOS by Appr:	*				A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.5	0.5	0.5	0.2	0.2	0.2

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Fremont/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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:	31	675	31	29	700	24	16	154	54	32	86	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:	31	675	31	29	700	24	16	154	54	32	86	37
Added Vol:	10	0	0	0	0	0	0	7	5	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	675	31	29	700	24	16	161	59	32	93	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:	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:	46	757	35	33	785	27	18	180	66	36	104	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	757	35	33	785	27	18	180	66	36	104	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	757	35	33	785	27	18	180	66	36	104	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.97	0.03	0.07	0.68	0.25	0.20	0.57	0.23
Final Sat.:	1600	1530	70	1600	1547	53	108	1092	400	316	919	365
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.02	0.51	0.51	0.01	0.17	0.17	0.02	0.11	0.11
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #15 Meridian/Monterey

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			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	0 1	0 0	1	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	189	164	52	39	192	27	12	773	187	29	803	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:	189	164	52	39	192	27	12	773	187	29	803	31
Added Vol:	0	9	5	0	6	6	10	3	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	173	57	39	198	33	22	776	187	33	805	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	199	182	60	41	209	35	23	818	197	35	848	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	182	60	41	209	35	23	818	197	35	848	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:	199	182	60	41	209	35	23	818	197	35	848	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.52	0.48	1.00	0.16	0.84	1.00	0.06	1.94	1.00	0.08	1.92	1.00
Final Sat.:	835	765	1600	263	1337	1600	88	3112	1600	126	3074	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.04	0.03	0.16	0.02	0.01	0.26	0.12	0.02	0.28	0.02
Crit Moves:	****				****		****				****	

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Diamond/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	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
Y+R:	4.0	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! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	46	31	17	12	10	19	8	815	48	18	788	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	31	17	12	10	19	8	815	48	18	788	14
Added Vol:	0	0	0	0	0	0	8	0	0	0	6	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	31	17	12	10	19	16	815	48	18	794	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	46	31	17	12	10	19	16	823	48	18	802	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	31	17	12	10	19	16	823	48	18	802	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	31	17	12	10	19	16	823	48	18	802	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.49	0.33	0.18	0.29	0.24	0.47	0.04	1.96	1.00	0.04	1.96	1.00
Final Sat.:	783	528	289	468	390	741	62	3138	1600	71	3129	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.03	0.03	0.01	0.26	0.03	0.01	0.26	0.01
Crit Moves:		****		****			****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Fairview/Monterey
********************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: C[ 17.1]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     5    0    26     9  834     0     3  806     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     5    0    26     9  834     0     3  806     7
Added Vol:      0    0     0     5    0     6     0    0     0     0    7     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    10    0    32     9  834     0     3  813     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     0    0     0    11    0    34     9  879     0     3  857     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    11    0    34     9  879     0     3  857     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1325 1764   432   864 xxxx xxxxx   879 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   150   85   577   787 xxxx xxxxx   777 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   148   84   577   787 xxxx xxxxx   777 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.07 0.00  0.06  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.6 xxxx xxxxx   9.7 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  341 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.4 xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 17.1 xxxxx   9.6 xxxx xxxxx   9.7 xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     A    *     *
ApproachDel:    xxxxxx             17.1           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fremont/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	156	641	44	91	612	43	62	573	191	53	604	49
Growth Adj:	1.00	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	641	44	91	612	43	62	573	191	53	604	49
Added Vol:	4	6	0	1	4	0	0	2	3	0	3	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	647	44	92	616	43	62	575	194	53	607	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	162	657	45	93	625	44	63	584	197	54	616	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	657	45	93	625	44	63	584	197	54	616	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:	162	657	45	93	625	44	63	584	197	54	616	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.50	0.50	1.00	1.84	0.16
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2393	807	1600	2943	257
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.03	0.06	0.39	0.03	0.04	0.24	0.24	0.03	0.21	0.21
Crit Moves:	****				****			****		****		

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #28
********************************************************************************
Average Delay (sec/veh):      9.0       Worst Case Level Of Service: A[  9.0]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     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
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    4     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    4     0     0    6     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    4     0     0    6     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    4     0     0    6     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx  6.5 xxxxx xxxxx  6.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx  4.0 xxxxx xxxxx  4.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx    0 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx  900 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx  900 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx 0.00  xxxx  xxxx 0.01  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx  0.0 xxxxx  xxxx  0.0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx  9.0 xxxxx xxxxx  9.0 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 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:       9.0              9.0           xxxxxx           xxxxxx
ApproachLOS:         A                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #101 Diamond/Residential Dwy
******************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: A[  9.2]
******************************************************************************
Street Name:             Diamond                        Residential
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   51     0     0   52     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   51     0     0   52     0     0    0     0     0    0     0
Added Vol:      0    0    20    17    0     0     0    0     0    11    0     9
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   51    20    17   52     0     0    0     0    11    0     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:     0   60    23    20   61     0     0    0     0    13    0    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   60    23    20   61     0     0    0     0    13    0    11
------------|---------------||---------------||---------------||---------------|
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    83 xxxx xxxxx  xxxx xxxx xxxxx   173  173    72
Potent Cap.: xxxx xxxx xxxxx  1526 xxxx xxxxx  xxxx xxxx xxxxx   822  724   996
Move Cap.:   xxxx xxxx xxxxx  1526 xxxx xxxxx  xxxx xxxx xxxxx   814  715   996
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.02 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.4 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  887 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.2 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx               9.2
ApproachLOS:         *                *                *                 A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #102 Fairview/Commercial Dwy
********************************************************************************
Average Delay (sec/veh):      5.2       Worst Case Level Of Service: B[ 10.2]
********************************************************************************
Street Name:             Fairview                        Commercial Dwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   70     0     0   65     0    40    0    20     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   70     0     0   65     0    40    0    20     0    0     0
Added Vol:     33    0     0     0    0    15    13    0    28     0    0     0
PasserByVol:    0    0     0     0    0     0    21    0    20     0    0     0
Initial Fut:   33   70     0     0   65    15    74    0    68     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
PHF Volume:    36   77     0     0   71    16    81    0    75     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   36   77     0     0   71    16    81    0    75     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   88 xxxx xxxxx  xxxx xxxx xxxxx   229  229    80  xxxx xxxx xxxxx
Potent Cap.: 1521 xxxx xxxxx  xxxx xxxx xxxxx   763  674   986  xxxx xxxx xxxxx
Move Cap.:   1521 xxxx xxxxx  xxxx xxxx xxxxx   749  658   986  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.11 0.00  0.08  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  847 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.7 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.2           xxxxxx
ApproachLOS:         *                *               B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	10	Average Delay (sec/veh):	11.8
Optimal Cycle:	49	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	111	1205	0	0	307	638	0	0	0	123	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1205	0	0	307	638	0	0	0	123	0	28
Added Vol:	6	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1207	0	0	310	638	0	0	0	123	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	127	1311	0	0	337	693	0	0	0	134	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1311	0	0	337	693	0	0	0	134	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1311	0	0	337	693	0	0	0	134	0	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	1805	3610	0	0	1900	1615	0	0	0	1450	0	330
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.00	0.00	0.18	0.43	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****					****				****		
Green/Cycle:	0.11	0.76	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.66	0.48	0.00	0.00	0.27	0.66	0.00	0.00	0.00	0.66	0.00	0.66
Uniform Del:	42.9	4.5	0.0	0.0	7.3	10.6	0.0	0.0	0.0	40.7	0.0	40.7
IncremntDel:	8.0	0.1	0.0	0.0	0.1	1.5	0.0	0.0	0.0	6.3	0.0	6.3
InitQueuDel:	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	50.9	4.7	0.0	0.0	7.4	12.1	0.0	0.0	0.0	47.0	0.0	47.0
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:	50.9	4.7	0.0	0.0	7.4	12.1	0.0	0.0	0.0	47.0	0.0	47.0
LOS by Move:	D	A	A	A	A	B	A	A	A	D	A	D
HCM2kAvgQ:	4	8	0	0	4	14	0	0	0	6	0	6

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

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	10	Average Delay (sec/veh):	24.2
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			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:	0 0	1	1 0	1 0	1	0 0	1 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	332	89	30	403	0	963	16	165	4	0	25
Growth Adj:	1.00	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	332	89	30	403	0	963	16	165	4	0	25
Added Vol:	0	8	0	0	3	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	89	30	406	0	963	16	175	4	0	25
User Adj:	1.00	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:	0	364	95	32	434	0	1030	17	187	4	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	364	95	32	434	0	1030	17	187	4	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	364	95	32	434	0	1030	17	187	4	0	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.94	0.94	0.94	0.88	1.00	0.88
Lanes:	0.00	1.59	0.41	1.00	1.00	0.00	1.72	0.02	0.26	0.14	0.00	0.86
Final Sat.:	0	2772	726	1805	1900	0	3058	42	464	230	0	1438
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.02	0.23	0.00	0.34	0.40	0.40	0.02	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.28	0.28	0.04	0.32	0.00	0.56	0.56	0.56	0.03	0.00	0.03
Volume/Cap:	0.00	0.47	0.47	0.47	0.72	0.00	0.60	0.72	0.72	0.72	0.00	0.72
Uniform Del:	0.0	30.0	30.0	47.1	30.3	0.0	14.7	16.4	16.4	48.4	0.0	48.4
IncremntDel:	0.0	0.4	0.4	5.1	4.3	0.0	0.5	1.6	1.6	45.8	0.0	45.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	30.3	30.3	52.2	34.6	0.0	15.2	17.9	17.9	94.2	0.0	94.2
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	30.3	30.3	52.2	34.6	0.0	15.2	17.9	17.9	94.2	0.0	94.2
LOS by Move:	A	C	C	D	C	A	B	B	B	F	A	F
HCM2kAvgQ:	0	6	6	1	12	0	13	17	17	2	0	2

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

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Intersection #3 Fair Oaks/110 WB

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	10	Average Delay (sec/veh):	16.1
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:	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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	282	1202	126	8	880	175	0	0	0	297	53	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:	282	1202	126	8	880	175	0	0	0	297	53	22
Added Vol:	0	2	2	0	4	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1204	128	8	884	175	0	0	0	300	53	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:	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:	288	1229	131	8	902	179	0	0	0	306	54	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1229	131	8	902	179	0	0	0	306	54	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:	288	1229	131	8	902	179	0	0	0	306	54	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	1.00	1.00	1.00	0.83	0.83	0.83
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.71	0.29
Final Sat.:	3502	3217	342	1805	3610	1615	0	0	0	3148	1112	462
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.38	0.00	0.25	0.11	0.00	0.00	0.00	0.10	0.05	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.18	0.71	0.71	0.01	0.54	0.54	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.46	0.54	0.54	0.54	0.46	0.20	0.00	0.00	0.00	0.54	0.27	0.27
Uniform Del:	36.8	6.8	6.8	49.4	14.0	11.8	0.0	0.0	0.0	37.2	35.3	35.3
IncremntDel:	0.5	0.2	0.2	33.2	0.2	0.1	0.0	0.0	0.0	0.8	0.1	0.1
InitQueuDel:	0.0	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.4	7.0	7.0	82.6	14.2	12.0	0.0	0.0	0.0	38.0	35.4	35.4
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:	37.4	7.0	7.0	82.6	14.2	12.0	0.0	0.0	0.0	38.0	35.4	35.4
LOS by Move:	D	A	A	F	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	9	9	1	9	3	0	0	0	5	2	2

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

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Intersection #4 Fair Oaks/110 EB

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.120
Loss Time (sec): 10 Average Delay (sec/veh): 106.0
Optimal Cycle: 180 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2 0	0	0 1	0	1 0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1001	34	0	1176	0	251	350	251	14	0	360
Growth Adj:	1.00	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	1001	34	0	1176	0	251	350	251	14	0	360
Added Vol:	0	4	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1005	34	0	1182	0	251	350	251	14	0	360
User Adj:	1.00	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:	0	1027	35	0	1207	0	256	358	256	14	0	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1027	35	0	1207	0	256	358	256	14	0	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1027	35	0	1207	0	256	358	256	14	0	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	1.00	0.89	0.89	0.89	0.85	1.00	0.85
Lanes:	1.00	1.93	0.07	0.00	2.00	0.00	0.59	0.82	0.59	0.07	0.00	1.93
Final Sat.:	1805	3474	118	0	3610	0	1001	1396	1001	117	0	3129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.00	0.33	0.00	0.26	0.26	0.26	0.12	0.00	0.12
Crit Moves:			****		****		****			****		
Green/Cycle:	0.00	0.26	0.26	0.00	0.30	0.00	0.23	0.23	0.23	0.11	0.00	0.11
Volume/Cap:	0.00	1.12	1.12	0.00	1.12	0.00	1.12	1.12	1.12	1.12	0.00	1.08
Uniform Del:	0.0	36.8	36.8	0.0	35.1	0.0	38.6	38.6	38.6	44.5	0.0	44.5
IncremntDel:	0.0	68.1	68.1	0.0	66.6	0.0	70.6	70.6	70.6	85.2	0.0	70.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	105	104.9	0.0	102	0.0	109.1	109	109.1	129.8	0.0	114.8
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	105	104.9	0.0	102	0.0	109.1	109	109.1	129.8	0.0	114.8
LOS by Move:	A	F	F	A	F	A	F	F	F	F	A	F
HCM2kAvgQ:	0	28	28	0	29	0	24	24	24	12	0	11

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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 Orange Grove/110 WB	F	xxxxx	1.044	F	xxxxx	1.045	+ 0.001 V/C
# 2 Orange Grove/110 EB	A	xxxxx	0.576	A	xxxxx	0.584	+ 0.008 V/C
# 3 Fair Oaks/110 WB	C	xxxxx	0.753	C	xxxxx	0.756	+ 0.002 V/C
# 4 Fair Oaks/110 EB	F	xxxxx	1.268	F	xxxxx	1.277	+ 0.009 V/C
# 5 Orange Grove/MIssion	A	xxxxx	0.445	A	xxxxx	0.450	+ 0.005 V/C
# 6 Meridian/Mission	A	xxxxx	0.379	A	xxxxx	0.381	+ 0.002 V/C
# 7 DIamond/Mission	B	11.2	0.080	B	11.3	0.081	+ 0.069 D/V
# 8 Fairview/Mission	C	15.4	0.073	C	15.6	0.074	+ 0.223 D/V
# 9 Fremont/Mission	C	xxxxx	0.754	C	xxxxx	0.765	+ 0.010 V/C
# 10 Fair Oaks/Mission	D	xxxxx	0.887	E	xxxxx	0.905	+ 0.018 V/C
# 11 Meridian/El Centro	B	12.8	0.553	B	12.8	0.553	+ 0.000 V/C
# 12 Diamond/El Centro	A	9.0	0.293	A	9.0	0.293	+ 0.000 V/C
# 13 Fairview/El Centro	A	8.4	0.276	A	8.4	0.277	+ 0.001 V/C
# 14 Fremont/El Centro	C	xxxxx	0.701	C	xxxxx	0.708	+ 0.006 V/C
# 15 Meridian/Monterey	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000 V/C
# 16 Diamond/Monterey	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 17 Fairview/Monterey	C	15.7	0.036	C	15.7	0.036	+ 0.000 D/V
# 18 Fremont/Monterey	D	xxxxx	0.881	D	xxxxx	0.886	+ 0.005 V/C
#101 Diamond/Residential Dwy	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
#102 Fairview/Commercial Dwy	A	7.5	0.016	A	7.5	0.016	+ 0.000 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.045
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	880	0	0	279	1181	0	0	0	43	0	30
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	153	906	0	0	287	1216	0	0	0	44	0	31
Added Vol:	2	1	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	907	0	0	292	1216	0	0	0	44	0	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	162	948	0	0	306	1271	0	0	0	46	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	948	0	0	306	1271	0	0	0	46	0	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	1.00	1.00	1.00	1.00
FinalVolume:	162	948	0	0	306	1271	0	0	0	46	0	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	0.00	0.00	0.58	0.01	0.41
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	942	0	658
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.00	0.00	0.19	0.79	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****					****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	10	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			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:	0 0	1 1	0	1 0	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	415	117	19	331	0	580	5	68	3	0	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	427	121	20	341	0	597	5	70	3	0	32
Added Vol:	0	2	0	0	5	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	429	121	20	346	0	597	5	84	3	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	459	129	21	370	0	638	6	90	3	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	459	129	21	370	0	638	6	90	3	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	459	129	21	370	0	638	6	90	3	0	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.56	0.44	1.00	1.00	0.00	1.74	0.02	0.24	0.09	0.00	0.91
Final Sat.:	0	2499	701	1600	1600	0	2784	24	392	141	0	1459
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.01	0.23	0.00	0.23	0.23	0.23	0.02	0.00	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	370	1496	134	0	805	158	0	0	0	300	69	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	381	1541	138	0	829	163	0	0	0	309	71	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	7	0	0	7	0	0	0	0	0	0	0
Initial Fut:	388	1548	138	0	836	163	0	0	0	309	71	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	408	1628	145	0	879	171	0	0	0	325	75	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	1628	145	0	879	171	0	0	0	325	75	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	1.00	1.00	1.00
FinalVolume:	408	1628	145	0	879	171	0	0	0	325	75	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.84	0.16	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.64	0.36
Final Sat.:	3200	2938	262	1600	3200	1600	0	0	0	3200	1022	578
Capacity Analysis Module:												
Vol/Sat:	0.13	0.55	0.55	0.00	0.27	0.11	0.00	0.00	0.00	0.10	0.07	0.07
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Fair Oaks/110 EB

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.277
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2	0 0	0 1	0	1 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	1253	19	0	1106	0	275	103	175	5	0	471
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1291	20	0	1139	0	283	106	180	5	0	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	7	0	0	0	7	0	0	0
Initial Fut:	0	1304	20	0	1146	0	283	106	187	5	0	485
User Adj:	1.00	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:	0	1388	21	0	1221	0	302	113	199	5	0	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1388	21	0	1221	0	302	113	199	5	0	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1388	21	0	1221	0	302	113	199	5	0	517
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.97	0.03	0.00	2.00	0.00	0.98	0.37	0.65	0.02	0.00	1.98
Final Sat.:	1600	3153	47	0	3200	0	1572	589	1039	34	0	3166
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.00	0.38	0.00	0.19	0.19	0.19	0.16	0.00	0.16
Crit Moves:		****			****			****				****

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Orange Grove/MIssion

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	10	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:	Split Phase			Split Phase			Permitted			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	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	137	0	249	328	273	0	0	257	102
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	141	0	256	338	281	0	0	265	105
Added Vol:	0	0	0	19	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	0	0	0	160	0	256	338	285	0	0	269	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	188	0	301	397	335	0	0	316	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	188	0	301	397	335	0	0	316	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:	0	0	0	188	0	301	397	335	0	0	316	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.15	xxxx	1.85	1.00	2.00	0.00	0.00	1.43	0.57
Final Sat.:	0	0	0	1845	0	2955	1600	3200	0	0	2288	912
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.25	0.10	0.00	0.00	0.14	0.14
Crit Moves:						****	****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Meridian/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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
Y+R:	4.0	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! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	49	103	10	12	65	6	4	274	57	2	266	33
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	50	106	10	12	67	6	4	282	59	2	274	34
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	50	106	10	12	67	6	4	287	59	2	283	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	64	134	13	16	85	8	5	363	74	3	357	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	134	13	16	85	8	5	363	74	3	357	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:	64	134	13	16	85	8	5	363	74	3	357	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.30	0.64	0.06	0.14	0.79	0.07	0.02	1.64	0.34	0.01	1.78	0.21
Final Sat.:	484	1017	99	231	1253	116	38	2626	537	21	2838	341
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.01	0.07	0.07	0.00	0.14	0.14	0.00	0.13	0.13
Crit Moves:		****		****				****		****		

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

Intersection #7 DIamond/Mission

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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	0 1	0 1	0
Volume Module:												
Base Vol:	20	3	58	0	0	0	6	286	7	12	282	3
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	3	60	0	0	0	6	295	7	12	290	3
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	21	3	60	0	0	0	6	300	7	12	299	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	23	4	68	0	0	0	7	342	8	14	341	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	4	68	0	0	0	7	342	8	14	341	4
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	559	733	175	xxxx	xxxx	xxxxx	345	xxxx	xxxxx	350	xxxx	xxxxx
Potent Cap.:	464	350	844	xxxx	xxxx	xxxxx	1225	xxxx	xxxxx	1220	xxxx	xxxxx
Move Cap.:	458	344	844	xxxx	xxxx	xxxxx	1225	xxxx	xxxxx	1220	xxxx	xxxxx
Volume/Cap:	0.05	0.01	0.08	xxxx	xxxx	xxxx	0.01	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	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	669	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	A	*	*	A	*	*
ApproachDel:		11.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

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

Intersection #8 Fairview/Mission

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[15.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	1	0	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	3		2		10		8		20		11		23	299		27			23	287		20		
Growth Adj:	1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03	1.03		1.03		1.03	1.03	1.03		1.03		1.03	1.03
Initial Bse:	3		2		10		8		21		11		24	308		28			24	296		21		
Added Vol:	0		0		0		0		0		0		0	1		0			0	5		0		
PasserByVol:	0		0		0		0		0		0		0	4		0			0	4		0		
Initial Fut:	3		2		10		8		21		11		24	313		28			24	305		21		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00
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	0.92		0.92		0.92	0.92
PHF Volume:	3		2		11		9		22		12		26	340		30			26	331		22		
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0		0		
FinalVolume:	3		2		11		9		22		12		26	340		30			26	331		22		
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:	634		811		185		616		815		177		353	xxxx	xxxxx				370	xxxx	xxxxx			
Potent Cap.:	368		316		832		379		314		842		1217	xxxx	xxxxx				1200	xxxx	xxxxx			
Move Cap.:	330		302		832		359		301		842		1217	xxxx	xxxxx				1200	xxxx	xxxxx			
Volume/Cap:	0.01	0.01		0.01		0.02	0.07		0.01		0.02	xxxx		xxxx				0.02	xxxx		xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				8.0	xxxx	xxxxx				8.1	xxxx	xxxxx			
LOS by Move:	*		*		*		*		*		*		A		*		*		A		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		541	xxxxx			xxxx		383	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		0.1	xxxxx			xxxxx		0.4	xxxxx			0.1	xxxx	xxxxx				0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx		11.9	xxxxx			xxxxx		15.6	xxxxx			8.0	xxxx	xxxxx				8.1	xxxx	xxxxx			
Shared LOS:	*		B		*		*		C		*		A		*		*		A		*		*	
ApproachDel:			11.9						15.6				xxxxxx						xxxxxx					
ApproachLOS:			B						C						*						*			

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Fremont/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	76	635	30	59	519	18	51	193	71	26	234	90
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	78	654	31	61	535	19	53	199	73	27	241	93
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	4	0	3	3	0	0	4	0	1	4	2
Initial Fut:	78	658	31	64	538	19	53	204	73	28	250	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	81	683	32	66	558	19	55	212	76	29	260	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	683	32	66	558	19	55	212	76	29	260	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	683	32	66	558	19	55	212	76	29	260	98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.47	0.53	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2355	845	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.02	0.04	0.35	0.01	0.03	0.09	0.09	0.02	0.16	0.06
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Fair Oaks/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	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			Prot+Permit			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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	81	916	8	106	1023	50	58	169	73	24	260	182
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	83	943	8	109	1054	52	60	174	75	25	268	187
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	1	0	0	7	6	11	4	0	0	4	0
Initial Fut:	83	944	8	109	1061	58	71	179	75	25	277	187
User Adj:	1.00	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:	91	1033	9	119	1160	63	77	196	82	27	303	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1033	9	119	1160	63	77	196	82	27	303	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1033	9	119	1160	63	77	196	82	27	303	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.98	0.02	1.00	1.90	0.10	1.00	0.70	0.30	1.00	0.60	0.40
Final Sat.:	1600	3172	28	1600	3035	165	1600	1127	473	1600	954	646
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.07	0.38	0.38	0.05	0.17	0.17	0.02	0.32	0.32
Crit Moves:	****				****		****				****	

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

Intersection #11 Meridian/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	103	131	51	7	111	5	3	125	133	21	135	35
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	106	135	53	7	114	5	3	129	137	22	139	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	135	53	7	114	5	3	129	137	22	139	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	123	156	61	8	132	6	4	149	159	25	161	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	156	61	8	132	6	4	149	159	25	161	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	1.00	1.00	1.00
FinalVolume:	123	156	61	8	132	6	4	149	159	25	161	42
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:	0.36	0.46	0.18	0.06	0.90	0.04	0.01	0.48	0.51	0.11	0.71	0.18
Final Sat.:	222	283	110	31	492	22	7	304	323	65	415	108
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.27	0.27	0.27	0.49	0.49	0.49	0.39	0.39	0.39
Crit Moves:		****			****				****		****	
Delay/Veh:	14.5	14.5	14.5	10.8	10.8	10.8	12.8	12.8	12.8	11.8	11.8	11.8
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:	14.5	14.5	14.5	10.8	10.8	10.8	12.8	12.8	12.8	11.8	11.8	11.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		14.5			10.8			12.8			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			10.8			12.8			11.8	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.0	1.0	1.0	0.3	0.3	0.3	0.8	0.8	0.8	0.5	0.5	0.5

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

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

Intersection #12 Diamond/El Centro

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	52	59	33	7	0	21	18	162	0	0	116	4
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	61	34	7	0	22	19	167	0	0	119	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	61	34	7	0	22	19	167	0	0	119	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	64	73	41	9	0	26	22	199	0	0	143	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	73	41	9	0	26	22	199	0	0	143	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	73	41	9	0	26	22	199	0	0	143	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.41	0.23	0.25	0.00	0.75	0.10	0.90	0.00	0.00	0.97	0.03
Final Sat.:	261	296	165	180	0	541	76	680	0	0	718	25
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.05	xxxx	0.05	0.29	0.29	xxxx	xxxx	0.20	0.20
Crit Moves:		****		****				****			****	
Delay/Veh:	9.1	9.1	9.1	7.8	0.0	7.8	9.4	9.4	0.0	0.0	8.7	8.7
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:	9.1	9.1	9.1	7.8	0.0	7.8	9.4	9.4	0.0	0.0	8.7	8.7
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:		9.1			7.8			9.4			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			7.8			9.4			8.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.4	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	13	30	9	17	152	30	11	109	16
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	13	31	9	18	157	31	11	112	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	10	-10	0	0	-10	10
Initial Fut:	0	0	0	13	31	9	28	147	31	11	102	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	15	36	11	32	170	36	13	118	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	36	11	32	170	36	13	118	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	36	11	32	170	36	13	118	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.25	0.58	0.17	0.13	0.72	0.15	0.08	0.73	0.19
Final Sat.:	0	0	0	181	418	125	115	612	129	68	618	160
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.09	0.09	0.09	0.28	0.28	0.28	0.19	0.19	0.19
Crit Moves:					****			****			****	
Delay/Veh:	0.0	0.0	0.0	8.0	8.0	8.0	8.7	8.7	8.7	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.0	8.0	8.0	8.7	8.7	8.7	8.1	8.1	8.1
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx				8.0			8.7			8.1	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.0			8.7			8.1	
LOS by Appr:	*				A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Fremont/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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:	43	677	10	20	582	14	23	100	52	11	102	41
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	44	697	10	21	599	14	24	103	54	11	105	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	6	3	1	0	0	0	0	6	0	4
Initial Fut:	44	697	16	24	600	14	24	103	54	17	105	46
User Adj:	1.00	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:	46	729	17	25	628	15	25	108	56	18	110	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	729	17	25	628	15	25	108	56	18	110	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	1.00	1.00	1.00
FinalVolume:	46	729	17	25	628	15	25	108	56	18	110	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.98	0.02	0.13	0.57	0.30	0.10	0.63	0.27
Final Sat.:	1600	1563	37	1600	1562	38	210	914	475	164	997	439
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.02	0.40	0.40	0.02	0.12	0.12	0.01	0.11	0.11
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Meridian/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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			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	0 1	0	0 1	0 1	1	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	235	231	46	50	194	20	22	849	189	17	708	26
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	242	238	47	52	200	21	23	874	195	18	729	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	238	47	52	200	21	23	874	195	18	729	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	283	278	55	60	234	24	27	1023	228	20	853	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	278	55	60	234	24	27	1023	228	20	853	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	278	55	60	234	24	27	1023	228	20	853	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.50	1.00	0.20	0.80	1.00	0.05	1.95	1.00	0.05	1.95	1.00
Final Sat.:	807	793	1600	328	1272	1600	81	3119	1600	75	3125	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.03	0.04	0.18	0.02	0.02	0.33	0.14	0.01	0.27	0.02
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Diamond/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	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
Y+R:	4.0	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! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	101	77	39	6	28	9	11	752	188	20	631	11
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	104	79	40	6	29	9	11	775	194	21	650	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	79	40	6	29	9	11	775	194	21	650	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	135	103	52	8	38	12	15	1009	252	27	846	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	103	52	8	38	12	15	1009	252	27	846	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	103	52	8	38	12	15	1009	252	27	846	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.47	0.35	0.18	0.14	0.65	0.21	0.03	1.97	1.00	0.06	1.94	1.00
Final Sat.:	745	568	288	223	1042	335	46	3154	1600	98	3102	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.01	0.04	0.04	0.01	0.32	0.16	0.02	0.27	0.01
Crit Moves:		****		****				****		****		

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                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Fairview/Monterey
********************************************************************************
Average Delay (sec/veh):      0.2       Worst Case Level Of Service: C[ 15.7]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     5    0    15     4  809     0     0  682     4
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0    0     0     5    0    15     4  833     0     0  702     4
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     5    0    15     4  833     0     0  702     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:     0    0     0     6    0    17     5  937     0     0  790     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     6    0    17     5  937     0     0  790     5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1270 1739   397   795 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   163   88   608   836 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   162   88   608   836 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.04 0.00  0.03  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  360 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.2 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 15.7 xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             15.7           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fremont/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	10	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:	Permitted			Permitted			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	169	624	50	58	529	29	75	567	191	56	505	60
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	174	643	52	60	545	30	77	584	197	58	520	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	7	0	0	0	0	0	0	0
Initial Fut:	174	650	52	60	552	30	77	584	197	58	520	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	186	696	55	64	591	32	83	625	211	62	557	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	696	55	64	591	32	83	625	211	62	557	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	696	55	64	591	32	83	625	211	62	557	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.50	0.50	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2394	806	1600	2860	340
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.03	0.04	0.37	0.02	0.05	0.26	0.26	0.04	0.19	0.19
Crit Moves:	****				****			****		****		

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

Intersection #101 Diamond/Residential Dwy

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

Street Name:	Diamond						Residential					
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 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	81	0	0	28	0	0	0	0	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	83	0	0	29	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	0	0	29	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	95	0	0	33	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	95	0	0	33	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	128	128	95
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	766	967
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	766	967
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	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			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #102 Fairview/Commercial Dwy

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[7.5]

Street Name:	Fairview						Commercial Dwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	20	33	0	0	70	40	0	0	0	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	34	0	0	72	41	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	34	0	0	72	41	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	24	39	0	0	83	48	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	39	0	0	83	48	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	131	xxxx	xxxxx	xxxx	xxxx	xxxxx	194	194	107	xxxx	xxxx	xxxxx
Potent Cap.:	1467	xxxx	xxxxx	xxxx	xxxx	xxxxx	799	705	952	xxxx	xxxx	xxxxx
Move Cap.:	1467	xxxx	xxxxx	xxxx	xxxx	xxxxx	789	693	952	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	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	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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 Orange Grove/110 WB	C	32.4	1.023	C	32.6	1.025	+ 0.209 D/V
# 2 Orange Grove/110 EB	C	22.6	0.486	C	22.6	0.499	+ 0.076 D/V
# 3 Fair Oaks/110 WB	B	16.6	0.664	B	16.7	0.666	+ 0.056 D/V
# 4 Fair Oaks/110 EB	F	132.4	1.186	F	136.3	1.195	+ 3.867 D/V

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

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	10	Average Delay (sec/veh):	32.6
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			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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	880	0	0	279	1181	0	0	0	43	0	30
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	153	906	0	0	287	1216	0	0	0	44	0	31
Added Vol:	2	1	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	907	0	0	292	1216	0	0	0	44	0	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	162	948	0	0	306	1271	0	0	0	46	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	948	0	0	306	1271	0	0	0	46	0	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	1.00	1.00	1.00	1.00
FinalVolume:	162	948	0	0	306	1271	0	0	0	46	0	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	1805	3610	0	0	1900	1615	0	0	0	1027	0	716
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.00	0.16	0.79	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****					****				****		
Green/Cycle:	0.09	0.86	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.04	0.00	0.04
Volume/Cap:	1.02	0.31	0.00	0.00	0.21	1.02	0.00	0.00	0.00	1.02	0.00	1.02
Uniform Del:	45.6	1.4	0.0	0.0	3.2	11.6	0.0	0.0	0.0	47.8	0.0	47.8
IncremntDel:	78.1	0.1	0.0	0.0	0.1	32.0	0.0	0.0	0.0	109.7	0.0	109.7
InitQueuDel:	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	123.7	1.5	0.0	0.0	3.3	43.6	0.0	0.0	0.0	157.5	0.0	157.5
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:	123.7	1.5	0.0	0.0	3.3	43.6	0.0	0.0	0.0	157.5	0.0	157.5
LOS by Move:	F	A	A	A	A	D	A	A	A	F	A	F
HCM2kAvgQ:	7	3	0	0	3	50	0	0	0	5	0	5

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

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

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	10	Average Delay (sec/veh):	22.6
Optimal Cycle:	36	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0 0	1 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	415	117	19	331	0	580	5	68	3	0	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	427	121	20	341	0	597	5	70	3	0	32
Added Vol:	0	2	0	0	5	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	429	121	20	346	0	597	5	84	3	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	459	129	21	370	0	638	6	90	3	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	459	129	21	370	0	638	6	90	3	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	459	129	21	370	0	638	6	90	3	0	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.94	0.94	0.94	0.87	1.00	0.87
Lanes:	0.00	1.56	0.44	1.00	1.00	0.00	1.77	0.01	0.22	0.09	0.00	0.91
Final Sat.:	0	2726	765	1805	1900	0	3164	24	387	146	0	1513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.01	0.19	0.00	0.20	0.23	0.23	0.02	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.36	0.36	0.03	0.39	0.00	0.46	0.46	0.46	0.05	0.00	0.05
Volume/Cap:	0.00	0.46	0.46	0.46	0.50	0.00	0.43	0.50	0.50	0.50	0.00	0.50
Uniform Del:	0.0	24.3	24.3	48.1	23.1	0.0	17.9	18.6	18.6	46.6	0.0	46.6
IncremntDel:	0.0	0.3	0.3	7.3	0.5	0.0	0.2	0.3	0.3	5.1	0.0	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.5	24.5	55.3	23.6	0.0	18.1	18.9	18.9	51.8	0.0	51.8
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	24.5	24.5	55.3	23.6	0.0	18.1	18.9	18.9	51.8	0.0	51.8
LOS by Move:	A	C	C	E	C	A	B	B	B	D	A	D
HCM2kAvgQ:	0	7	7	1	8	0	7	9	9	2	0	2

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

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

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10	Average Delay (sec/veh):	16.7
Optimal Cycle:	50	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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	370	1496	134	0	805	158	0	0	0	300	69	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	381	1541	138	0	829	163	0	0	0	309	71	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	7	0	0	7	0	0	0	0	0	0	0
Initial Fut:	388	1548	138	0	836	163	0	0	0	309	71	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	408	1628	145	0	879	171	0	0	0	325	75	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	1628	145	0	879	171	0	0	0	325	75	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	1.00	1.00	1.00
FinalVolume:	408	1628	145	0	879	171	0	0	0	325	75	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	1.00	0.95	0.85	1.00	1.00	1.00	0.83	0.83	0.83
Lanes:	2.00	1.84	0.16	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.64	0.36
Final Sat.:	3502	3275	292	1900	3610	1615	0	0	0	3168	1012	572
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.50	0.00	0.24	0.11	0.00	0.00	0.00	0.10	0.07	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.75	0.75	0.00	0.50	0.50	0.00	0.00	0.00	0.15	0.15	0.15
Volume/Cap:	0.48	0.67	0.67	0.00	0.48	0.21	0.00	0.00	0.00	0.67	0.48	0.48
Uniform Del:	32.6	6.4	6.4	0.0	16.2	13.7	0.0	0.0	0.0	39.9	38.6	38.6
IncremntDel:	0.4	0.7	0.7	0.0	0.2	0.1	0.0	0.0	0.0	2.6	0.4	0.4
InitQueuDel:	0.0	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	33.0	7.1	7.1	0.0	16.4	13.9	0.0	0.0	0.0	42.5	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	7.1	7.1	0.0	16.4	13.9	0.0	0.0	0.0	42.5	39.0	39.0
LOS by Move:	C	A	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	5	13	13	0	9	3	0	0	0	6	4	4

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

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

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.195
Loss Time (sec):	10	Average Delay (sec/veh):	136.3
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	0 0	2 0	0	0 1	0 1	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1253	19	0	1106	0	275	103	175	5	0	471
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1291	20	0	1139	0	283	106	180	5	0	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	7	0	0	0	7	0	0	0
Initial Fut:	0	1304	20	0	1146	0	283	106	187	5	0	485
User Adj:	1.00	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:	0	1388	21	0	1221	0	302	113	199	5	0	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1388	21	0	1221	0	302	113	199	5	0	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1388	21	0	1221	0	302	113	199	5	0	517
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	1.00	0.88	0.88	0.88	0.85	1.00	0.85
Lanes:	1.00	1.97	0.03	0.00	2.00	0.00	0.98	0.37	0.65	0.02	0.00	1.98
Final Sat.:	1805	3549	53	0	3610	0	1646	617	1088	34	0	3201
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.34	0.00	0.18	0.18	0.18	0.16	0.00	0.16
Crit Moves:		****			****			****		****		
Green/Cycle:	0.00	0.33	0.33	0.00	0.28	0.00	0.15	0.15	0.15	0.14	0.00	0.14
Volume/Cap:	0.00	1.20	1.20	0.00	1.20	0.00	1.20	1.20	1.20	1.20	0.00	1.18
Uniform Del:	0.0	33.6	33.6	0.0	35.9	0.0	42.3	42.3	42.3	43.2	0.0	43.2
IncremntDel:	0.0	96.3	96.3	0.0	97.5	0.0	105.7	106	105.7	108.3	0.0	103.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	130	130.0	0.0	133	0.0	148.0	148	148.0	151.5	0.0	146.4
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	130	130.0	0.0	133	0.0	148.0	148	148.0	151.5	0.0	146.4
LOS by Move:	A	F	F	A	F	A	F	F	F	F	A	F
HCM2kAvgQ:	0	40	40	0	33	0	19	19	19	16	0	16

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

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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 Orange Grove/110 WB	C	xxxxx	0.729	C	xxxxx	0.738	+ 0.009 V/C
# 2 Orange Grove/110 EB	C	xxxxx	0.791	C	xxxxx	0.795	+ 0.004 V/C
# 3 Fair Oaks/110 WB	B	xxxxx	0.639	B	xxxxx	0.642	+ 0.004 V/C
# 4 Fair Oaks/110 EB	F	xxxxx	1.230	F	xxxxx	1.245	+ 0.015 V/C
# 5 Orange Grove/MIssion	A	xxxxx	0.388	A	xxxxx	0.390	+ 0.002 V/C
# 6 Meridian/Mission	A	xxxxx	0.387	A	xxxxx	0.391	+ 0.004 V/C
# 7 DIamond/Mission	C	20.8	0.070	C	21.4	0.073	+ 0.547 D/V
# 8 Fairview/Mission	C	15.5	0.050	C	15.8	0.051	+ 0.303 D/V
# 9 Fremont/Mission	C	xxxxx	0.794	D	xxxxx	0.808	+ 0.014 V/C
# 10 Fair Oaks/Mission	D	xxxxx	0.822	D	xxxxx	0.849	+ 0.027 V/C
# 11 Meridian/El Centro	B	10.1	0.335	B	10.1	0.335	+ 0.000 V/C
# 12 Diamond/El Centro	A	8.8	0.279	A	8.8	0.279	+ 0.000 V/C
# 13 Fairview/El Centro	A	8.7	0.324	A	8.7	0.324	+ 0.000 V/C
# 14 Fremont/El Centro	D	xxxxx	0.830	D	xxxxx	0.836	+ 0.006 V/C
# 15 Meridian/Monterey	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 16 Diamond/Monterey	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 17 Fairview/Monterey	C	15.3	0.050	C	15.3	0.050	+ 0.000 D/V
# 18 Fremont/Monterey	D	xxxxx	0.886	D	xxxxx	0.893	+ 0.007 V/C
#101 Diamond/Residential Dwy	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
#102 Fairview/Commercial Dwy	A	9.4	0.054	A	9.4	0.054	+ 0.000 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	111	1205	0	0	307	638	0	0	0	123	0	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	114	1241	0	0	316	657	0	0	0	127	0	29
Added Vol:	13	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1245	0	0	318	657	0	0	0	127	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:	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:	138	1352	0	0	346	714	0	0	0	138	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1352	0	0	346	714	0	0	0	138	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1352	0	0	346	714	0	0	0	138	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	0.00	0.00	0.81	0.01	0.18
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1303	0	297
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.00	0.00	0.22	0.45	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****					****						****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	332	89	30	403	0	963	16	165	4	0	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	342	92	31	415	0	992	16	170	4	0	26
Added Vol:	0	18	0	0	2	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	92	31	417	0	992	16	177	4	0	26
User Adj:	1.00	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:	0	385	98	33	446	0	1061	18	189	4	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	98	33	446	0	1061	18	189	4	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	385	98	33	446	0	1061	18	189	4	0	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.59	0.41	1.00	1.00	0.00	1.67	0.03	0.30	0.14	0.00	0.86
Final Sat.:	0	2550	650	1600	1600	0	2678	44	478	221	0	1379
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.02	0.28	0.00	0.40	0.40	0.40	0.02	0.00	0.02
Crit Moves:	****				****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	282	1202	126	8	880	175	0	0	0	297	53	22
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	290	1238	130	8	906	180	0	0	0	306	55	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	11	0	0	12	0	0	0	0	0	0	0
Initial Fut:	301	1249	130	8	918	180	0	0	0	306	55	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	308	1275	132	8	937	184	0	0	0	312	56	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1275	132	8	937	184	0	0	0	312	56	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1275	132	8	937	184	0	0	0	312	56	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.81	0.19	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.71	0.29
Final Sat.:	3200	2899	301	1600	3200	1600	0	0	0	3200	1131	469
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.44	0.01	0.29	0.11	0.00	0.00	0.00	0.10	0.05	0.05
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.245
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2	0 0	0 1	0	1 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	1001	34	0	1176	0	251	350	251	14	0	360
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1031	35	0	1211	0	259	361	259	14	0	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	22	0	0	12	0	0	0	12	0	0	0
Initial Fut:	0	1053	35	0	1223	0	259	361	271	14	0	371
User Adj:	1.00	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:	0	1076	36	0	1250	0	264	368	276	15	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1076	36	0	1250	0	264	368	276	15	0	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1076	36	0	1250	0	264	368	276	15	0	379
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.94	0.06	0.00	2.00	0.00	0.58	0.81	0.61	0.07	xxxx	1.93
Final Sat.:	1600	3097	103	0	3200	0	930	1297	973	120	0	3080
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.00	0.39	0.00	0.28	0.28	0.28	0.12	0.00	0.12
Crit Moves:			****		****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Orange Grove/MIssion

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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:	Split Phase			Split Phase			Permitted			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	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	195	0	271	268	307	0	0	291	97
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	201	0	279	276	316	0	0	300	100
Added Vol:	0	0	0	9	0	0	0	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	8	0	0	7	0
Initial Fut:	0	0	0	210	0	279	276	324	0	0	307	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	222	0	295	292	343	0	0	325	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	222	0	295	292	343	0	0	325	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	222	0	295	292	343	0	0	325	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.29	xxxx	1.71	1.00	2.00	0.00	0.00	1.44	0.56
Final Sat.:	0	0	0	2060	0	2740	1600	3200	0	0	2311	889
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.18	0.11	0.00	0.00	0.14	0.14
Crit Moves:						****	****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Meridian/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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
Y+R:	4.0	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! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	64	19	24	81	9	1	456	71	5	282	29
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	35	66	20	25	83	9	1	470	73	5	290	30
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	7	0
Initial Fut:	35	66	20	25	83	9	1	482	73	5	299	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	70	21	26	89	10	1	515	78	6	320	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	70	21	26	89	10	1	515	78	6	320	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	1.00	1.00	1.00	1.00
FinalVolume:	37	70	21	26	89	10	1	515	78	6	320	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.29	0.55	0.16	0.21	0.71	0.08	0.01	1.73	0.26	0.03	1.79	0.18
Final Sat.:	465	875	260	337	1137	126	6	2773	421	49	2865	286
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.02	0.08	0.08	0.00	0.19	0.19	0.00	0.11	0.11
Crit Moves:	****				****			****		****		

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #7 DIamond/Mission
*******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: C[ 21.4]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1  0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15    1    36     0    1     0     0  480    21    23  304     2
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:   15    1    37     0    1     0     0  494    22    24  313     2
Added Vol:      0    0     0     0    0     0     0    4     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    8     0     0    7     0
Initial Fut:   15    1    37     0    1     0     0  506    22    24  322     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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:    18    1    44     0    1     0     0  594    25    28  378     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   18    1    44     0    1     0     0  594    25    28  378     2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9 xxxxx  6.5 xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx  4.0 xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  852 1043   310  xxxx 1055 xxxxx  xxxx xxxx xxxxx   620 xxxx xxxxx
Potent Cap.:  256  231   692  xxxx  228 xxxxx  xxxx xxxx xxxxx   970 xxxx xxxxx
Move Cap.:    250  224   692  xxxx  221 xxxxx  xxxx xxxx xxxxx   970 xxxx xxxxx
Volume/Cap:  0.07 0.01  0.06  xxxx 0.01  xxxx  xxxx xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx  0.0 xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx 21.4 xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    *    *     *     *    C     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  446 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 14.4 xxxxx xxxxx xxxx xxxxx   7.2 xxxx xxxxx   8.8 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     A    *     *     A    *     *
ApproachDel:      14.4             21.4           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #8 Fairview/Mission
*******************************************************************************
Average Delay (sec/veh):      1.4       Worst Case Level Of Service: C[ 15.8]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6    6    21     8   10    17    18  466    32    23  303    32
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    6    6    22     8   10    18    19  480    33    24  312    33
Added Vol:      0    0     0     0    0     0     0    4     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    8     0     0    7     0
Initial Fut:    6    6    22     8   10    18    19  492    33    24  321    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:     0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
PHF Volume:     7    7    24     9   11    19    20  541    36    26  353    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7    7    24     9   11    19    20  541    36    26  353    36
------------|---------------||---------------||---------------||---------------|
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:  835 1042   289   738 1042   195   389 xxxx xxxxx   577 xxxx xxxxx
Potent Cap.:  264  232   714   310  232   820  1180 xxxx xxxxx  1006 xxxx xxxxx
Move Cap.:    239  221   714   282  221   820  1180 xxxx xxxxx  1006 xxxx xxxxx
Volume/Cap:  0.03 0.03  0.03  0.03 0.05  0.02  0.02 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.1 xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  404 xxxxx  xxxx  371 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.3 xxxxx xxxxx  0.4 xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 14.8 xxxxx xxxxx 15.8 xxxxx   8.1 xxxx xxxxx   8.7 xxxx xxxxx
Shared LOS:     *    B     *     *    C     *     A    *     *     A    *     *
ApproachDel:      14.8             15.8           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Fremont/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	83	610	29	88	599	15	46	345	95	62	275	63
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	85	628	30	91	617	15	47	355	98	64	283	65
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	0
PasserByVol:	0	7	1	5	6	0	0	8	0	0	7	4
Initial Fut:	85	635	31	96	623	15	47	367	98	64	292	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	90	672	33	101	659	16	50	389	104	68	309	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	672	33	101	659	16	50	389	104	68	309	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	672	33	101	659	16	50	389	104	68	309	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.58	0.42	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2527	673	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.02	0.06	0.41	0.01	0.03	0.15	0.15	0.04	0.19	0.05
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Fair Oaks/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	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			Prot+Permit			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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	791	27	147	1104	80	119	264	82	48	194	114
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	78	815	28	151	1137	82	123	272	84	49	200	117
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	0
PasserByVol:	1	2	0	0	12	11	19	7	0	0	8	0
Initial Fut:	79	817	28	151	1149	93	142	283	84	49	210	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:	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:	81	837	28	155	1177	96	145	290	87	51	215	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	837	28	155	1177	96	145	290	87	51	215	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	837	28	155	1177	96	145	290	87	51	215	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.93	0.07	1.00	1.85	0.15	1.00	0.77	0.23	1.00	0.64	0.36
Final Sat.:	1600	3095	105	1600	2959	241	1600	1232	368	1600	1026	574
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.10	0.40	0.40	0.09	0.24	0.24	0.03	0.21	0.21
Crit Moves:	****				****		****				****	

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

Intersection #11 Meridian/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	68	99	34	18	129	5	6	108	88	37	106	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	70	102	35	19	133	5	6	111	91	38	109	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	102	35	19	133	5	6	111	91	38	109	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	75	109	37	20	142	6	7	119	97	41	117	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	109	37	20	142	6	7	119	97	41	117	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	109	37	20	142	6	7	119	97	41	117	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.49	0.17	0.12	0.85	0.03	0.03	0.53	0.44	0.22	0.62	0.16
Final Sat.:	223	325	112	76	543	21	20	368	300	142	406	107
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.26	0.26	0.26	0.32	0.32	0.32	0.29	0.29	0.29
Crit Moves:	****			****			****			****		
Delay/Veh:	10.4	10.4	10.4	9.9	9.9	9.9	10.0	10.0	10.0	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:	10.4	10.4	10.4	9.9	9.9	9.9	10.0	10.0	10.0	10.0	10.0	10.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.4			9.9			10.0			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			9.9			10.0			10.0		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	0	Average Delay (sec/veh):	8.8
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 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	37	34	62	23	0	29	13	158	0	0	106	4
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	35	64	24	0	30	13	163	0	0	109	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	35	64	24	0	30	13	163	0	0	109	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	45	42	76	28	0	36	16	194	0	0	130	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	42	76	28	0	36	16	194	0	0	130	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	42	76	28	0	36	16	194	0	0	130	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.25	0.47	0.44	0.00	0.56	0.08	0.92	0.00	0.00	0.96	0.04
Final Sat.:	208	191	348	318	0	401	57	696	0	0	712	27
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.09	xxxx	0.09	0.28	0.28	xxxx	xxxx	0.18	0.18
Crit Moves:		****		****				****				****
Delay/Veh:	8.7	8.7	8.7	8.1	0.0	8.1	9.3	9.3	0.0	0.0	8.6	8.6
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:	8.7	8.7	8.7	8.1	0.0	8.1	9.3	9.3	0.0	0.0	8.6	8.6
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	8.7			8.1			9.3			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.1			9.3			8.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	22	39	9	18	190	35	15	100	16
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	23	40	9	19	196	36	15	103	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	10	-10	0	0	-10	10
Initial Fut:	0	0	0	23	40	9	29	186	36	15	93	26
User Adj:	1.00	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	25	44	10	31	204	40	17	102	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	44	10	31	204	40	17	102	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	1.00	1.00	1.00
FinalVolume:	0	0	0	25	44	10	31	204	40	17	102	29
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	0.00	0.00	0.31	0.56	0.13	0.11	0.75	0.14	0.11	0.69	0.20
Final Sat.:	0	0	0	223	395	91	97	630	122	94	568	162
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.11	0.11	0.11	0.32	0.32	0.32	0.18	0.18	0.18
Crit Moves:					****			****				****
Delay/Veh:	0.0	0.0	0.0	8.3	8.3	8.3	9.1	9.1	9.1	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.3	8.3	8.3	9.1	9.1	9.1	8.2	8.2	8.2
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx				8.3			9.1			8.2	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.3			9.1			8.2	
LOS by Appr:	*				A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.5	0.5	0.5	0.2	0.2	0.2

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Fremont/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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			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:	31	675	31	29	700	24	16	154	54	32	86	37
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	695	32	30	721	25	16	159	56	33	89	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	11	6	0	0	0	0	0	11	0	7
Initial Fut:	32	696	43	36	721	25	16	159	56	44	89	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	36	781	48	40	808	28	18	178	62	49	99	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	781	48	40	808	28	18	178	62	49	99	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:	36	781	48	40	808	28	18	178	62	49	99	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.07	0.69	0.24	0.25	0.50	0.25
Final Sat.:	1600	1507	93	1600	1547	53	114	1100	386	396	798	406
Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.52	0.03	0.52	0.52	0.01	0.16	0.16	0.03	0.12	0.12
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Meridian/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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	0 1	0 0	1	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	189	164	52	39	192	27	12	773	187	29	803	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	195	169	54	40	198	28	12	796	193	30	827	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	169	54	40	198	28	12	796	193	30	827	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	205	178	56	42	208	29	13	839	203	31	872	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	178	56	42	208	29	13	839	203	31	872	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	178	56	42	208	29	13	839	203	31	872	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.54	0.46	1.00	0.17	0.83	1.00	0.03	1.97	1.00	0.07	1.93	1.00
Final Sat.:	857	743	1600	270	1330	1600	49	3151	1600	112	3088	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.04	0.03	0.16	0.02	0.01	0.27	0.13	0.02	0.28	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Diamond/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	10	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:	Permitted			Permitted			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	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	46	31	17	12	10	19	8	815	48	18	788	14
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	32	18	12	10	20	8	839	49	19	812	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	32	18	12	10	20	8	839	49	19	812	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	48	32	18	12	10	20	8	848	50	19	820	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	32	18	12	10	20	8	848	50	19	820	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	32	18	12	10	20	8	848	50	19	820	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.49	0.33	0.18	0.29	0.24	0.47	0.02	1.98	1.00	0.04	1.96	1.00
Final Sat.:	783	528	289	468	390	741	31	3169	1600	71	3129	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.03	0.03	0.01	0.27	0.03	0.01	0.26	0.01
Crit Moves:		****		****				****		****		

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                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Fairview/Monterey
********************************************************************************
Average Delay (sec/veh):      0.4       Worst Case Level Of Service: C[ 15.3]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     5    0    26     9  834     0     3  806     7
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0    0     0     5    0    27     9  859     0     3  830     7
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     5    0    27     9  859     0     3  830     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     0    0     0     5    0    28    10  905     0     3  875     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     5    0    28    10  905     0     3  875     8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1357 1810   441   882 xxxx xxxxx   905 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   143   80   569   775 xxxx xxxxx   760 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   141   78   569   775 xxxx xxxxx   760 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.04 0.00  0.05  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.7 xxxx xxxxx   9.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  382 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 15.3 xxxxx   9.7 xxxx xxxxx   9.8 xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     A    *     *
ApproachDel:    xxxxxx             15.3           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fremont/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	10	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	156	641	44	91	612	43	62	573	191	53	604	49
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	161	660	45	94	630	44	64	590	197	55	622	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	12	0	0	11	0	0	0	0	0	0	0
Initial Fut:	161	672	45	94	641	44	64	590	197	55	622	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	163	682	46	95	651	45	65	599	200	55	632	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	682	46	95	651	45	65	599	200	55	632	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:	163	682	46	95	651	45	65	599	200	55	632	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.50	0.50	1.00	1.85	0.15
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2400	800	1600	2960	240
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.03	0.06	0.41	0.03	0.04	0.25	0.25	0.03	0.21	0.21
Crit Moves:	****				****			****		****		

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #101 Diamond/Residential Dwy
********************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
********************************************************************************
Street Name:             Diamond                        Residential
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  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   51     0     0   52     0     0    0     0     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0   53     0     0   54     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   53     0     0   54     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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:     0   62     0     0   63     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   62     0     0   63     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   125  125    62
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   875  770  1009
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   875  770  1009
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 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           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #102 Fairview/Commercial Dwy
*******************************************************************************
Average Delay (sec/veh):      2.9       Worst Case Level Of Service: A[  9.4]
*******************************************************************************
Street Name:             Fairview                      Commercial Dwy
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  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   70     0     0   65     0    40    0    20     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0   72     0     0   67     0    41    0    21     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   72     0     0   67     0    41    0    21     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.91 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   79     0     0   74     0    45    0    23     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   79     0     0   74     0    45    0    23     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx   153  153    74  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   844  743   994  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   844  743   994  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.05 0.00  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  888 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.4 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.4           xxxxxx
ApproachLOS:         *                *                 A                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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 Orange Grove/110 WB	B	12.0	0.673	B	12.4	0.681	+ 0.387 D/V
# 2 Orange Grove/110 EB	C	24.5	0.735	C	24.6	0.741	+ 0.170 D/V
# 3 Fair Oaks/110 WB	B	16.2	0.551	B	16.3	0.555	+ 0.102 D/V
# 4 Fair Oaks/110 EB	F	117.6	1.150	F	123.6	1.165	+ 5.943 D/V

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

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	12.4
Optimal Cycle:	52	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	111	1205	0	0	307	638	0	0	0	123	0	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	114	1241	0	0	316	657	0	0	0	127	0	29
Added Vol:	13	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1245	0	0	318	657	0	0	0	127	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:	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:	138	1352	0	0	346	714	0	0	0	138	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1352	0	0	346	714	0	0	0	138	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1352	0	0	346	714	0	0	0	138	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	1805	3610	0	0	1900	1615	0	0	0	1450	0	330
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.00	0.00	0.18	0.44	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****					****				****		
Green/Cycle:	0.11	0.76	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.68	0.49	0.00	0.00	0.28	0.68	0.00	0.00	0.00	0.68	0.00	0.68
Uniform Del:	42.7	4.6	0.0	0.0	7.6	11.1	0.0	0.0	0.0	40.9	0.0	40.9
IncremntDel:	9.1	0.1	0.0	0.0	0.1	1.9	0.0	0.0	0.0	7.5	0.0	7.5
InitQueuDel:	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	51.8	4.7	0.0	0.0	7.7	12.9	0.0	0.0	0.0	48.5	0.0	48.5
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:	51.8	4.7	0.0	0.0	7.7	12.9	0.0	0.0	0.0	48.5	0.0	48.5
LOS by Move:	D	A	A	A	A	B	A	A	A	D	A	D
HCM2kAvgQ:	4	8	0	0	5	15	0	0	0	6	0	6

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

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

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	10	Average Delay (sec/veh):	24.6
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0 0	1 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	332	89	30	403	0	963	16	165	4	0	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	342	92	31	415	0	992	16	170	4	0	26
Added Vol:	0	18	0	0	2	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	92	31	417	0	992	16	177	4	0	26
User Adj:	1.00	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:	0	385	98	33	446	0	1061	18	189	4	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	98	33	446	0	1061	18	189	4	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	385	98	33	446	0	1061	18	189	4	0	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.94	0.94	0.94	0.88	1.00	0.88
Lanes:	0.00	1.59	0.41	1.00	1.00	0.00	1.72	0.02	0.26	0.14	0.00	0.86
Final Sat.:	0	2791	711	1805	1900	0	3067	43	458	230	0	1438
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.02	0.23	0.00	0.35	0.41	0.41	0.02	0.00	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.00	0.28	0.28	0.04	0.32	0.00	0.56	0.56	0.56	0.03	0.00	0.03
Volume/Cap:	0.00	0.49	0.49	0.49	0.74	0.00	0.62	0.74	0.74	0.74	0.00	0.74
Uniform Del:	0.0	30.1	30.1	47.2	30.5	0.0	15.0	16.7	16.7	48.4	0.0	48.4
IncremntDel:	0.0	0.4	0.4	5.6	4.9	0.0	0.6	1.8	1.8	50.1	0.0	50.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	30.5	30.5	52.8	35.4	0.0	15.6	18.5	18.5	98.4	0.0	98.4
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	30.5	30.5	52.8	35.4	0.0	15.6	18.5	18.5	98.4	0.0	98.4
LOS by Move:	A	C	C	D	D	A	B	B	B	F	A	F
HCM2kAvgQ:	0	7	7	1	12	0	13	18	18	2	0	2

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

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

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	16.3
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			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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	282	1202	126	8	880	175	0	0	0	297	53	22
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	290	1238	130	8	906	180	0	0	0	306	55	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	11	0	0	12	0	0	0	0	0	0	0
Initial Fut:	301	1249	130	8	918	180	0	0	0	306	55	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	308	1275	132	8	937	184	0	0	0	312	56	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1275	132	8	937	184	0	0	0	312	56	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1275	132	8	937	184	0	0	0	312	56	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	1.00	1.00	1.00	0.83	0.83	0.83
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.71	0.29
Final Sat.:	3502	3224	335	1805	3610	1615	0	0	0	3148	1112	462
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.00	0.26	0.11	0.00	0.00	0.00	0.10	0.05	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.18	0.71	0.71	0.01	0.54	0.54	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.48	0.55	0.55	0.55	0.48	0.21	0.00	0.00	0.00	0.55	0.28	0.28
Uniform Del:	36.6	6.8	6.8	49.4	14.4	12.0	0.0	0.0	0.0	37.4	35.5	35.5
IncremntDel:	0.6	0.3	0.3	38.2	0.2	0.1	0.0	0.0	0.0	1.0	0.1	0.1
InitQueuDel:	0.0	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.2	7.1	7.1	87.5	14.5	12.1	0.0	0.0	0.0	38.4	35.6	35.6
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:	37.2	7.1	7.1	87.5	14.5	12.1	0.0	0.0	0.0	38.4	35.6	35.6
LOS by Move:	D	A	A	F	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	10	10	1	9	3	0	0	0	5	2	2

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

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

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.165
Loss Time (sec):	10	Average Delay (sec/veh):	123.6
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	0 0	2 0	0	0 1	0 1	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1001	34	0	1176	0	251	350	251	14	0	360
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1031	35	0	1211	0	259	361	259	14	0	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	22	0	0	12	0	0	0	12	0	0	0
Initial Fut:	0	1053	35	0	1223	0	259	361	271	14	0	371
User Adj:	1.00	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:	0	1076	36	0	1250	0	264	368	276	15	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1076	36	0	1250	0	264	368	276	15	0	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1076	36	0	1250	0	264	368	276	15	0	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	1.00	0.89	0.89	0.89	0.85	1.00	0.85
Lanes:	1.00	1.94	0.06	0.00	2.00	0.00	0.58	0.81	0.61	0.07	0.00	1.93
Final Sat.:	1805	3476	116	0	3610	0	987	1376	1033	117	0	3129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.35	0.00	0.27	0.27	0.27	0.13	0.00	0.12
Crit Moves:			****		****			****		****		
Green/Cycle:	0.00	0.27	0.27	0.00	0.30	0.00	0.23	0.23	0.23	0.11	0.00	0.11
Volume/Cap:	0.00	1.17	1.17	0.00	1.17	0.00	1.17	1.17	1.17	1.17	0.00	1.12
Uniform Del:	0.0	36.7	36.7	0.0	35.1	0.0	38.5	38.5	38.5	44.6	0.0	44.6
IncremntDel:	0.0	86.0	86.0	0.0	84.8	0.0	88.2	88.2	88.2	101.9	0.0	85.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	123	122.7	0.0	120	0.0	126.7	127	126.7	146.5	0.0	129.8
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	123	122.7	0.0	120	0.0	126.7	127	126.7	146.5	0.0	129.8
LOS by Move:	A	F	F	A	F	A	F	F	F	F	A	F
HCM2kAvgQ:	0	31	31	0	33	0	26	26	26	13	0	12

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.050
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	880	0	0	279	1181	0	0	0	43	0	30
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	153	906	0	0	287	1216	0	0	0	44	0	31
Added Vol:	10	1	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	907	0	0	293	1216	0	0	0	44	0	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	171	948	0	0	307	1271	0	0	0	46	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	948	0	0	307	1271	0	0	0	46	0	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	1.00	1.00	1.00	1.00
FinalVolume:	171	948	0	0	307	1271	0	0	0	46	0	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	0.00	0.00	0.58	0.01	0.41
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	942	0	658
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.00	0.00	0.19	0.79	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****					****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	10	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			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:	0 0	1 1	0	1 0	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	415	117	19	331	0	580	5	68	3	0	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	427	121	20	341	0	597	5	70	3	0	32
Added Vol:	0	11	0	0	6	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	438	121	20	347	0	597	5	87	3	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	468	129	21	371	0	638	6	93	3	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	468	129	21	371	0	638	6	93	3	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	468	129	21	371	0	638	6	93	3	0	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.57	0.43	1.00	1.00	0.00	1.74	0.01	0.25	0.09	0.00	0.91
Final Sat.:	0	2510	690	1600	1600	0	2772	24	404	141	0	1459
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.01	0.23	0.00	0.23	0.23	0.23	0.02	0.00	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	370	1496	134	0	805	158	0	0	0	300	69	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	381	1541	138	0	829	163	0	0	0	309	71	40
Added Vol:	0	4	1	0	1	0	0	0	0	1	0	0
PasserByVol:	7	7	0	0	7	0	0	0	0	0	0	0
Initial Fut:	388	1552	139	0	837	163	0	0	0	310	71	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	408	1632	146	0	880	171	0	0	0	326	75	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	1632	146	0	880	171	0	0	0	326	75	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	1.00	1.00	1.00
FinalVolume:	408	1632	146	0	880	171	0	0	0	326	75	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.84	0.16	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.64	0.36
Final Sat.:	3200	2937	263	1600	3200	1600	0	0	0	3200	1022	578
Capacity Analysis Module:												
Vol/Sat:	0.13	0.56	0.56	0.00	0.28	0.11	0.00	0.00	0.00	0.10	0.07	0.07
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.279
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	0 0	2 0	0	0 1	0 1	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1253	19	0	1106	0	275	103	175	5	0	471
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1291	20	0	1139	0	283	106	180	5	0	485
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	7	0	0	0	7	0	0	0
Initial Fut:	0	1308	20	0	1148	0	283	106	187	5	0	485
User Adj:	1.00	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:	0	1393	21	0	1223	0	302	113	199	5	0	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1393	21	0	1223	0	302	113	199	5	0	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1393	21	0	1223	0	302	113	199	5	0	517
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.97	0.03	0.00	2.00	0.00	0.98	0.37	0.65	0.02	0.00	1.98
Final Sat.:	1600	3153	47	0	3200	0	1572	589	1039	34	0	3166
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.00	0.38	0.00	0.19	0.19	0.19	0.16	0.00	0.16
Crit Moves:			****		****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Orange Grove/MIssion

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	10	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:	Split Phase			Split Phase			Permitted			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	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	137	0	249	328	273	0	0	257	102
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	141	0	256	338	281	0	0	265	105
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	0	0	0	164	0	256	338	285	0	0	269	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	193	0	301	397	335	0	0	316	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	193	0	301	397	335	0	0	316	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	193	0	301	397	335	0	0	316	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.17	0.01	1.82	1.00	2.00	0.00	0.00	1.40	0.60
Final Sat.:	0	0	0	1873	0	2927	1600	3200	0	0	2235	965
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.25	0.10	0.00	0.00	0.14	0.14
Crit Moves:						****	****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Meridian/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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
Y+R:	4.0	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! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	49	103	10	12	65	6	4	274	57	2	266	33
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	50	106	10	12	67	6	4	282	59	2	274	34
Added Vol:	0	0	0	0	0	0	0	4	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	50	106	10	12	67	6	4	290	59	2	291	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	64	134	13	16	85	8	5	366	74	3	367	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	134	13	16	85	8	5	366	74	3	367	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:	64	134	13	16	85	8	5	366	74	3	367	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.30	0.64	0.06	0.14	0.79	0.07	0.02	1.65	0.33	0.01	1.78	0.21
Final Sat.:	484	1017	99	231	1253	116	37	2631	532	20	2847	333
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.01	0.07	0.07	0.00	0.14	0.14	0.00	0.13	0.13
Crit Moves:		****		****				****		****		

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

Intersection #7 DIamond/Mission

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	20	3	58	0	0	0	6	286	7	12	282	3
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	3	60	0	0	0	6	295	7	12	290	3
Added Vol:	7	0	9	0	0	0	0	2	2	2	6	0
PasserByVol:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	28	3	69	0	0	0	6	301	9	14	300	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	31	4	78	0	0	0	7	343	11	16	343	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	4	78	0	0	0	7	343	11	16	343	4
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	566	741	177	xxxx	xxxx	xxxxx	346	xxxx	xxxxx	353	xxxx	xxxxx
Potent Cap.:	459	347	842	xxxx	xxxx	xxxxx	1224	xxxx	xxxxx	1217	xxxx	xxxxx
Move Cap.:	452	340	842	xxxx	xxxx	xxxxx	1224	xxxx	xxxxx	1217	xxxx	xxxxx
Volume/Cap:	0.07	0.01	0.09	xxxx	xxxx	xxxx	0.01	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	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	655	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	A	*	*	A	*	*
ApproachDel:	11.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #8 Fairview/Mission

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	3	2	10	8	20	11	23	299	27	23	287	20
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	3	2	10	8	21	11	24	308	28	24	296	21
Added Vol:	1	0	2	0	0	0	0	10	2	3	7	0
PasserByVol:	0	0	0	0	0	0	0	-6	10	11	7	0
Initial Fut:	4	2	12	8	21	11	24	312	40	38	310	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	2	13	9	22	12	26	339	43	41	336	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	13	9	22	12	26	339	43	41	336	22
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:	673	852	191	651	863	179	359	xxxx	xxxxx	382	xxxx	xxxxx
Potent Cap.:	345	299	825	358	295	839	1211	xxxx	xxxxx	1188	xxxx	xxxxx
Move Cap.:	305	282	825	334	278	839	1211	xxxx	xxxxx	1188	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.02	0.03	0.08	0.01	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	518	xxxxx	xxxx	358	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.2	xxxxx	xxxxx	16.5	xxxxx	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	A	*	*	A	*	*
ApproachDel:	12.2			16.5			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Fremont/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	76	635	30	59	519	18	51	193	71	26	234	90
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	78	654	31	61	535	19	53	199	73	27	241	93
Added Vol:	0	0	0	0	0	2	7	4	0	0	8	0
PasserByVol:	0	4	0	3	3	0	0	4	0	1	4	2
Initial Fut:	78	658	31	64	538	21	60	207	73	28	253	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	81	683	32	66	558	21	62	215	76	29	263	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	683	32	66	558	21	62	215	76	29	263	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	683	32	66	558	21	62	215	76	29	263	98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.48	0.52	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2364	836	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.02	0.04	0.35	0.01	0.04	0.09	0.09	0.02	0.16	0.06
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Fair Oaks/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	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			Prot+Permit			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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	81	916	8	106	1023	50	58	169	73	24	260	182
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	83	943	8	109	1054	52	60	174	75	25	268	187
Added Vol:	0	2	0	0	1	0	2	3	0	0	8	0
PasserByVol:	0	1	0	0	7	6	11	4	0	0	4	0
Initial Fut:	83	946	8	109	1062	58	73	181	75	25	280	187
User Adj:	1.00	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:	91	1036	9	119	1162	63	80	198	82	27	306	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1036	9	119	1162	63	80	198	82	27	306	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1036	9	119	1162	63	80	198	82	27	306	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.98	0.02	1.00	1.90	0.10	1.00	0.71	0.29	1.00	0.60	0.40
Final Sat.:	1600	3172	28	1600	3036	164	1600	1131	469	1600	958	642
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.07	0.38	0.38	0.05	0.18	0.18	0.02	0.32	0.32
Crit Moves:	****				****		****				****	

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

Intersection #11 Meridian/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
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 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	103	131	51		7	111	5		3	125	133		21	135	35	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	106	135	53		7	114	5		3	129	137		22	139	36	
Added Vol:	0	0	5		0	0	0		0	1	0		13	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	106	135	58		7	114	5		3	130	137		35	140	36	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86	
PHF Volume:	123	156	67		8	132	6		4	150	159		40	162	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	156	67		8	132	6		4	150	159		40	162	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		1.00	1.00	1.00	
FinalVolume:	123	156	67		8	132	6		4	150	159		40	162	42	
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:	0.36	0.45	0.19		0.06	0.90	0.04		0.01	0.48	0.51		0.16	0.67	0.17	
Final Sat.:	216	275	117		30	483	22		7	301	317		96	387	100	
Capacity Analysis Module:																
Vol/Sat:	0.57	0.57	0.57		0.27	0.27	0.27		0.50	0.50	0.50		0.42	0.42	0.42	
Crit Moves:	****					****				****			****			
Delay/Veh:	14.9	14.9	14.9		10.9	10.9	10.9		13.0	13.0	13.0		12.3	12.3	12.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.9	14.9	14.9		10.9	10.9	10.9		13.0	13.0	13.0		12.3	12.3	12.3	
LOS by Move:	B	B	B		B	B	B		B	B	B		B	B	B	
ApproachDel:	14.9				10.9				13.0				12.3			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	14.9				10.9				13.0				12.3			
LOS by Appr:	B				B				B				B			
AllWayAvgQ:	1.1	1.1	1.1		0.3	0.3	0.3		0.8	0.8	0.8		0.6	0.6	0.6	

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.310
Loss Time (sec):	0	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 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	52	59	33	7	0	21	18	162	0	0	116	4
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	61	34	7	0	22	19	167	0	0	119	4
Added Vol:	0	0	4	9	0	12	3	3	0	0	2	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	61	38	16	0	34	22	170	0	0	121	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	64	73	45	19	0	40	26	203	0	0	145	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	73	45	19	0	40	26	203	0	0	145	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	73	45	19	0	40	26	203	0	0	145	7
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:	0.35	0.40	0.25	0.33	0.00	0.67	0.11	0.89	0.00	0.00	0.95	0.05
Final Sat.:	250	284	177	229	0	476	83	656	0	0	692	35
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.08	xxxx	0.08	0.31	0.31	xxxx	xxxx	0.21	0.21
Crit Moves:		****				****	****				****	
Delay/Veh:	9.3	9.3	9.3	8.1	0.0	8.1	9.6	9.6	0.0	0.0	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	8.1	0.0	8.1	9.6	9.6	0.0	0.0	8.9	8.9
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	9.3			8.1			9.6			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			8.1			9.6			8.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
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 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	13	30	9	17	152	30	11	109	16
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	13	31	9	18	157	31	11	112	16
Added Vol:	0	0	0	2	3	2	7	7	2	0	2	3
PasserByVol:	0	0	0	0	0	0	10	-10	0	0	-10	10
Initial Fut:	0	0	0	15	34	11	35	154	33	11	104	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	18	39	13	40	178	38	13	121	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	39	13	40	178	38	13	121	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	39	13	40	178	38	13	121	34
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	0.00	0.00	0.25	0.56	0.19	0.16	0.69	0.15	0.08	0.72	0.20
Final Sat.:	0	0	0	182	400	133	133	590	126	65	602	170
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.10	0.10	0.10	0.30	0.30	0.30	0.20	0.20	0.20
Crit Moves:						****		****		****		
Delay/Veh:	0.0	0.0	0.0	8.2	8.2	8.2	8.9	8.9	8.9	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.2	8.2	8.2	8.9	8.9	8.9	8.2	8.2	8.2
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			8.2			8.9			8.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.2			8.9			8.2		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Fremont/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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:	43	677	10	20	582	14	23	100	52	11	102	41
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	44	697	10	21	599	14	24	103	54	11	105	42
Added Vol:	3	0	0	0	0	0	0	3	5	0	2	0
PasserByVol:	0	0	6	3	1	0	0	0	0	6	0	4
Initial Fut:	47	697	16	24	600	14	24	106	59	17	107	46
User Adj:	1.00	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:	49	729	17	25	628	15	25	111	61	18	112	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	729	17	25	628	15	25	111	61	18	112	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	1.00	1.00	1.00
FinalVolume:	49	729	17	25	628	15	25	111	61	18	112	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.98	0.02	0.13	0.56	0.31	0.10	0.63	0.27
Final Sat.:	1600	1563	37	1600	1562	38	201	901	498	163	1004	434
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.02	0.40	0.40	0.02	0.12	0.12	0.01	0.11	0.11
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Meridian/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	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			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	0 1	0 0	1	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	235	231	46	50	194	20	22	849	189	17	708	26
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	242	238	47	52	200	21	23	874	195	18	729	27
Added Vol:	0	2	2	0	5	8	3	1	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	240	49	52	205	29	26	875	195	19	730	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	283	281	58	60	240	33	30	1024	228	22	854	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	281	58	60	240	33	30	1024	228	22	854	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	281	58	60	240	33	30	1024	228	22	854	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.50	1.00	0.20	0.80	1.00	0.06	1.94	1.00	0.05	1.95	1.00
Final Sat.:	804	796	1600	321	1279	1600	91	3109	1600	79	3121	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.04	0.04	0.19	0.02	0.02	0.33	0.14	0.01	0.27	0.02
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Diamond/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	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
Y+R:	4.0	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! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	101	77	39	6	28	9	11	752	188	20	631	11
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	104	79	40	6	29	9	11	775	194	21	650	11
Added Vol:	0	0	0	0	0	0	2	0	0	0	2	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	79	40	6	29	9	13	775	194	21	652	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	135	103	52	8	38	12	17	1009	252	27	849	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	103	52	8	38	12	17	1009	252	27	849	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	103	52	8	38	12	17	1009	252	27	849	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.47	0.35	0.18	0.14	0.65	0.21	0.03	1.97	1.00	0.06	1.94	1.00
Final Sat.:	745	568	288	223	1042	335	54	3146	1600	98	3102	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.01	0.04	0.04	0.01	0.32	0.16	0.02	0.27	0.01
Crit Moves:		****		****				****		****		

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Fairview/Monterey
********************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: C[ 17.2]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     5    0    15     4  809     0     0  682     4
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0    0     0     5    0    15     4  833     0     0  702     4
Added Vol:      0    0     0     3    0     2     0    0     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     8    0    17     4  833     0     0  704     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:     0    0     0     9    0    20     5  937     0     0  792     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     9    0    20     5  937     0     0  792     5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1273 1741   399   797 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   162   88   607   834 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   161   87   607   834 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.06 0.00  0.03  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  323 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 17.2 xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             17.2           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fremont/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	169	624	50	58	529	29	75	567	191	56	505	60
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	174	643	52	60	545	30	77	584	197	58	520	62
Added Vol:	1	2	0	1	4	0	0	1	2	0	1	1
PasserByVol:	0	7	0	0	7	0	0	0	0	0	0	0
Initial Fut:	175	652	52	61	556	30	77	585	199	58	521	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	187	698	55	65	595	32	83	626	213	62	558	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	698	55	65	595	32	83	626	213	62	558	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	698	55	65	595	32	83	626	213	62	558	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.49	0.51	1.00	1.78	0.22
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2389	811	1600	2856	344
Capacity Analysis Module:												
Vol/Sat:	0.12	0.44	0.03	0.04	0.37	0.02	0.05	0.26	0.26	0.04	0.20	0.20
Crit Moves:	****				****			****		****		

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #28
********************************************************************************
Average Delay (sec/veh):      9.0       Worst Case Level Of Service: A[  9.0]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    4     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    4     0     0    2     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    4     0     0    2     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    4     0     0    2     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx  6.5 xxxxx xxxxx  6.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx  4.0 xxxxx xxxxx  4.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx    0 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx  900 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx  900 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx 0.00  xxxx  xxxx 0.00  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx  0.0 xxxxx  xxxx  0.0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx  9.0 xxxxx xxxxx  9.0 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 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:       9.0              9.0           xxxxxx           xxxxxx
ApproachLOS:         A                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #101 Diamond/Residential Dwy

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[9.2]

Street Name:	Diamond						Residential					
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	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	81	0	0	28	0	0	0	0	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	83	0	0	29	0	0	0	0	0	0	0
Added Vol:	0	0	5	4	0	0	0	0	0	20	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	5	4	29	0	0	0	0	20	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	95	6	5	33	0	0	0	0	23	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	95	6	5	33	0	0	0	0	23	0	19
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	101	xxxx	xxxxx	xxxx	xxxx	xxxxx	140	140	98
Potent Cap.:	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	755	964
Move Cap.:	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	752	964
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	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	902	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		
ApproachLOS:	*			*			*			A		

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

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

Intersection #102 Fairview/Commercial Dwy

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.8]

Street Name:	Fairview						Commercial Dwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	20	33	0	0	70	40	0	0	0	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	34	0	0	72	41	0	0	0	0	0	0
Added Vol:	10	0	0	0	0	5	3	0	7	0	0	0
PasserByVol:	20	0	0	0	0	21	21	0	20	0	0	0
Initial Fut:	51	34	0	0	72	67	24	0	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	59	39	0	0	83	78	28	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	59	39	0	0	83	78	28	0	31	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	161	xxxx	xxxxx	xxxx	xxxx	xxxxx	279	279	122	xxxx	xxxx	xxxxx
Potent Cap.:	1430	xxxx	xxxxx	xxxx	xxxx	xxxxx	715	633	934	xxxx	xxxx	xxxxx
Move Cap.:	1430	xxxx	xxxxx	xxxx	xxxx	xxxxx	692	606	934	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	802	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.030
Loss Time (sec):	10	Average Delay (sec/veh):	33.7
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			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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	880	0	0	279	1181	0	0	0	43	0	30
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	153	906	0	0	287	1216	0	0	0	44	0	31
Added Vol:	10	1	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	907	0	0	293	1216	0	0	0	44	0	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	171	948	0	0	307	1271	0	0	0	46	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	948	0	0	307	1271	0	0	0	46	0	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	1.00	1.00	1.00	1.00
FinalVolume:	171	948	0	0	307	1271	0	0	0	46	0	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	1805	3610	0	0	1900	1615	0	0	0	1027	0	716
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.00	0.16	0.79	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****					****				****		
Green/Cycle:	0.09	0.86	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.04	0.00	0.04
Volume/Cap:	1.03	0.31	0.00	0.00	0.21	1.03	0.00	0.00	0.00	1.03	0.00	1.03
Uniform Del:	45.4	1.4	0.0	0.0	3.3	11.8	0.0	0.0	0.0	47.8	0.0	47.8
IncremntDel:	77.9	0.1	0.0	0.0	0.1	33.5	0.0	0.0	0.0	111.5	0.0	111.5
InitQueuDel:	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	123.3	1.5	0.0	0.0	3.4	45.3	0.0	0.0	0.0	159.3	0.0	159.3
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:	123.3	1.5	0.0	0.0	3.4	45.3	0.0	0.0	0.0	159.3	0.0	159.3
LOS by Move:	F	A	A	A	A	D	A	A	A	F	A	F
HCM2kAvgQ:	7	3	0	0	3	50	0	0	0	5	0	5

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

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	10	Average Delay (sec/veh):	22.7
Optimal Cycle:	36	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	415	117	19	331	0	580	5	68	3	0	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	427	121	20	341	0	597	5	70	3	0	32
Added Vol:	0	11	0	0	6	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	438	121	20	347	0	597	5	87	3	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	468	129	21	371	0	638	6	93	3	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	468	129	21	371	0	638	6	93	3	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	468	129	21	371	0	638	6	93	3	0	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.94	0.94	0.94	0.87	1.00	0.87
Lanes:	0.00	1.57	0.43	1.00	1.00	0.00	1.77	0.01	0.22	0.09	0.00	0.91
Final Sat.:	0	2741	753	1805	1900	0	3150	24	398	146	0	1513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.01	0.20	0.00	0.20	0.23	0.23	0.02	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.36	0.36	0.02	0.39	0.00	0.47	0.47	0.47	0.04	0.00	0.04
Volume/Cap:	0.00	0.47	0.47	0.47	0.50	0.00	0.43	0.50	0.50	0.50	0.00	0.50
Uniform Del:	0.0	24.4	24.4	48.1	23.2	0.0	17.9	18.6	18.6	46.7	0.0	46.7
IncremntDel:	0.0	0.3	0.3	7.6	0.5	0.0	0.2	0.3	0.3	5.3	0.0	5.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.7	24.7	55.7	23.7	0.0	18.0	18.9	18.9	51.9	0.0	51.9
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	24.7	24.7	55.7	23.7	0.0	18.0	18.9	18.9	51.9	0.0	51.9
LOS by Move:	A	C	C	E	C	A	B	B	B	D	A	D
HCM2kAvgQ:	0	8	8	1	8	0	7	9	9	2	0	2

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

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10	Average Delay (sec/veh):	16.7
Optimal Cycle:	50	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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	370	1496	134	0	805	158	0	0	0	300	69	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	381	1541	138	0	829	163	0	0	0	309	71	40
Added Vol:	0	4	1	0	1	0	0	0	0	1	0	0
PasserByVol:	7	7	0	0	7	0	0	0	0	0	0	0
Initial Fut:	388	1552	139	0	837	163	0	0	0	310	71	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	408	1632	146	0	880	171	0	0	0	326	75	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	1632	146	0	880	171	0	0	0	326	75	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	1.00	1.00	1.00
FinalVolume:	408	1632	146	0	880	171	0	0	0	326	75	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	1.00	0.95	0.85	1.00	1.00	1.00	0.83	0.83	0.83
Lanes:	2.00	1.84	0.16	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.64	0.36
Final Sat.:	3502	3273	293	1900	3610	1615	0	0	0	3168	1012	572
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.50	0.00	0.24	0.11	0.00	0.00	0.00	0.10	0.07	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.75	0.75	0.00	0.50	0.50	0.00	0.00	0.00	0.15	0.15	0.15
Volume/Cap:	0.48	0.67	0.67	0.00	0.48	0.21	0.00	0.00	0.00	0.67	0.48	0.48
Uniform Del:	32.6	6.4	6.4	0.0	16.2	13.7	0.0	0.0	0.0	39.9	38.6	38.6
IncremntDel:	0.4	0.7	0.7	0.0	0.2	0.1	0.0	0.0	0.0	2.6	0.4	0.4
InitQueuDel:	0.0	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	33.0	7.1	7.1	0.0	16.4	13.8	0.0	0.0	0.0	42.5	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	7.1	7.1	0.0	16.4	13.8	0.0	0.0	0.0	42.5	39.0	39.0
LOS by Move:	C	A	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	5	13	13	0	9	3	0	0	0	6	4	4

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

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.197
Loss Time (sec):	10	Average Delay (sec/veh):	137.1
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0	0 0	2 0	0	0 1	0 1	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1253	19	0	1106	0	275	103	175	5	0	471
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1291	20	0	1139	0	283	106	180	5	0	485
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	7	0	0	0	7	0	0	0
Initial Fut:	0	1308	20	0	1148	0	283	106	187	5	0	485
User Adj:	1.00	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:	0	1393	21	0	1223	0	302	113	199	5	0	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1393	21	0	1223	0	302	113	199	5	0	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1393	21	0	1223	0	302	113	199	5	0	517
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	1.00	0.88	0.88	0.88	0.85	1.00	0.85
Lanes:	1.00	1.97	0.03	0.00	2.00	0.00	0.98	0.37	0.65	0.02	0.00	1.98
Final Sat.:	1805	3550	53	0	3610	0	1646	617	1088	34	0	3201
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.34	0.00	0.18	0.18	0.18	0.16	0.00	0.16
Crit Moves:			****		****			****		****		
Green/Cycle:	0.00	0.33	0.33	0.00	0.28	0.00	0.15	0.15	0.15	0.14	0.00	0.14
Volume/Cap:	0.00	1.20	1.20	0.00	1.20	0.00	1.20	1.20	1.20	1.20	0.00	1.18
Uniform Del:	0.0	33.6	33.6	0.0	35.9	0.0	42.3	42.3	42.3	43.2	0.0	43.2
IncremntDel:	0.0	97.2	97.2	0.0	98.4	0.0	106.5	106	106.5	109.1	0.0	104.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	131	130.8	0.0	134	0.0	148.8	149	148.8	152.3	0.0	147.2
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	131	130.8	0.0	134	0.0	148.8	149	148.8	152.3	0.0	147.2
LOS by Move:	A	F	F	A	F	A	F	F	F	F	A	F
HCM2kAvgQ:	0	41	41	0	33	0	19	19	19	16	0	16

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	111	1205	0	0	307	638	0	0	0	123	0	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	114	1241	0	0	316	657	0	0	0	127	0	29
Added Vol:	19	7	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1248	0	0	321	657	0	0	0	127	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:	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:	145	1355	0	0	349	714	0	0	0	138	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1355	0	0	349	714	0	0	0	138	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1355	0	0	349	714	0	0	0	138	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	0.00	0.00	0.81	0.01	0.18
Final Sat.:	1600	3200	0	0	1600	1600	0	0	0	1303	0	297
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.00	0.00	0.22	0.45	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****					****						****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	332	89	30	403	0	963	16	165	4	0	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	342	92	31	415	0	992	16	170	4	0	26
Added Vol:	0	26	0	0	5	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	92	31	420	0	992	16	187	4	0	26
User Adj:	1.00	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:	0	394	98	33	449	0	1061	18	200	4	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	394	98	33	449	0	1061	18	200	4	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	394	98	33	449	0	1061	18	200	4	0	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.60	0.40	1.00	1.00	0.00	1.66	0.03	0.31	0.14	0.00	0.86
Final Sat.:	0	2562	638	1600	1600	0	2655	44	500	221	0	1379
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.02	0.28	0.00	0.40	0.40	0.40	0.02	0.00	0.02
Crit Moves:	****				****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	282	1202	126	8	880	175	0	0	0	297	53	22
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	290	1238	130	8	906	180	0	0	0	306	55	23
Added Vol:	0	2	2	0	4	0	0	0	0	3	0	0
PasserByVol:	11	11	0	0	12	0	0	0	0	0	0	0
Initial Fut:	301	1251	132	8	922	180	0	0	0	309	55	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	308	1277	134	8	941	184	0	0	0	315	56	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1277	134	8	941	184	0	0	0	315	56	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1277	134	8	941	184	0	0	0	315	56	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.81	0.19	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.71	0.29
Final Sat.:	3200	2895	305	1600	3200	1600	0	0	0	3200	1131	469
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.44	0.01	0.29	0.11	0.00	0.00	0.00	0.10	0.05	0.05
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.248
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2	0 0	0 1	0	1 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	1001	34	0	1176	0	251	350	251	14	0	360
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1031	35	0	1211	0	259	361	259	14	0	371
Added Vol:	0	4	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	22	0	0	12	0	0	0	12	0	0	0
Initial Fut:	0	1057	35	0	1229	0	259	361	271	14	0	371
User Adj:	1.00	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:	0	1080	36	0	1256	0	264	368	276	15	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	36	0	1256	0	264	368	276	15	0	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1080	36	0	1256	0	264	368	276	15	0	379
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.94	0.06	0.00	2.00	0.00	0.58	0.81	0.61	0.07	xxxx	1.93
Final Sat.:	1600	3097	103	0	3200	0	930	1297	973	120	0	3080
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.00	0.39	0.00	0.28	0.28	0.28	0.12	0.00	0.12
Crit Moves:		****			****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Orange Grove/MIssion

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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:	Split Phase			Split Phase			Permitted			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	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	195	0	271	268	307	0	0	291	97
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	201	0	279	276	316	0	0	300	100
Added Vol:	0	0	0	21	0	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	8	0	0	7	0
Initial Fut:	0	0	0	222	0	279	276	324	0	0	307	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	235	0	295	292	343	0	0	325	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	295	292	343	0	0	325	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	235	0	295	292	343	0	0	325	133
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.32	0.01	1.67	1.00	2.00	0.00	0.00	1.42	0.58
Final Sat.:	0	0	0	2126	0	2674	1600	3200	0	0	2269	931
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.18	0.11	0.00	0.00	0.14	0.14
Crit Moves:						****	****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Meridian/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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
Y+R:	4.0	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! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	64	19	24	81	9	1	456	71	5	282	29
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	35	66	20	25	83	9	1	470	73	5	290	30
Added Vol:	0	0	0	0	0	0	0	17	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	7	0
Initial Fut:	35	66	20	25	83	9	1	495	73	5	308	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	70	21	26	89	10	1	529	78	6	330	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	70	21	26	89	10	1	529	78	6	330	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	1.00	1.00	1.00	1.00
FinalVolume:	37	70	21	26	89	10	1	529	78	6	330	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.29	0.55	0.16	0.21	0.71	0.08	0.01	1.74	0.25	0.03	1.80	0.17
Final Sat.:	465	875	260	337	1137	126	6	2783	411	48	2874	278
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.02	0.08	0.08	0.00	0.19	0.19	0.00	0.11	0.11
Crit Moves:	****				****			****		****		

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

Intersection #7 DIamond/Mission

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[22.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	15	1	36		0	1	0		0	480	21		23	304	2	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	15	1	37		0	1	0		0	494	22		24	313	2	
Added Vol:	4	0	5		0	0	0		0	9	7		9	7	0	
PasserByVol:	0	0	0		0	0	0		0	8	0		0	7	0	
Initial Fut:	19	1	42		0	1	0		0	511	29		33	327	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:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	23	1	49		0	1	0		0	600	34		38	384	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	23	1	49		0	1	0		0	600	34		38	384	2	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	886	1080	317	xxxx	1096	xxxxx	xxxx	xxxx	xxxxx		634	xxxx	xxxxx			
Potent Cap.:	242	220	685	xxxx	215	xxxxx	xxxx	xxxx	xxxxx		959	xxxx	xxxxx			
Move Cap.:	234	211	685	xxxx	206	xxxxx	xxxx	xxxx	xxxxx		959	xxxx	xxxxx			
Volume/Cap:	0.10	0.01	0.07	xxxx	0.01	xxxx	xxxx	xxxx	xxxx		0.04	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	22.5	xxxxx	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx			
LOS by Move:	*	*	*	*	C	*	*	*	*		A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	
Shared Cap.:	xxxx	418	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx				
Shrd ConDel:	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	8.9	xxxx	xxxxx				
Shared LOS:	*	C	*	*	*	*	A	*	*	A	*	*				
ApproachDel:	15.4			22.5			xxxxxx			xxxxxx						
ApproachLOS:	C			C			*			*						

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

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

Intersection #8 Fairview/Mission

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[16.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	6	6	21		8	10	17		18	466	32		23	303	32	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	6	6	22		8	10	18		19	480	33		24	312	33	
Added Vol:	4	0	9		0	0	0		0	9	5		10	11	0	
PasserByVol:	0	0	0		0	0	0		0	-2	10		11	-4	0	
Initial Fut:	10	6	31		8	10	18		19	487	48		45	319	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:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	11	7	34		9	11	19		20	536	53		49	351	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	11	7	34		9	11	19		20	536	53		49	351	36	
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:	882	1089	294		780	1097	194		387	xxxx	xxxxx		588	xxxx	xxxxx	
Potent Cap.:	244	217	708		289	215	821		1182	xxxx	xxxxx		997	xxxx	xxxxx	
Move Cap.:	216	202	708		254	200	821		1182	xxxx	xxxxx		997	xxxx	xxxxx	
Volume/Cap:	0.05	0.03	0.05		0.04	0.06	0.02		0.02	xxxx	xxxx		0.05	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		0.2	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx		8.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	388	xxxxx		xxxx	343	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.5	xxxxx		xxxxx	0.4	xxxxx		0.1	xxxx	xxxxx		0.2	xxxx	xxxxx	
Shrd ConDel:	xxxxx	15.7	xxxxx		xxxxx	16.9	xxxxx		8.1	xxxx	xxxxx		8.8	xxxx	xxxxx	
Shared LOS:	*	C	*		*	C	*		A	*	*		A	*	*	
ApproachDel:	15.7				16.9				xxxxxx				xxxxxx			
ApproachLOS:	C				C				*				*			

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Fremont/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	83	610	29	88	599	15	46	345	95	62	275	63
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	85	628	30	91	617	15	47	355	98	64	283	65
Added Vol:	0	0	0	0	0	7	4	14	0	0	14	0
PasserByVol:	0	7	1	5	6	0	0	8	0	0	7	4
Initial Fut:	85	635	31	96	623	22	51	377	98	64	304	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	90	672	33	101	659	24	54	399	104	68	322	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	672	33	101	659	24	54	399	104	68	322	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	672	33	101	659	24	54	399	104	68	322	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.59	0.41	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2541	659	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.02	0.06	0.41	0.01	0.03	0.16	0.16	0.04	0.20	0.05
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Fair Oaks/Mission

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	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			Prot+Permit			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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	791	27	147	1104	80	119	264	82	48	194	114
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	78	815	28	151	1137	82	123	272	84	49	200	117
Added Vol:	0	3	0	0	4	2	1	13	0	0	12	0
PasserByVol:	1	2	0	0	12	11	19	7	0	0	8	0
Initial Fut:	79	820	28	151	1153	95	143	292	84	49	220	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:	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:	81	840	28	155	1181	98	146	299	87	51	225	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	840	28	155	1181	98	146	299	87	51	225	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	840	28	155	1181	98	146	299	87	51	225	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.93	0.07	1.00	1.85	0.15	1.00	0.78	0.22	1.00	0.65	0.35
Final Sat.:	1600	3095	105	1600	2955	245	1600	1241	359	1600	1043	557
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.10	0.40	0.40	0.09	0.24	0.24	0.03	0.22	0.22
Crit Moves:	****				****		****				****	

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

Intersection #11 Meridian/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	68	99	34	18	129	5	6	108	88	37	106	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	70	102	35	19	133	5	6	111	91	38	109	29
Added Vol:	0	0	19	0	0	0	0	3	0	12	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	102	54	19	133	5	6	114	91	50	112	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	75	109	58	20	142	6	7	122	97	54	120	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	109	58	20	142	6	7	122	97	54	120	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	109	58	20	142	6	7	122	97	54	120	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.45	0.24	0.12	0.85	0.03	0.03	0.54	0.43	0.26	0.59	0.15
Final Sat.:	204	296	157	74	530	21	20	364	289	169	378	97
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.27	0.27	0.27	0.33	0.33	0.33	0.32	0.32	0.32
Crit Moves:	****				****			****			****	
Delay/Veh:	10.8	10.8	10.8	10.1	10.1	10.1	10.2	10.2	10.2	10.4	10.4	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:	10.8	10.8	10.8	10.1	10.1	10.1	10.2	10.2	10.2	10.4	10.4	10.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.8			10.1			10.2			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			10.1			10.2			10.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	0	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 0 1!	0 0		0 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	37	34	62	23	0	29	13	158	0	0	106	4
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	35	64	24	0	30	13	163	0	0	109	4
Added Vol:	0	2	13	5	0	6	12	10	0	0	9	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	37	77	29	0	36	25	173	0	0	118	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	45	44	92	34	0	43	30	206	0	0	141	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	44	92	34	0	43	30	206	0	0	141	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	44	92	34	0	43	30	206	0	0	141	13
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:	0.25	0.24	0.51	0.44	0.00	0.56	0.13	0.87	0.00	0.00	0.91	0.09
Final Sat.:	182	177	367	306	0	383	94	638	0	0	658	62
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.11	xxxx	0.11	0.32	0.32	xxxx	xxxx	0.21	0.21
Crit Moves:		****		****			****				****	
Delay/Veh:	9.1	9.1	9.1	8.3	0.0	8.3	9.8	9.8	0.0	0.0	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.3	0.0	8.3	9.8	9.8	0.0	0.0	8.9	8.9
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	9.1			8.3			9.8			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			8.3			9.8			8.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	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 0	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	22	39	9	18	190	35	15	100	16
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	23	40	9	19	196	36	15	103	16
Added Vol:	0	0	0	9	11	9	23	4	1	0	7	10
PasserByVol:	0	0	0	0	0	0	10	-10	0	0	-10	10
Initial Fut:	0	0	0	32	51	18	52	190	37	15	100	36
User Adj:	1.00	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	35	56	20	57	208	41	17	110	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	56	20	57	208	41	17	110	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:	0	0	0	35	56	20	57	208	41	17	110	40
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	0.00	0.00	0.31	0.51	0.18	0.19	0.68	0.13	0.10	0.66	0.24
Final Sat.:	0	0	0	217	351	125	152	559	109	82	528	193
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.16	0.16	0.16	0.37	0.37	0.37	0.21	0.21	0.21
Crit Moves:					****			****			****	
Delay/Veh:	0.0	0.0	0.0	8.7	8.7	8.7	9.8	9.8	9.8	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.7	8.7	8.7	9.8	9.8	9.8	8.5	8.5	8.5
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			8.7			9.8			8.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.7			9.8			8.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.6	0.6	0.6	0.2	0.2	0.2

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Fremont/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	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			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:	31	675	31	29	700	24	16	154	54	32	86	37
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	695	32	30	721	25	16	159	56	33	89	38
Added Vol:	10	0	0	0	0	0	0	7	5	0	7	0
PasserByVol:	0	1	11	6	0	0	0	0	0	11	0	7
Initial Fut:	42	696	43	36	721	25	16	166	61	44	96	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	47	781	48	40	808	28	18	186	68	49	107	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	781	48	40	808	28	18	186	68	49	107	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:	47	781	48	40	808	28	18	186	68	49	107	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.07	0.68	0.25	0.24	0.52	0.24
Final Sat.:	1600	1507	93	1600	1547	53	109	1092	400	381	828	391
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.52	0.03	0.52	0.52	0.01	0.17	0.17	0.03	0.13	0.13
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Meridian/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	10	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:	Permitted			Permitted			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	0 1	0 0	1	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	189	164	52	39	192	27	12	773	187	29	803	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	195	169	54	40	198	28	12	796	193	30	827	32
Added Vol:	0	9	5	0	6	6	10	3	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	178	59	40	204	34	22	799	193	34	829	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	205	187	62	42	215	36	24	842	203	36	874	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	187	62	42	215	36	24	842	203	36	874	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	187	62	42	215	36	24	842	203	36	874	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.52	0.48	1.00	0.16	0.84	1.00	0.05	1.95	1.00	0.08	1.92	1.00
Final Sat.:	836	764	1600	263	1337	1600	87	3113	1600	126	3074	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.04	0.03	0.16	0.02	0.01	0.27	0.13	0.02	0.28	0.02
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Diamond/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	10	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:	Permitted			Permitted			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	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	46	31	17	12	10	19	8	815	48	18	788	14
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	32	18	12	10	20	8	839	49	19	812	14
Added Vol:	0	0	0	0	0	0	8	0	0	0	6	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	32	18	12	10	20	16	839	49	19	818	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	48	32	18	12	10	20	16	848	50	19	826	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	32	18	12	10	20	16	848	50	19	826	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:	48	32	18	12	10	20	16	848	50	19	826	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.49	0.33	0.18	0.29	0.24	0.47	0.04	1.96	1.00	0.04	1.96	1.00
Final Sat.:	783	528	289	468	390	741	61	3139	1600	71	3129	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.03	0.03	0.01	0.27	0.03	0.01	0.26	0.01
Crit Moves:		****		****				****		****		

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                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Fairview/Monterey
******************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: C[ 17.7]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     5    0    26     9  834     0     3  806     7
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0    0     0     5    0    27     9  859     0     3  830     7
Added Vol:      0    0     0     5    0     6     0    0     0     0    7     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    10    0    33     9  859     0     3  837     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     0    0     0    11    0    35    10  905     0     3  882     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    11    0    35    10  905     0     3  882     8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1365 1817   445   890 xxxx xxxxx   905 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   141   79   566   770 xxxx xxxxx   760 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   139   77   566   770 xxxx xxxxx   760 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.08 0.00  0.06  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.7 xxxx xxxxx   9.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  328 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 17.7 xxxxx   9.7 xxxx xxxxx   9.8 xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     A    *     *
ApproachDel:    xxxxxx             17.7           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fremont/Monterey

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			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 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	156	641	44	91	612	43	62	573	191	53	604	49
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	161	660	45	94	630	44	64	590	197	55	622	50
Added Vol:	4	6	0	1	4	0	0	2	3	0	3	4
PasserByVol:	0	12	0	0	11	0	0	0	0	0	0	0
Initial Fut:	165	678	45	95	645	44	64	592	200	55	625	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	167	689	46	96	655	45	65	601	203	55	635	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	689	46	96	655	45	65	601	203	55	635	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:	167	689	46	96	655	45	65	601	203	55	635	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.50	0.50	1.00	1.84	0.16
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2393	807	1600	2944	256
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.03	0.06	0.41	0.03	0.04	0.25	0.25	0.03	0.22	0.22
Crit Moves:	****				****			****		****		

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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #28
******************************************************************************
Average Delay (sec/veh):      9.0       Worst Case Level Of Service: A[  9.0]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    4     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    4     0     0    6     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    4     0     0    6     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    4     0     0    6     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx  6.5 xxxxx xxxxx  6.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx  4.0 xxxxx xxxxx  4.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx    0 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx  900 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx  900 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx 0.00  xxxx  xxxx 0.01  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx  0.0 xxxxx  xxxx  0.0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx  9.0 xxxxx xxxxx  9.0 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 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:       9.0              9.0           xxxxxx           xxxxxx
ApproachLOS:         A                A                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #101 Diamond/Residential Dwy
******************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: A[  9.2]
******************************************************************************
Street Name:             Diamond                        Residential
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   51     0     0   52     0     0    0     0     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0   53     0     0   54     0     0    0     0     0    0     0
Added Vol:      0    0    20    17    0     0     0    0     0    11    0     9
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   53    20    17   54     0     0    0     0    11    0     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:     0   62    23    20   63     0     0    0     0    13    0    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   62    23    20   63     0     0    0     0    13    0    11
------------|---------------||---------------||---------------||---------------|
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    85 xxxx xxxxx  xxxx xxxx xxxxx   176  176    73
Potent Cap.: xxxx xxxx xxxxx  1524 xxxx xxxxx  xxxx xxxx xxxxx   818  721   994
Move Cap.:   xxxx xxxx xxxxx  1524 xxxx xxxxx  xxxx xxxx xxxxx   810  711   994
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.02 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.4 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  884 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.2 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx               9.2
ApproachLOS:         *                *                *                  A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #102 Fairview/Commercial Dwy

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[10.3]

Street Name:	Fairview						Commercial Dwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	70	0	0	65	0	40	0	20	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	72	0	0	67	0	41	0	21	0	0	0
Added Vol:	33	0	0	0	0	15	13	0	28	0	0	0
PasserByVol:	0	0	0	0	0	0	21	0	20	0	0	0
Initial Fut:	33	72	0	0	67	15	75	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	36	79	0	0	74	16	83	0	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	79	0	0	74	16	83	0	75	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	90	xxxx	xxxxx	xxxx	xxxx	xxxxx	234	234	82	xxxx	xxxx	xxxxx
Potent Cap.:	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx	759	670	984	xxxx	xxxx	xxxxx
Move Cap.:	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx	745	654	984	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	842	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #1 Orange Grove/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10	Average Delay (sec/veh):	12.5
Optimal Cycle:	52	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	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	111	1205	0	0	307	638	0	0	0	123	0	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	114	1241	0	0	316	657	0	0	0	127	0	29
Added Vol:	19	7	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1248	0	0	321	657	0	0	0	127	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:	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:	145	1355	0	0	349	714	0	0	0	138	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1355	0	0	349	714	0	0	0	138	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1355	0	0	349	714	0	0	0	138	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	1805	3610	0	0	1900	1615	0	0	0	1450	0	330
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.00	0.00	0.18	0.44	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****					****				****		
Green/Cycle:	0.12	0.76	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.69	0.49	0.00	0.00	0.28	0.69	0.00	0.00	0.00	0.69	0.00	0.69
Uniform Del:	42.4	4.5	0.0	0.0	7.7	11.3	0.0	0.0	0.0	41.0	0.0	41.0
IncremntDel:	9.0	0.1	0.0	0.0	0.1	1.9	0.0	0.0	0.0	7.8	0.0	7.8
InitQueuDel:	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	51.4	4.7	0.0	0.0	7.9	13.2	0.0	0.0	0.0	48.8	0.0	48.8
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:	51.4	4.7	0.0	0.0	7.9	13.2	0.0	0.0	0.0	48.8	0.0	48.8
LOS by Move:	D	A	A	A	A	B	A	A	A	D	A	D
HCM2kAvgQ:	4	8	0	0	5	15	0	0	0	6	0	6

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

Intersection #2 Orange Grove/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	10	Average Delay (sec/veh):	24.8
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			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:	0 0	1 1	0	1 0	1 0	0	1 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	332	89	30	403	0	963	16	165	4	0	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	342	92	31	415	0	992	16	170	4	0	26
Added Vol:	0	26	0	0	5	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	92	31	420	0	992	16	187	4	0	26
User Adj:	1.00	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:	0	394	98	33	449	0	1061	18	200	4	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	394	98	33	449	0	1061	18	200	4	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	394	98	33	449	0	1061	18	200	4	0	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	1.00	1.00	0.94	0.94	0.94	0.88	1.00	0.88
Lanes:	0.00	1.60	0.40	1.00	1.00	0.00	1.71	0.02	0.27	0.14	0.00	0.86
Final Sat.:	0	2803	698	1805	1900	0	3046	42	476	230	0	1438
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.02	0.24	0.00	0.35	0.42	0.42	0.02	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.28	0.28	0.04	0.32	0.00	0.56	0.56	0.56	0.03	0.00	0.03
Volume/Cap:	0.00	0.50	0.50	0.50	0.75	0.00	0.62	0.75	0.75	0.75	0.00	0.75
Uniform Del:	0.0	30.3	30.3	47.3	30.7	0.0	14.9	16.7	16.7	48.4	0.0	48.4
IncremntDel:	0.0	0.4	0.4	6.1	5.3	0.0	0.6	1.9	1.9	52.8	0.0	52.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	30.7	30.7	53.4	36.0	0.0	15.5	18.6	18.6	101.2	0.0	101.2
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	30.7	30.7	53.4	36.0	0.0	15.5	18.6	18.6	101.2	0.0	101.2
LOS by Move:	A	C	C	D	D	A	B	B	B	F	A	F
HCM2kAvgQ:	0	7	7	1	13	0	13	19	19	2	0	2

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

Intersection #3 Fair Oaks/110 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10	Average Delay (sec/veh):	16.4
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			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:	2 0	1 1	0	1 0	2 0	1	0 0	0 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	282	1202	126	8	880	175	0	0	0	297	53	22
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	290	1238	130	8	906	180	0	0	0	306	55	23
Added Vol:	0	2	2	0	4	0	0	0	0	3	0	0
PasserByVol:	11	11	0	0	12	0	0	0	0	0	0	0
Initial Fut:	301	1251	132	8	922	180	0	0	0	309	55	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	308	1277	134	8	941	184	0	0	0	315	56	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1277	134	8	941	184	0	0	0	315	56	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1277	134	8	941	184	0	0	0	315	56	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	1.00	1.00	1.00	0.83	0.83	0.83
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	0.00	0.00	0.00	2.00	0.71	0.29
Final Sat.:	3502	3220	339	1805	3610	1615	0	0	0	3148	1112	462
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.00	0.26	0.11	0.00	0.00	0.00	0.10	0.05	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.18	0.71	0.71	0.01	0.54	0.54	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.48	0.56	0.56	0.56	0.48	0.21	0.00	0.00	0.00	0.56	0.28	0.28
Uniform Del:	36.7	6.9	6.9	49.4	14.4	12.0	0.0	0.0	0.0	37.4	35.4	35.4
IncremntDel:	0.6	0.3	0.3	39.0	0.2	0.1	0.0	0.0	0.0	1.0	0.1	0.1
InitQueuDel:	0.0	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.3	7.2	7.2	88.4	14.6	12.1	0.0	0.0	0.0	38.4	35.5	35.5
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:	37.3	7.2	7.2	88.4	14.6	12.1	0.0	0.0	0.0	38.4	35.5	35.5
LOS by Move:	D	A	A	F	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	10	10	1	10	3	0	0	0	5	2	2

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

Intersection #4 Fair Oaks/110 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.169
Loss Time (sec):	10	Average Delay (sec/veh):	124.8
Optimal Cycle:	180	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	0 0	2	0 0	0 1	0	1 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	1001	34	0	1176	0	251	350	251	14	0	360
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1031	35	0	1211	0	259	361	259	14	0	371
Added Vol:	0	4	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	22	0	0	12	0	0	0	12	0	0	0
Initial Fut:	0	1057	35	0	1229	0	259	361	271	14	0	371
User Adj:	1.00	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:	0	1080	36	0	1256	0	264	368	276	15	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	36	0	1256	0	264	368	276	15	0	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1080	36	0	1256	0	264	368	276	15	0	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	1.00	0.89	0.89	0.89	0.85	1.00	0.85
Lanes:	1.00	1.94	0.06	0.00	2.00	0.00	0.58	0.81	0.61	0.07	0.00	1.93
Final Sat.:	1805	3477	115	0	3610	0	987	1376	1033	117	0	3129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.35	0.00	0.27	0.27	0.27	0.13	0.00	0.12
Crit Moves:			****		****			****		****		
Green/Cycle:	0.00	0.27	0.27	0.00	0.30	0.00	0.23	0.23	0.23	0.11	0.00	0.11
Volume/Cap:	0.00	1.17	1.17	0.00	1.17	0.00	1.17	1.17	1.17	1.17	0.00	1.12
Uniform Del:	0.0	36.7	36.7	0.0	35.1	0.0	38.6	38.6	38.6	44.6	0.0	44.6
IncremntDel:	0.0	87.2	87.2	0.0	86.1	0.0	89.5	89.5	89.5	103.1	0.0	86.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	124	123.9	0.0	121	0.0	128.0	128	128.0	147.7	0.0	131.0
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	124	123.9	0.0	121	0.0	128.0	128	128.0	147.7	0.0	131.0
LOS by Move:	A	F	F	A	F	A	F	F	F	F	A	F
HCM2kAvgQ:	0	32	32	0	33	0	26	26	26	13	0	12

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #7 DIamond/Mission
********************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: B[ 10.7]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  1    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    3    70     0    0     0     6  293     0     0  282     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:   23    3    70     0    0     0     6  293     0     0  282     3
Added Vol:      7    0    16     0    0     0     0    2     2     2    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   30    3    86     0    0     0     6  295     2     2  283     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:    34    3    98     0    0     0     7  336     2     2  323     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   34    3    98     0    0     0     7  336     2     2  323     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  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:  517  682   169   513  681   163   326 xxxx xxxxx   339 xxxx xxxxx
Potent Cap.:  493  375   851   449  375   859  1245 xxxx xxxxx  1232 xxxx xxxxx
Move Cap.:    490  372   851   392  372   859  1245 xxxx xxxxx  1232 xxxx xxxxx
Volume/Cap:  0.07 0.01  0.12  0.00 0.00  0.00  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.4  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx   9.8 xxxxx xxxx xxxxx   7.9 xxxx xxxxx   7.9 xxxx xxxxx
LOS by Move:    *    *     A     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  476 xxxx xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.3 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel: 13.2 xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   7.9 xxxx xxxxx
Shared LOS:     B    *     *     *    *     *     A    *     *     A    *     *
ApproachDel:      10.7           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Fairview/Mission

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[16.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	8	20	11	25	309	34	35	287	20
Growth Adj:	1.00	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	8	20	11	25	309	34	35	287	20
Added Vol:	1	0	2	0	0	0	0	14	3	3	2	0
PasserByVol:	0	0	0	0	0	0	0	-10	10	11	-11	0
Initial Fut:	1	0	2	8	20	11	25	313	47	49	278	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	2	9	22	12	27	340	51	53	302	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	9	22	12	27	340	51	53	302	22
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:	688	850	195	643	864	162	324	xxxx	xxxxx	391	xxxx	xxxxx
Potent Cap.:	337	300	819	362	294	861	1248	xxxx	xxxxx	1179	xxxx	xxxxx
Move Cap.:	296	279	819	342	274	861	1248	xxxx	xxxxx	1179	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.03	0.08	0.01	0.02	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	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	515	xxxxx	xxxx	357	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.0	xxxxx	xxxxx	16.4	xxxxx	7.9	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	A	*	*	A	*	*
ApproachDel:	12.0			16.4			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
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	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	52	59	33	0	0	0	35	162	0	0	137	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	59	33	0	0	0	35	162	0	0	137	20
Added Vol:	0	0	4	2	0	12	3	3	0	0	2	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	59	37	2	0	12	38	165	0	0	139	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	62	70	44	2	0	14	45	197	0	0	166	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	70	44	2	0	14	45	197	0	0	166	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:	62	70	44	2	0	14	45	197	0	0	166	26
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:	0.35	0.40	0.25	0.14	0.00	0.86	0.19	0.81	0.00	0.00	0.86	0.14
Final Sat.:	247	280	176	100	0	599	141	612	0	0	654	104
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.02	xxxx	0.02	0.32	0.32	xxxx	xxxx	0.25	0.25
Crit Moves:		****		****				****			****	
Delay/Veh:	9.3	9.3	9.3	7.7	0.0	7.7	9.7	9.7	0.0	0.0	9.0	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:	9.3	9.3	9.3	7.7	0.0	7.7	9.7	9.7	0.0	0.0	9.0	9.0
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:		9.3			7.7			9.7			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			7.7			9.7			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.264
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
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 0	0 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	20	30	30	0	152	30	11	125	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	20	30	30	0	152	30	11	125	0
Added Vol:	0	0	0	2	4	2	7	2	0	0	2	3
PasserByVol:	0	0	0	0	0	0	0	-10	10	10	-10	0
Initial Fut:	0	0	0	22	34	32	7	144	40	21	117	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	25	39	37	8	167	46	24	135	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	39	37	8	167	46	24	135	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:	0	0	0	25	39	37	8	167	46	24	135	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.39	0.61	1.00	0.04	0.75	0.21	0.15	0.83	0.02
Final Sat.:	0	0	0	245	379	737	31	632	175	119	664	17
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.10	0.10	0.05	0.26	0.26	0.26	0.20	0.20	0.20
Crit Moves:					****			****			****	
Delay/Veh:	0.0	0.0	0.0	8.8	8.8	7.5	8.7	8.7	8.7	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.8	8.8	7.5	8.7	8.7	8.7	8.5	8.5	8.5
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			8.3			8.7			8.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.3			8.7			8.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.3	0.3	0.3	0.2	0.2	0.2

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #101 Diamond/Residential Dwy
******************************************************************************
Average Delay (sec/veh):      2.4       Worst Case Level Of Service: A[  9.1]
******************************************************************************
Street Name:             Diamond                        Residential
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   81     0     0   28     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   81     0     0   28     0     0    0     0     0    0     0
Added Vol:      0    0     5     4    0     0     0    0     0    14    0    23
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   81     5     4   28     0     0    0     0    14    0    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:     0   92     6     5   32     0     0    0     0    16    0    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   92     6     5   32     0     0    0     0    16    0    26
------------|---------------||---------------||---------------||---------------|
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    98 xxxx xxxxx  xxxx xxxx xxxxx   136  136    95
Potent Cap.: xxxx xxxx xxxxx  1508 xxxx xxxxx  xxxx xxxx xxxxx   862  758   967
Move Cap.:   xxxx xxxx xxxxx  1508 xxxx xxxxx  xxxx xxxx xxxxx   860  756   967
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.02 0.00  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.4 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  923 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.1 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx               9.1
ApproachLOS:         *                *                *                  A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #102 Fairview/Commercial Dwy

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.3]

Street Name:	Fairview						Commercial Dwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	20	33	0	0	70	40	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:	20	33	0	0	70	40	0	0	0	0	0	0
Added Vol:	10	0	0	0	2	5	3	0	7	0	0	0
PasserByVol:	20	0	0	0	0	21	0	0	0	0	0	0
Initial Fut:	50	33	0	0	72	66	3	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	58	38	0	0	83	76	3	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	38	0	0	83	76	3	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	160	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	275	122	xxxx	xxxx	xxxxx
Potent Cap.:	1432	xxxx	xxxxx	xxxx	xxxx	xxxxx	718	635	935	xxxx	xxxx	xxxxx
Move Cap.:	1432	xxxx	xxxxx	xxxx	xxxx	xxxxx	696	609	935	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	848	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #7 DIamond/Mission

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[19.6]

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	0	1	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	21	1	63			0	1	0			0	501	0			0	304	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:	21	1	63			0	1	0			0	501	0			0	304	2		
Added Vol:	4	0	9			0	0	0			0	5	7			9	4	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	25	1	72			0	1	0			0	506	7			9	308	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:	0.85	0.85	0.85			0.85	0.85	0.85			0.85	0.85	0.85			0.85	0.85	0.85		
PHF Volume:	29	1	85			0	1	0			0	594	8			11	362	2		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	29	1	85			0	1	0			0	594	8			11	362	2		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	xxxxx		6.5	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	xxxxx		4.0	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	800	983	301	xxxx		986	xxxxx	xxxx	xxxx	xxxxx		602	xxxx	xxxxx						
Potent Cap.:	279	251	701	xxxx		250	xxxxx	xxxx	xxxx	xxxxx		985	xxxx	xxxxx						
Move Cap.:	276	248	701	xxxx		247	xxxxx	xxxx	xxxx	xxxxx		985	xxxx	xxxxx						
Volume/Cap:	0.11	0.00	0.12	xxxx		0.00	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.4	xxxx		0.0	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	10.8	xxxxx		19.6	xxxxx	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx						
LOS by Move:	*	*	B	*		C	*	*	*	*		A	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	275	xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	0.4	xxxx	xxxxx	xxxxx		xxxx	xxxxx	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx						
Shrd ConDel:	19.7	xxxx	xxxxx	xxxxx		xxxx	xxxxx	7.2	xxxx	xxxxx		8.7	xxxx	xxxxx						
Shared LOS:	C	*	*	*		*	*	A	*	*		A	*	*						
ApproachDel:	13.2					19.6		xxxxxx				xxxxxx								
ApproachLOS:	B					C		*				*								

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #8 Fairview/Mission
******************************************************************************
Average Delay (sec/veh):      1.6       Worst Case Level Of Service: C[ 17.7]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8   10    17    24  487    53    46  303    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:    0    0     0     8   10    17    24  487    53    46  303    32
Added Vol:      4    0     9     0    0     0     0    8     6    10    9     0
PasserByVol:    0    0     0     0    0     0     0  -10    10    11  -11     0
Initial Fut:    4    0     9     8   10    17    24  485    69    67  301    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
PHF Volume:     4    0    10     9   11    19    26  534    76    74  331    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    0    10     9   11    19    26  534    76    74  331    35
------------|---------------||---------------||---------------||---------------|
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:  943 1138   305   816 1158   183   366 xxxx xxxxx   609 xxxx xxxxx
Potent Cap.:  220  203   697   272  198   834  1203 xxxx xxxxx   979 xxxx xxxxx
Move Cap.:    189  183   697   248  178   834  1203 xxxx xxxxx   979 xxxx xxxxx
Volume/Cap:  0.02 0.00  0.01  0.04 0.06  0.02  0.02 xxxx  xxxx  0.08 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.1 xxxx xxxxx   9.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  382 xxxxx  xxxx  321 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx  0.4 xxxxx   0.1 xxxx xxxxx   0.2 xxxx xxxxx
Shrd ConDel:xxxxx 14.8 xxxxx xxxxx 17.7 xxxxx   8.1 xxxx xxxxx   9.0 xxxx xxxxx
Shared LOS:     *    B     *     *    C     *     A    *     *     A    *     *
ApproachDel:      14.8             17.7           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
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	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	37	34	62	0	0	0	31	158	0	0	135	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	34	62	0	0	0	31	158	0	0	135	20
Added Vol:	0	2	13	1	0	6	12	10	0	0	9	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	36	75	1	0	6	43	168	0	0	144	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	44	43	89	1	0	7	51	200	0	0	172	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	43	89	1	0	7	51	200	0	0	172	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	1.00	1.00	1.00	1.00
FinalVolume:	44	43	89	1	0	7	51	200	0	0	172	32
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:	0.25	0.24	0.51	0.14	0.00	0.86	0.20	0.80	0.00	0.00	0.84	0.16
Final Sat.:	180	175	365	99	0	592	154	603	0	0	645	121
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.01	xxxx	0.01	0.33	0.33	xxxx	xxxx	0.27	0.27
Crit Moves:		****				****		****			****	
Delay/Veh:	9.0	9.0	9.0	7.7	0.0	7.7	9.8	9.8	0.0	0.0	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	7.7	0.0	7.7	9.8	9.8	0.0	0.0	9.1	9.1
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	9.0			7.7			9.8			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			7.7			9.8			9.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.5	0.5	0.5	0.3	0.3	0.3

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
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 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	45	39	38	0	190	35	15	116	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	45	39	38	0	190	35	15	116	0
Added Vol:	0	0	0	9	12	9	23	1	0	0	7	10
PasserByVol:	0	0	0	0	0	0	0	-10	10	10	-10	0
Initial Fut:	0	0	0	54	51	47	23	181	45	25	113	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:	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	59	56	52	25	199	49	27	124	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	59	56	52	25	199	49	27	124	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:	0	0	0	59	56	52	25	199	49	27	124	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.51	0.49	1.00	0.09	0.73	0.18	0.17	0.76	0.07
Final Sat.:	0	0	0	310	292	715	73	575	143	127	575	51
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.19	0.19	0.07	0.35	0.35	0.35	0.22	0.22	0.22
Crit Moves:					****		****			****		
Delay/Veh:	0.0	0.0	0.0	9.6	9.6	7.8	9.7	9.7	9.7	8.8	8.8	8.8
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:	0.0	0.0	0.0	9.6	9.6	7.8	9.7	9.7	9.7	8.8	8.8	8.8
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			9.1			9.7			8.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.1			9.7			8.8		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.1	0.5	0.5	0.5	0.3	0.3	0.3

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #101 Diamond/Residential Dwy
******************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: A[  9.0]
******************************************************************************
Street Name:             Diamond                        Residential
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   51     0     0   52     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   51     0     0   52     0     0    0     0     0    0     0
Added Vol:      0    0    20    17    0     0     0    0     0     7    0    13
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   51    20    17   52     0     0    0     0     7    0    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:     0   60    23    20   61     0     0    0     0     8    0    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   60    23    20   61     0     0    0     0     8    0    15
------------|---------------||---------------||---------------||---------------|
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    83 xxxx xxxxx  xxxx xxxx xxxxx   173  173    72
Potent Cap.: xxxx xxxx xxxxx  1526 xxxx xxxxx  xxxx xxxx xxxxx   822  724   996
Move Cap.:   xxxx xxxx xxxxx  1526 xxxx xxxxx  xxxx xxxx xxxxx   814  715   996
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.4 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  924 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.0 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx               9.0
ApproachLOS:         *                *                *                 A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 Fairview/Commercial Dwy

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[10.2]

Street Name:	Fairview						Commercial Dwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	70	0	0	65	0	40	0	20	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	70	0	0	65	0	40	0	20	0	0	0
Added Vol:	33	0	0	0	1	15	13	0	28	0	0	0
PasserByVol:	0	0	0	0	0	0	21	0	20	0	0	0
Initial Fut:	33	70	0	0	66	15	74	0	68	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	36	77	0	0	73	16	81	0	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	77	0	0	73	16	81	0	75	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	89	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	230	81	xxxx	xxxx	xxxxx
Potent Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx	762	673	985	xxxx	xxxx	xxxxx
Move Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx	748	657	985	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	845	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #7 DIamond/Mission

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.9]

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	1	0	0	1		0	0	1!	0	0		0	1	0	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	23		3		70		0		0		0		6		293		0		0		282		3	
Growth Adj:	1.03	1.03		1.03		1.03	1.03		1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03	
Initial Bse:	24		3		72		0		0		0		6		302		0		0		290		3	
Added Vol:	7		0		16		0		0		0		0		2		2		2		6		0	
PasserByVol:	0		0		0		0		0		0		0		4		0		0		4		0	
Initial Fut:	31		3		88		0		0		0		6		308		2		2		300		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		1.00		1.00	
PHF Adj:	0.88	0.88		0.88		0.88	0.88		0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88	
PHF Volume:	35		4		100		0		0		0		7		351		2		2		343		4	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	35		4		100		0		0		0		7		351		2		2		343		4	
Critical Gap Module:																								
Critical Gp:	6.8	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:	542	717		177		540	716		173		346	xxxx	xxxxx		353	xxxx	xxxxx							
Potent Cap.:	475	358		842		429	358		847		1224	xxxx	xxxxx		1217	xxxx	xxxxx							
Move Cap.:	473	355		842		373	355		847		1224	xxxx	xxxxx		1217	xxxx	xxxxx							
Volume/Cap:	0.07	0.01		0.12		0.00	0.00		0.00		0.01	xxxx	xxxx		0.00	xxxx	xxxx							
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		0.4		xxxx	xxxx		xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	xxxx		9.9		xxxxx	xxxx		xxxxx		8.0	xxxx	xxxxx		8.0	xxxx	xxxxx							
LOS by Move:	*	*		A		*	*		*		A	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	459	xxxx	xxxxx		xxxx		0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								
SharedQueue:	0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		0.0	xxxx	xxxxx								
Shrd ConDel:	13.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx			8.0	xxxx	xxxxx		8.0	xxxx	xxxxx								
Shared LOS:	B	*		*		*	*		*		A	*	*		A	*	*							
ApproachDel:	10.9					xxxxxx					xxxxxx				xxxxxx									
ApproachLOS:	B					*					*				*									

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

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

Intersection #8 Fairview/Mission

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[17.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	8	20	11	25	309	34	35	287	20
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	8	21	11	26	318	35	36	296	21
Added Vol:	1	0	2	0	0	0	0	15	3	3	7	0
PasserByVol:	0	0	0	0	0	0	0	-6	10	11	7	0
Initial Fut:	1	0	2	8	21	11	26	327	48	50	310	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	2	9	22	12	28	355	52	54	336	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	9	22	12	28	355	52	54	336	22
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:	725	905	204	690	919	179	359	xxxx	xxxxx	407	xxxx	xxxxx
Potent Cap.:	316	279	809	336	273	839	1211	xxxx	xxxxx	1162	xxxx	xxxxx
Move Cap.:	275	259	809	316	254	839	1211	xxxx	xxxxx	1162	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.03	0.09	0.01	0.02	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	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	491	xxxxx	xxxx	333	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	17.5	xxxxx	8.0	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	A	*	*	A	*	*
ApproachDel:	12.4			17.5			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.334
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
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 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	52	59	33	0	0	0	35	162	0	0	137	20
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	61	34	0	0	0	36	167	0	0	141	21
Added Vol:	0	0	4	2	0	12	3	3	0	0	2	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	61	38	2	0	12	39	170	0	0	143	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	64	73	45	2	0	14	47	203	0	0	171	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	73	45	2	0	14	47	203	0	0	171	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	73	45	2	0	14	47	203	0	0	171	27
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:	0.35	0.40	0.25	0.14	0.00	0.86	0.19	0.81	0.00	0.00	0.86	0.14
Final Sat.:	245	278	174	99	0	592	140	608	0	0	651	103
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.02	xxxx	0.02	0.33	0.33	xxxx	xxxx	0.26	0.26
Crit Moves:		****		****				****				****
Delay/Veh:	9.4	9.4	9.4	7.8	0.0	7.8	9.8	9.8	0.0	0.0	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	7.8	0.0	7.8	9.8	9.8	0.0	0.0	9.1	9.1
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	9.4			7.8			9.8			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			7.8			9.8			9.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.5	0.5	0.5	0.3	0.3	0.3

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.273
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
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 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	20	30	30	0	152	30	11	125	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	21	31	31	0	157	31	11	129	0
Added Vol:	0	0	0	2	4	2	7	2	0	0	2	3
PasserByVol:	0	0	0	0	0	0	0	-10	10	10	-10	0
Initial Fut:	0	0	0	23	35	33	7	149	41	21	121	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	26	40	38	8	172	47	25	140	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	40	38	8	172	47	25	140	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:	0	0	0	26	40	38	8	172	47	25	140	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.39	0.61	1.00	0.03	0.76	0.21	0.15	0.83	0.02
Final Sat.:	0	0	0	244	376	733	30	631	174	117	663	16
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.11	0.11	0.05	0.27	0.27	0.27	0.21	0.21	0.21
Crit Moves:					****			****			****	
Delay/Veh:	0.0	0.0	0.0	8.8	8.8	7.5	8.8	8.8	8.8	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.8	8.8	7.5	8.8	8.8	8.8	8.5	8.5	8.5
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			8.4			8.8			8.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.4			8.8			8.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #101 Diamond/Residential Dwy

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[9.1]

Street Name:	Diamond						Residential					
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	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	81	0	0	28	0	0	0	0	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	83	0	0	29	0	0	0	0	0	0	0
Added Vol:	0	0	5	4	0	0	0	0	0	14	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	5	4	29	0	0	0	0	14	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	95	6	5	33	0	0	0	0	16	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	95	6	5	33	0	0	0	0	16	0	26
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	101	xxxx	xxxxx	xxxx	xxxx	xxxxx	140	140	98
Potent Cap.:	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	755	964
Move Cap.:	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	752	964
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	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	920	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.1		
ApproachLOS:	*			*			*			A		

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

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

Intersection #102 Fairview/Commercial Dwy

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.9]

Street Name:	Fairview						Commercial Dwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	20	33	0	0	70	40	0	0	0	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	34	0	0	72	41	0	0	0	0	0	0
Added Vol:	10	0	0	0	2	5	3	0	7	0	0	0
PasserByVol:	20	0	0	0	0	21	21	0	20	0	0	0
Initial Fut:	51	34	0	0	74	67	24	0	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	59	39	0	0	86	78	28	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	59	39	0	0	86	78	28	0	31	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	164	xxxx	xxxxx	xxxx	xxxx	xxxxx	281	281	125	xxxx	xxxx	xxxxx
Potent Cap.:	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx	713	631	931	xxxx	xxxx	xxxxx
Move Cap.:	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx	690	604	931	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	800	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.9		xxxxxx		
ApproachLOS:	*			*				A		*		

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

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

Intersection #7 DIamond/Mission

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[22.5]

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	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	15	1	36	0	1	0	0	480	21	23	304	2								
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	15	1	37	0	1	0	0	494	22	24	313	2								
Added Vol:	4	0	9	0	0	0	0	9	7	9	7	0								
PasserByVol:	0	0	0	0	0	0	0	8	0	0	7	0								
Initial Fut:	19	1	46	0	1	0	0	511	29	33	327	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85								
PHF Volume:	23	1	54	0	1	0	0	600	34	38	384	2								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	23	1	54	0	1	0	0	600	34	38	384	2								
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	886	1080	317	xxxx	1096	xxxxx	xxxx	xxxx	xxxxx	634	xxxx	xxxxx								
Potent Cap.:	242	220	685	xxxx	215	xxxxx	xxxx	xxxx	xxxxx	959	xxxx	xxxxx								
Move Cap.:	234	211	685	xxxx	206	xxxxx	xxxx	xxxx	xxxxx	959	xxxx	xxxxx								
Volume/Cap:	0.10	0.01	0.08	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.3	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	10.7	xxxxx	22.5	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx								
LOS by Move:	*	*	B	*	C	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	232	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx								
Shrd ConDel:	22.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	8.9	xxxx	xxxxx								
Shared LOS:	C	*	*	*	*	*	A	*	*	A	*	*								
ApproachDel:	14.3			22.5			xxxxxx			xxxxxx										
ApproachLOS:	B			C			*			*										

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

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

Intersection #8 Fairview/Mission

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[16.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	6	6	21	8	10	17	18	466	32	23	303	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	6	22	8	10	18	19	480	33	24	312	33
Added Vol:	4	0	9	0	0	0	0	12	6	10	11	0
PasserByVol:	0	0	0	0	0	0	0	-2	10	11	-4	0
Initial Fut:	10	6	31	8	10	18	19	490	49	45	319	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	11	7	34	9	11	19	20	539	54	49	351	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	7	34	9	11	19	20	539	54	49	351	36
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:	886	1092	296	781	1101	194	387	xxxx	xxxxx	593	xxxx	xxxxx
Potent Cap.:	242	216	706	288	214	821	1182	xxxx	xxxxx	993	xxxx	xxxxx
Move Cap.:	214	201	706	253	199	821	1182	xxxx	xxxxx	993	xxxx	xxxxx
Volume/Cap:	0.05	0.03	0.05	0.04	0.06	0.02	0.02	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	386	xxxxx	xxxx	341	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.7	xxxxx	xxxxx	16.9	xxxxx	8.1	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	A	*	*	A	*	*
ApproachDel:	15.7			16.9			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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

Intersection #12 Diamond/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0	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 0 1!	0 0		0 0 1!	0 0		0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	37	34	62	23	0	29	13	158	0	0	106	4
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	35	64	24	0	30	13	163	0	0	109	4
Added Vol:	0	2	13	1	0	6	12	10	0	0	9	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	37	77	25	0	36	25	173	0	0	118	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	45	44	92	29	0	43	30	206	0	0	141	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	44	92	29	0	43	30	206	0	0	141	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	44	92	29	0	43	30	206	0	0	141	13
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:	0.25	0.24	0.51	0.41	0.00	0.59	0.13	0.87	0.00	0.00	0.91	0.09
Final Sat.:	182	177	368	283	0	411	94	640	0	0	661	62
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.10	xxxx	0.10	0.32	0.32	xxxx	xxxx	0.21	0.21
Crit Moves:		****				****		****			****	
Delay/Veh:	9.1	9.1	9.1	8.3	0.0	8.3	9.8	9.8	0.0	0.0	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.3	0.0	8.3	9.8	9.8	0.0	0.0	8.9	8.9
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:	9.1			8.3			9.8			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			8.3			9.8			8.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

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

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

Intersection #13 Fairview/El Centro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
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 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	22	39	9	18	190	35	15	100	16
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	23	40	9	19	196	36	15	103	16
Added Vol:	0	0	0	9	12	9	23	1	0	0	7	10
PasserByVol:	0	0	0	0	0	0	10	-10	0	0	-10	10
Initial Fut:	0	0	0	32	52	18	52	187	36	15	100	36
User Adj:	1.00	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	35	57	20	57	205	40	17	110	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	57	20	57	205	40	17	110	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:	0	0	0	35	57	20	57	205	40	17	110	40
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	0.00	0.00	0.38	0.62	1.00	0.19	0.68	0.13	0.10	0.66	0.24
Final Sat.:	0	0	0	227	373	703	153	553	107	81	524	191
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	0.15	0.03	0.37	0.37	0.37	0.21	0.21	0.21
Crit Moves:				****				****		****		
Delay/Veh:	0.0	0.0	0.0	9.3	9.3	7.6	9.8	9.8	9.8	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.3	9.3	7.6	9.8	9.8	9.8	8.5	8.5	8.5
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			9.0			9.8			8.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.0			9.8			8.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.0	0.6	0.6	0.6	0.2	0.2	0.2

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

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #101 Diamond/Residential Dwy
******************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: A[  9.0]
******************************************************************************
Street Name:             Diamond                        Residential
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   51     0     0   52     0     0    0     0     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0   53     0     0   54     0     0    0     0     0    0     0
Added Vol:      0    0    20    17    0     0     0    0     0     7    0    13
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   53    20    17   54     0     0    0     0     7    0    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:     0   62    23    20   63     0     0    0     0     8    0    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   62    23    20   63     0     0    0     0     8    0    15
------------|---------------||---------------||---------------||---------------|
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    85 xxxx xxxxx  xxxx xxxx xxxxx   176  176    73
Potent Cap.: xxxx xxxx xxxxx  1524 xxxx xxxxx  xxxx xxxx xxxxx   818  721   994
Move Cap.:   xxxx xxxx xxxxx  1524 xxxx xxxxx  xxxx xxxx xxxxx   810  711   994
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.4 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  921 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.0 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx               9.0
ApproachLOS:         *                *                *                  A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #102 Fairview/Commercial Dwy

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[10.3]

Street Name:	Fairview									Commercial Dwy								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	70		0		0	65		0		40		0		20		0		0	
Growth Adj:	1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03	
Initial Bse:	0	72		0		0	67		0		41		0		21		0		0	
Added Vol:	33	0		0		0	1		15		13		0		28		0		0	
PasserByVol:	0	0		0		0	0		0		21		0		20		0		0	
Initial Fut:	33	72		0		0	68		15		75		0		69		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91	
PHF Volume:	36	79		0		0	75		16		83		0		75		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	36	79		0		0	75		16		83		0		75		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	6.5		6.2		xxxxx	xxxx		xxxxx	
FollowUpTim:	2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	4.0		3.3		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	91	xxxx		xxxxx		xxxx	xxxx		xxxxx		235	235		83		xxxx	xxxx		xxxxx	
Potent Cap.:	1516	xxxx		xxxxx		xxxx	xxxx		xxxxx		758	669		982		xxxx	xxxx		xxxxx	
Move Cap.:	1516	xxxx		xxxxx		xxxx	xxxx		xxxxx		744	653		982		xxxx	xxxx		xxxxx	
Volume/Cap:	0.02	xxxx		xxxx		xxxx	xxxx		xxxx		0.11	0.00		0.08		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	7.4	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	A	*		*		*	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	841		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	0.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	0.7		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	7.4	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	10.3		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	A	*		*		*	*		*		*	B		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					10.3					xxxxxx				
ApproachLOS:	*					*					B					*				

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

APPENDIX C

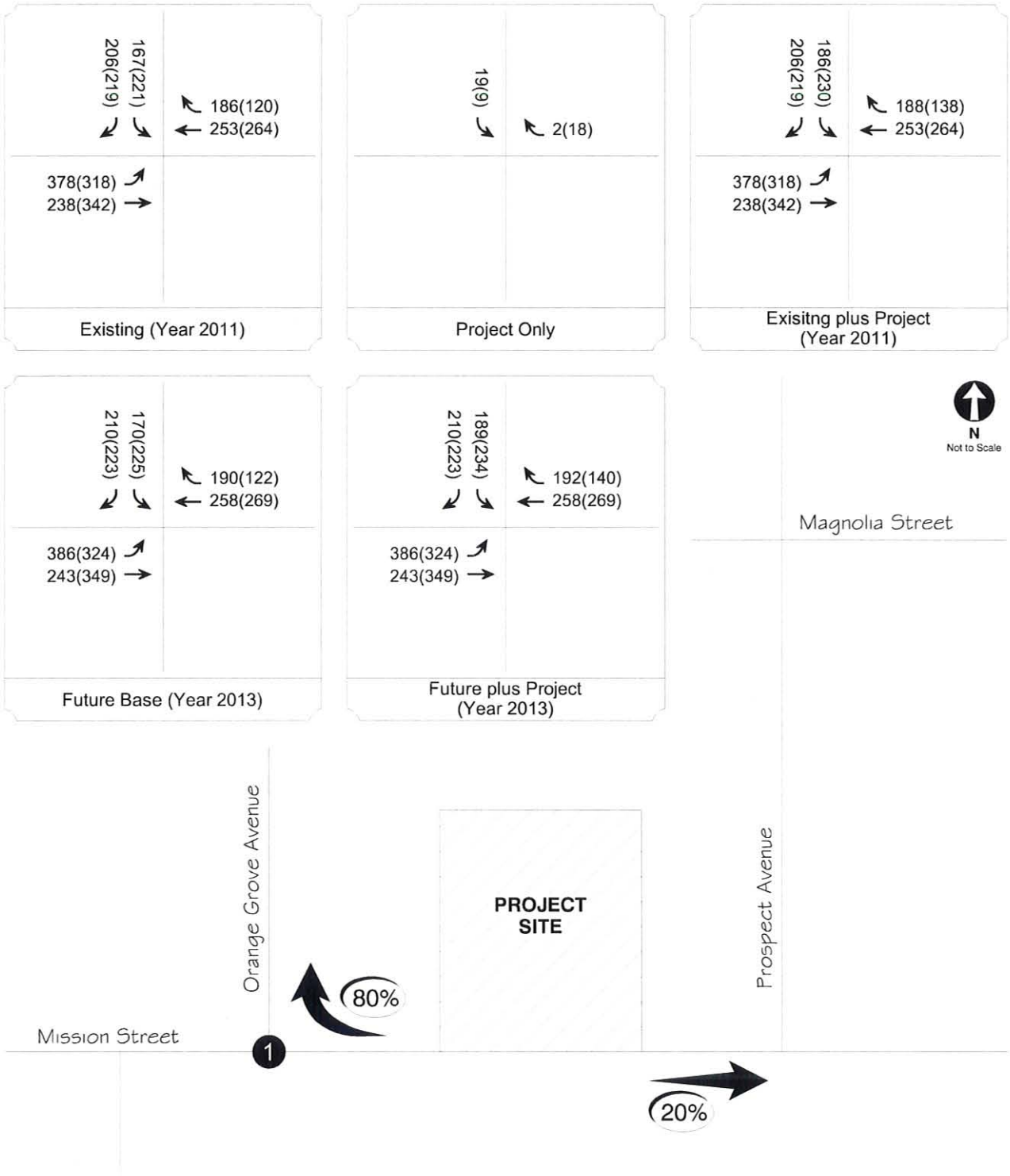
Cumulative Projects Traffic Data

TABLE 2
PROJECT TRIP GENERATION ESTIMATES FOR
820 MISSION STREET

TRIP GENERATION RATES									
Land Use	ITE Code	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Proposed									
Multi-Family Housing [a]	N/A	per du [1]	8.00	89%	11%	0.54	36%	64%	0.73
General Office [b]	710	per ksf [2]	11.01	88%	12%	1.55	17%	83%	1.49

TRIP GENERATION ESTIMATES									
Land Use	ITE Code	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Proposed									
Multi-Family Housing	230	38 du	304	19	2	21	10	18	28
General Office	710	3.585 ksf	39	5	1	6	1	4	5
Subtotal			343	24	3	27	11	22	33
TOTAL NEW TRIPS			**343**	**24**	**3**	**27**	**11**	**22**	**33**

Notes:
[1] du = dwelling unit
[2] ksf = 1,000 square feet
[a] Condominimum rates from *Traffic Impact Analysis Report Guidelines,* LACDPW, 1997.
[b] Office rates from *Trip Generation, 8th Edition,* ITE, 2008.

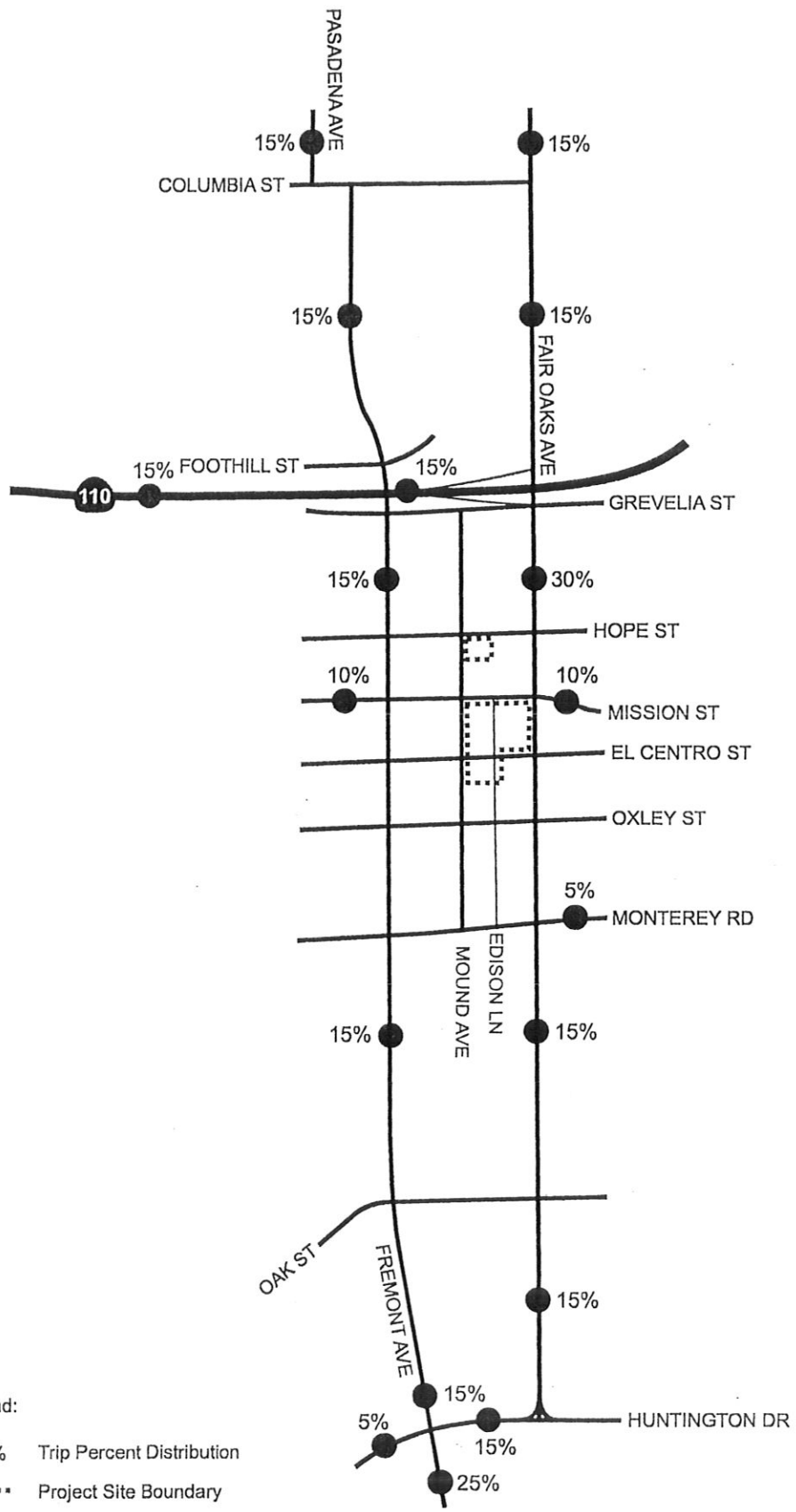


LEGEND

Analyzed Intersection X% Project Trip Percentage #(#) AM(PM) Peak Hour Traffic Volumes

INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
2



Legend:

XX% Trip Percent Distribution

Project Site Boundary

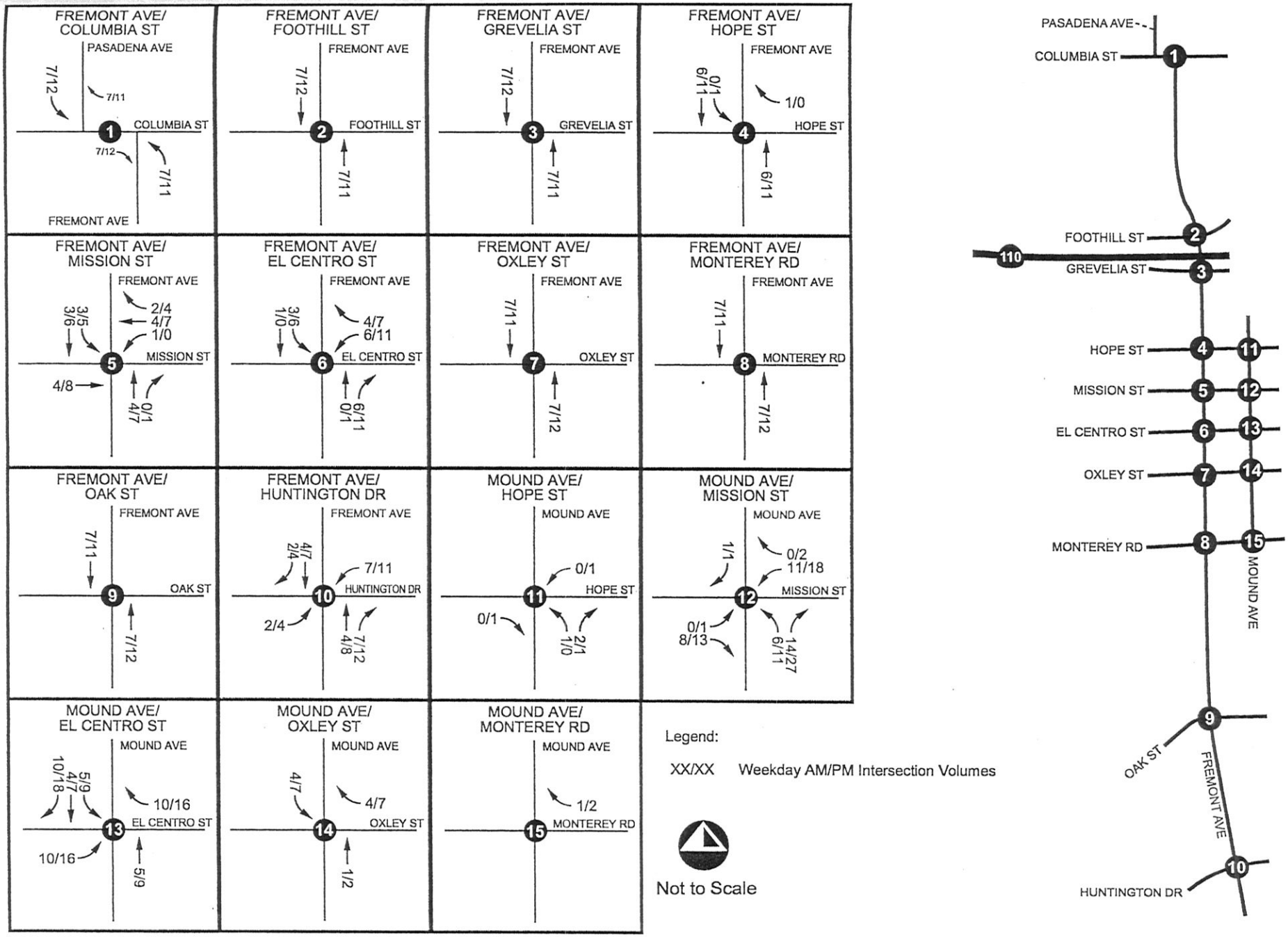
Not to Scale

RBF

Forecast Trip Percent Distribution of Proposed Project

H:\pdata\10105472\Technical Studies\Traffic\Exhibits\Exh25.ai MAY/2007

Attachment 25



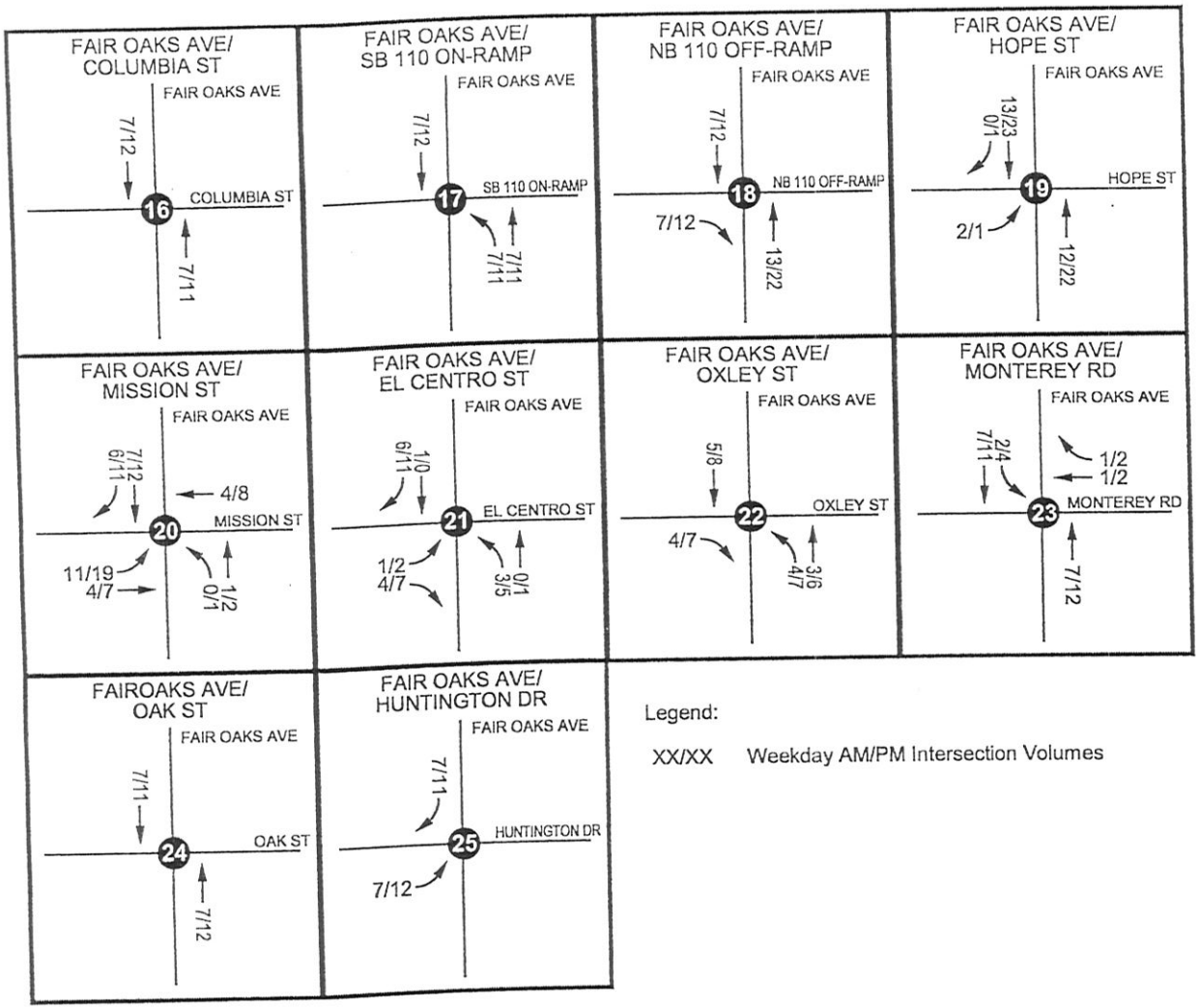
RBF

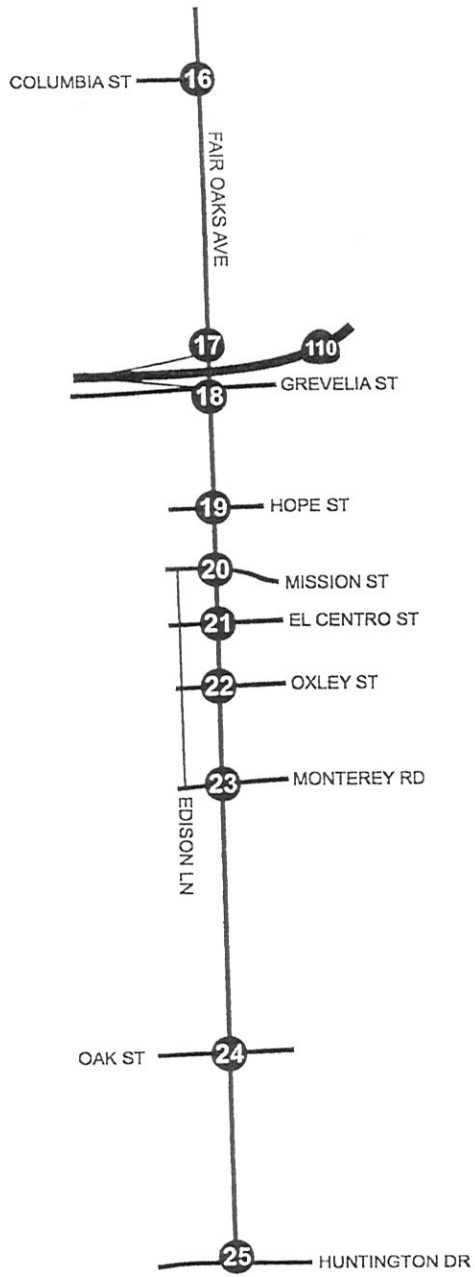
Area 1 - Weekday AM/PM Peak Hour Trip Assignment of Proposed Project

H:\pdata\10105472\Traffic\Exhibits\Exh26.ai

MAY/2007

Exhibit 26





Not to Scale

RBF

Area 2 - Weekday AM/PM Peak Hour Trip Assignment of Proposed Project

Exhibit 27

H:\pdata\10105472\Traffic\Exhibits\Exh27.ai

MAY/2007

APPENDIX D

Raw Pedestrian Count Data

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

	Start:	End:
AM	7:00	9:00
NOON		
PM	16:00	18:00

PROJECT#: 15-5651-001
N/S Street: Diamond Ave
E/W Street: Mission St
DATE: 10/6/2015 DAY: Tuesday
CITY: South Pasadena

NORTH LEG

AM	NOON	PM
16	0	31

PM	NOON	AM
29	0	15

WEST LEG

AM	NOON	PM
11	0	12

PM	NOON	AM
7	0	11

EAST LEG

AM	NOON	PM
0	0	0

PM	NOON	AM
0	0	0

SOUTH LEG

AM	NOON	PM
12	0	38

PM	NOON	AM
33	0	20

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

	Start:	End:
AM	7:00	9:00
NOON		
PM		

PROJECT#: 15-5651-002
N/S Street: Fairview Ave
E/W Street: Mission St
DATE: 10/13/2015 DAY: Tuesday
CITY: South Pasadena

NORTH LEG

AM	NOON	PM
5	0	0

AM	NOON	PM
9	0	0

EAST LEG

AM	NOON	PM
1	0	0

AM	NOON	PM
5	0	0

SOUTH LEG

AM	NOON	PM
16	0	0

AM	NOON	PM
17	0	0

WEST LEG

AM	NOON	PM
4	0	0

AM	NOON	PM
6	0	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

	Start:	End:
AM		
NOON		
PM	16:00	18:00

PROJECT#: 15-5651-002
N/S Street: Fairview Ave
E/W Street: Mission St
DATE: 10/6/2015 DAY: Tuesday
CITY: South Pasadena

NORTH LEG

AM	NOON	PM
0	0	19

AM	NOON	PM
0	0	22

WEST LEG

AM	NOON	PM
0	0	16

AM	NOON	PM
0	0	17

EAST LEG

AM	NOON	PM
0	0	0

AM	NOON	PM
0	0	1

SOUTH LEG

AM	NOON	PM
0	0	29

AM	NOON	PM
0	0	20

Prepared by National Data & Surveying Services

PARKING STUDY

Location: Mission St Bet. Diamond Ave & Fairview Ave
City: South Pasadena

Day: Tuesday
Date: 10/6/2015

SPACE #	Parking Restrictions	NORTH SIDE of Mission St							
		7:00	7:30	8:00	8:30	16:00	16:30	17:00	17:30
1	2 hr parking	0	0	B666	E873	Y841	Y841	Y841	Y841
2	2 hr parking	56P1	0	812Z	812Z	K807	K807	3369	3369
3	2 hr parking	56P1	0	D996	D996	X312	X312	X312	X312
4	2 hr parking	0	0	0	0	R408	0	0	DP
5	2 hr parking	0	0	T896	T896	M006	M006	M006	M006
6	2 hr parking	0	0	T698	T698	T136	0	J948	J948
7	2 hr parking	0	0	G5544	G5544	G621	0	MIER	MIER
8	2 hr parking	0	M620	M620	M620	0	0	L332	L332
9	2 hr parking	0	0	V046	V046	Y287	Y287	0	H718
10	2 hr parking	0	0	0	V701	0	F447	E567	J869

SPACE #	Parking Restrictions	SOUTH SIDE of Mission St							
		7:00	7:30	8:00	8:30	16:00	16:30	17:00	17:30
1	2 hr parking	G580	G580	T217	T217	0	K143	K434	K434
2	2 hr parking	0	0	P326	P326	LRUM	LRUM	0	P158
3	2 hr parking	0	0	P702	P702	6ZFN	6ZFN	0	0
4	2 hr parking	0	0	Y574	Y574	0	N925	N925	N925
5	2 hr parking	0	0	0	N370	A333	0	0	V443
6	2 hr parking	0	0	5LZC	5LZC	S397	S397	0	0
7	2 hr parking	0	0	W797	W797	0	0	0	DP
8	2 hr parking	0	0	DP	DP	W176	W176	0	0
9	2 hr parking	0	0	NKS1	NKS1	E000	E000	E000	J545
10	2 hr parking	0	0	0	C595	0	0	0	F356
11	2 hr parking	0	0	0	0	B006	0	B500	B500

APPENDIX E

Pedestrian Trip Generation Calculations

B08301

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over
2007-2011 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 4807.04, Los Angeles County, California	
	Estimate	Margin of Error
Total:	2,476	+/-296
Car, truck, or van:	2,046	+/-267
Drove alone	1,892	+/-249
Carpooled:	154	+/-80
In 2-person carpool	119	+/-69
In 3-person carpool	1	+/-2
In 4-person carpool	24	+/-39
In 5- or 6-person carpool	0	+/-95
In 7-or-more-person carpool	10	+/-16
Public transportation (excluding taxicab):	197	+/-104
Bus or trolley bus	79	+/-51
Streetcar or trolley car (carro publico in Puerto Rico)	0	+/-95
Subway or elevated	48	+/-45
Railroad	70	+/-94
Ferryboat	0	+/-95
Taxicab	0	+/-95
Motorcycle	0	+/-95
Bicycle	11	+/-20
Walked	47	+/-43
Other means	12	+/-20
Worked at home	163	+/-71

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

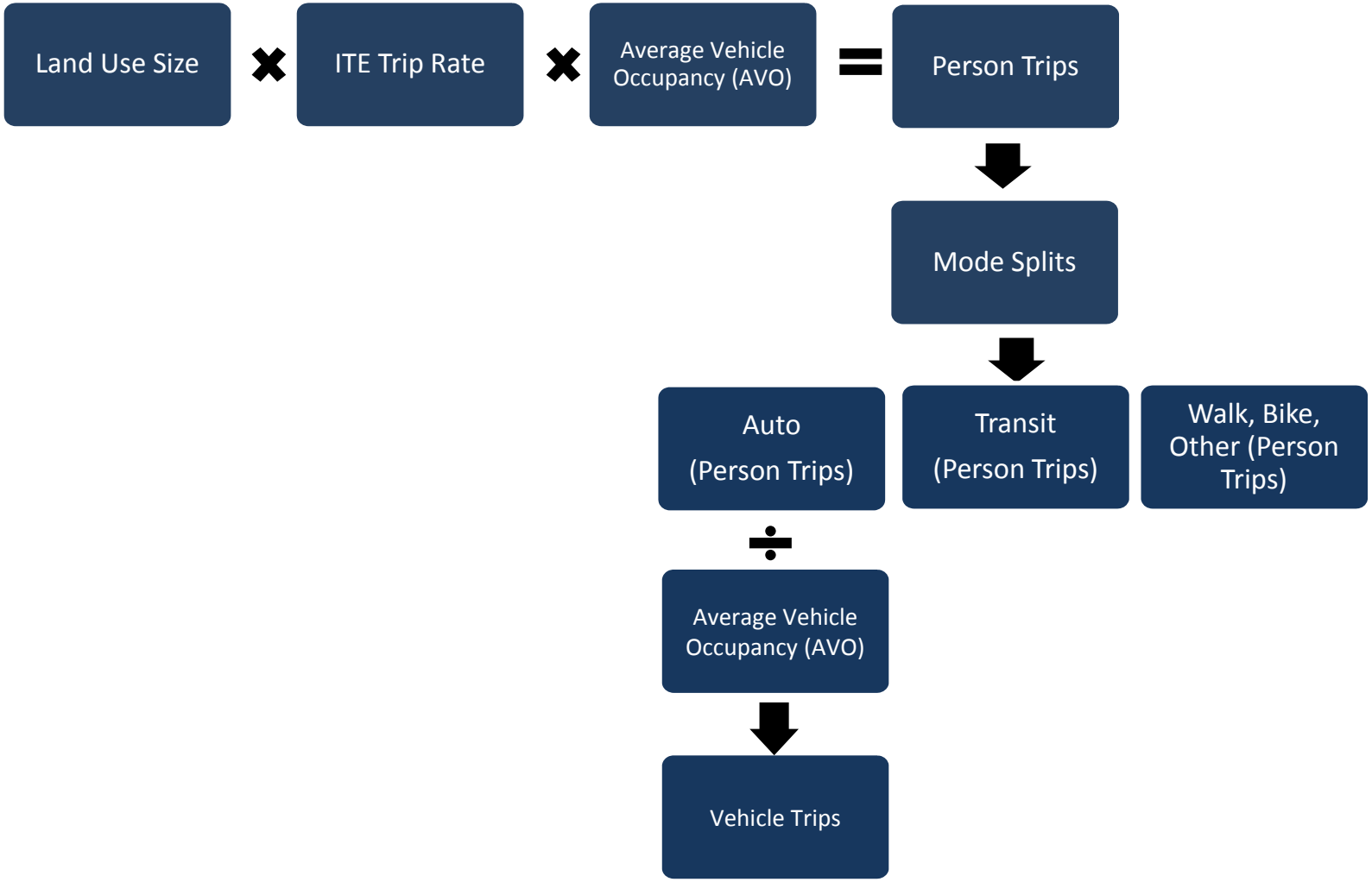
While the 2007-2011 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2007-2011 American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.


Land Use Size
ITE Trip Rate
Average Vehicle Occupancy (AVO)
Person Trips
Mode Splits
Auto (Person Trips)
Transit (Person Trips)
Walk, Bike, Other (Person Trips)
Average Vehicle Occupancy (AVO)
Vehicle Trips

Trip Generation

Mission Place Mixed-Use Project

Person Trips

Land Use	Size	Trip Rate[1]	Inbound %	AVO Rate[2]	Person Trips
Proposed Use					
Residential (LU 220)	91 units			1.04	
Daily		6.650 trips/unit	50%		629
AM Peak Hour		0.510 trips/unit	20%		48
PM Peak Hour		0.620 trips/unit	65%		59
Shopping Center (LU 820)	3,637 sf			1.48	
Daily		ITE Equation	50%		1,166
AM Peak Hour		ITE Equation	62%		31
PM Peak Hour		ITE Equation	48%		96
Quality Restaurant (LU 931)	3,797 sf			1.69	
Daily		89.95 trips/1,000 sq. ft.	50%		577
AM Peak Hour		0.81 trips/1,000 sq. ft.	50%		5
PM Peak Hour		7.49 trips/1,000 sq. ft.	67%		48

1. Trip rates based on Institute of Transportation Engineers' (ITE)*Trip Generation Manual* 9th Edition average trip rate and equation as shown for the land uses noted.

2. AVO = average vehicle occupancy is based on rates published in NCHRP 365 for Urban Areas for the residential and retail use and Table 3.10-4 – Mode of Travel for Arrival and Departure, Leisure Travelers, Ninth & Stewart Mixed-Use Project Transportation Technical Report, Heffron Transportation, September 23, 2014.

3. AVO was assumed pre and post-mode split. Trip generation is based strictly on ITE rate.

Trip Generation

Mission Place Mixed-Use Project

Person Trips by Mode of Travel

Trip Generation Summary	Percent By Mode[1]	Daily Person Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed Use								
Residential[1]								
Walk, Bike, Other Trips	9%	60	1	4	5	4	2	6
Transit Trips	8%	50	1	3	4	3	2	5
Person Trips by Vehicle	83%	519	8	31	39	31	17	48
Total	100%	629	10	38	48	38	21	59
Shopping Center (West Building)								
Walk, Bike, Other Trips	70%	820	14	8	22	32	35	67
Transit Trips	0%	0	0	0	0	0	0	0
Person Trips by Vehicle	30%	346	5	4	9	14	15	29
Total	100%	1,166	19	12	31	46	50	96
Quality Restaurant (East Building)								
Walk, Bike, Other Trips	45%	260	1	1	2	11	11	22
Transit Trips	5%	30	0	0	0	1	1	2
Person Trips by Vehicle	50%	287	2	1	3	11	13	24
Total	100%	577	3	2	5	23	25	48
Totals								
Walk, Bike, Other Trips		*1,140*	*16*	*13*	*29*	*47*	*48*	*95*
Transit Trips		*80*	*1*	*3*	*4*	*4*	*3*	*7*
Person Trips by Vehicle		*1,152*	*15*	*36*	*51*	*56*	*45*	*101*
Total		*2,372*	*32*	*52*	*84*	*107*	*96*	*203*

1. Person trip mode splits based on 2009 - 2013 American Community Survey 5-Year Estimates for census tract (#4807.04) of the proposed project.

Vehicle Trip Generation

Land Use	AVO[1]	Daily Vehicle Trips	AM Peak Hour Vehicle Trips In	AM Peak Hour Vehicle Trips Out	AM Peak Hour Vehicle Trips Total	PM Peak Hour Vehicle Trips In	PM Peak Hour Vehicle Trips Out	PM Peak Hour Vehicle Trips Total
Proposed Use								
Residential[1]	1.11	470	7	28	35	28	15	43
Retail	1.07	320	5	3	8	13	14	27
Subtotal		*790*	*12*	*31*	*43*	*41*	*29*	*70*
Existing Use								
Tire Store[2]	1.00	0	0	0	0	0	0	0
Net New Trips		790	12	31	43	41	29	70

1. Average Vehicle Occupancy (AVO) based on 2009 - 2013 American Community Survey 5-Year Estimates for census tract (#76), report B08137.
2. AVO was assumed pre and post-mode split. Trip generation is based strictly on ITE rate.

Trip Generation

820 Mission Street Cumulative Project Trip Generation

Person Trips

Land Use	Size	Trip Rate[1]
Proposed Use		
Residential (Trip Generation Data From Gibson Transportation Consulting)	38 units	
Daily		8.000 trips/unit
AM Peak Hour		0.550 trips/unit
PM Peak Hour		0.730 trips/unit
General Office (Trip Generation Data From Gibson Transportation Consulting)	3,585 sf	
Daily		11.03 trips/1,000 sq. ft.
AM Peak Hour		1.56 trips/1,000 sq. ft.
PM Peak Hour		1.49 trips/1,000 sq. ft.
Quality Restaurant (LU 931)	0 sf	
Daily		89.95 trips/1,000 sq. ft.
AM Peak Hour		0.81 trips/1,000 sq. ft.
PM Peak Hour		7.49 trips/1,000 sq. ft.

1. Trip rates based on Institute of Transportation Engineers' (ITE)*Trip Generation Manual* 9th Edition average trip rate and equation as shown for the land uses noted.

2. AVO = average vehicle occupancy is based on rates published in NCHRP 365 for Urban Areas for the residential and retail use and Table 3.10-4 – Mode of Travel f
Mixed-Use Project Transportation Technical Report, Heffron Transportation, September 23, 2014.

3. AVO was assumed pre and post-mode split. Trip generation is based strictly on ITE rate.

Trip Generation

Inbound %	AVO Rate[2]	Person Trips
	1.04	
50%		316
90%		22
83%		29
	1.04	
50%		41
88%		6
17%		6
	1.69	
50%		0
50%		0
67%		0

or Arrival and Departure, Leisure Travelers, Ninth & Stewa

820 Mission Street Cumulative Project Trip Generation

Person Trips by Mode of Travel

Trip Generation Summary	Percent By Mode[1]	Daily Person Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Use								
Residential[1]								
Walk, Bike, Other Trips	9%	30	2	0	2	2	1	3
Transit Trips	8%	30	2	0	2	2	0	2
Person Trips by Vehicle	83%	256	16	2	18	20	4	24
Total	100%	316	20	2	22	24	5	29
Shopping Center (West Building)								
Walk, Bike, Other Trips	9%	0	1	0	1	0	1	1
Transit Trips	8%	0	0	0	0	0	0	0
Person Trips by Vehicle	83%	41	4	1	5	1	4	5
Total	100%	41	5	1	6	1	5	6
Quality Restaurant (East Building)								
Walk, Bike, Other Trips	45%	0	0	0	0	0	0	0
Transit Trips	5%	0	0	0	0	0	0	0
Person Trips by Vehicle	50%	0	0	0	0	0	0	0
Total	100%	0	0	0	0	0	0	0
Totals								
Walk, Bike, Other Trips		*30*	*3*	*0*	*3*	*2*	*2*	*4*
Transit Trips		*30*	*2*	*0*	*2*	*2*	*0*	*2*
Person Trips by Vehicle		*297*	*20*	*3*	*23*	*21*	*8*	*29*
Total		*357*	*25*	*3*	*28*	*25*	*10*	*35*

1. Person trip mode splits based on 2009 - 2013 American Community Survey 5-Year Estimates for census tract (#4807.04) of the proposed project.

Vehicle Trip Generation

Land Use	AVO[1]	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Proposed Use								
Residential[1]	1.11	230	14	2	16	18	4	22
Retail	1.07	40	4	1	5	1	4	5
Subtotal		*270*	*18*	*3*	*21*	*19*	*8*	*27*
Existing Use								
Tire Store[2]	1.00	0	0	0	0	0	0	0
Net New Trips		270	18	3	21	19	8	27

1. Average Vehicle Occupancy (AVO) based on 2009 - 2013 American Community Survey 5-Year Estimates for census tract (#76), report B08137.
2. AVO was assumed pre and post-mode split. Trip generation is based strictly on ITE rate.

Trip Generation

Downtown Revitilzation Cumulative Project Trip Generation

Person Trips

Land Use	Size	Trip Rate[1]
Proposed Use		
Residential (Trip Generation Data From RBF Study)	57 units	
Daily		5.368 trips/unit
AM Peak Hour		0.350 trips/unit
PM Peak Hour		0.440 trips/unit
General Office (Trip Generation Data From Gibson Transportation Consulting)	8,943 sf	
Daily		11.03 trips/1,000 sq. ft.
AM Peak Hour		1.56 trips/1,000 sq. ft.
PM Peak Hour		1.49 trips/1,000 sq. ft.
Restaurant Uses	0 sf	
Daily		58.34 trips/1,000 sq. ft.
AM Peak Hour		0.81 trips/1,000 sq. ft.
PM Peak Hour		7.49 trips/1,000 sq. ft.
Shopping Center + Bowling Alley	14,279 sf	
Daily		58.34 trips/1,000 sq. ft.
AM Peak Hour		1.33 trips/1,000 sq. ft.
PM Peak Hour		4.20 trips/1,000 sq. ft.

1. Trip rates based on Institute of Transportation Engineers' (ITE)*Trip Generation Manual* 9th Edition average trip rate and equation as shown for the land uses noted.

2. AVO = average vehicle occupancy is based on rates published in NCHRP 365 for Urban Areas for the residential and retail use and Table 3.10-4 – Mode of Travel f
Mixed-Use Project Transportation Technical Report, Heffron Transportation, September 23, 2014.

3. AVO was assumed pre and post-mode split. Trip generation is based strictly on ITE rate.

Trip Generation

Inbound %	AVO Rate[2]	Person Trips
	1.00	
100%		306
15%		20
67%		25
	1.04	
100%		103
88%		15
17%		14
	1.69	
50%		0
58%		0
100%		0
	1.00	
50%		833
58%		19
40%		60

or Arrival and Departure, Leisure Travelers, Ninth & Stewa

0.4

Downtown Revitilzation Cumulative Project Trip Generation

Person Trips by Mode of Travel

Trip Generation Summary	Percent By Mode[1]	Daily Person Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Use								
Residential[1]								
Walk, Bike, Other Trips	9%	30	0	2	2	1	1	2
Transit Trips	8%	20	0	2	2	1	1	2
Person Trips by Vehicle	83%	256	3	13	16	15	6	21
Total	100%	306	3	17	20	17	8	25
Shopping Center (West Building)								
Walk, Bike, Other Trips	70%	70	10	1	11	2	8	10
Transit Trips	0%	0	0	0	0	0	0	0
Person Trips by Vehicle	30%	33	3	1	4	0	4	4
Total	100%	103	13	2	15	2	12	14
Quality Restaurant (East Building)								
Walk, Bike, Other Trips	45%	0	0	0	0	0	0	0
Transit Trips	5%	0	0	0	0	0	0	0
Person Trips by Vehicle	50%	0	0	0	0	0	0	0
Shopping Center (West Building)								
Walk, Bike, Other Trips	70%	70	10	1	11	2	8	10
Transit Trips	0%	0	0	0	0	0	0	0
Person Trips by Vehicle	30%	763	1	7	8	8	42	50
Total	100%	833	11	8	19	10	50	60
Total	100%	0	0	0	0	0	0	0
Totals								
Walk, Bike, Other Trips		*100*	*10*	*3*	*13*	*3*	*9*	*12*
Transit Trips		*20*	*0*	*2*	*2*	*1*	*1*	*2*
Person Trips by Vehicle		*289*	*6*	*14*	*20*	*15*	*10*	*25*
Total		*409*	*16*	*19*	*35*	*19*	*20*	*39*

1. Person trip mode splits based on 2009 - 2013 American Community Survey 5-Year Estimates for census tract (#4807.04) of the proposed project.

Vehicle Trip Generation

Land Use	AVO[1]	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Proposed Use								
Residential[1]	1.11	230	3	11	14	14	5	19
Retail	1.07	30	3	1	4	0	4	4
Subtotal		*260*	*6*	*12*	*18*	*14*	*9*	*23*
Existing Use								
Tire Store[2]	1.00	0	0	0	0	0	0	0
Net New Trips		260	6	12	18	14	9	23

1. Average Vehicle Occupancy (AVO) based on 2009 - 2013 American Community Survey 5-Year Estimates for census tract (#76), report B08137.
2. AVO was assumed pre and post-mode split. Trip generation is based strictly on ITE rate.

APPENDIX F

Raw Train Crossing Surveys

Prepared by National Data & Surveying Services

TRAIN OBSERVATION & QUEUE STUDY

Location: Meridian Ave & Mission St
City: Pasadena

Date: 10/6/2015
Day: Tuesday

#	Time Arms Begin to Descend	Time Arms Are Fully Down	Train (?) Yes or No	Direction (EB or WB?)	# of Railroad Cars Per Train	Time Arms Begin to Ascend	Time Arms Are Fully Up	NB QUEUE	SB QUEUE	EB QUEUE		WB QUEUE	
								Lane 1	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2
1	7:03:14	7:03:28	YES	WB	4	7:04:56	7:05:08	3	4	0	0	6	5
2	7:03:14	7:03:28	YES	EB	4	7:04:56	7:05:08						
3	7:08:54	7:09:07	YES	WB	4	7:10:02	7:10:14	8	2	7	4	1	6
4	7:08:54	7:09:07	YES	EB	4	7:10:02	7:10:14						
5	7:15:23	7:15:35	YES	WB	4	7:16:24	7:16:35	1	0	1	3	4	6
6	7:15:23	7:15:35	YES	EB	4	7:16:24	7:16:35						
7	7:21:45	7:21:57	YES	WB	4	7:22:56	7:23:06	2	0	1	5	2	5
8	7:21:45	7:21:57	YES	EB	4	7:22:56	7:23:06						
9	7:27:22	7:27:35	YES	WB	4	7:29:01	7:29:11	6	3	5	8	2	3
10	7:27:22	7:27:35	YES	EB	4	7:29:01	7:29:11						
11	7:33:03	7:33:16	YES	WB	4	7:34:31	7:34:41	10	6	4	4	8	8
12	7:33:03	7:33:16	YES	EB	4	7:34:31	7:34:41						
13	7:38:53	7:39:06	YES	WB	4	7:40:00	7:40:11	4	4	5	11	2	7
14	7:38:53	7:39:06	YES	EB	4	7:40:00	7:40:11						
15	7:44:14	7:44:27	YES	WB	4	7:45:22	7:45:32	4	12	3	8	3	8
16	7:44:14	7:44:27	YES	EB	4	7:45:22	7:45:32						
17	7:51:28	7:51:42	YES	WB	4	7:52:04	7:52:15	4	7	3	6	2	6
18	7:53:23	7:53:36	YES	EB	4	7:54:24	7:54:34	10	9	10	13	2	4
19	7:57:25	7:57:38	YES	WB	4	7:59:15	7:59:26	7	5	6	12	11	10
20	7:57:25	7:57:38	YES	EB	4	7:59:15	7:59:26						
21	8:03:26	8:03:39	YES	WB	4	8:04:03	8:04:13	1	1	4	4	2	3
22	8:04:57	8:05:11	YES	EB	4	8:06:05	8:06:14	3	3	5	9	8	8
23	8:08:46	8:08:59	YES	WB	4	8:10:48	8:10:58	12	3	8	9	11	12
24	8:08:46	8:08:59	YES	EB	4	8:10:48	8:10:58						
25	8:16:14	8:16:28	YES	WB	4	8:18:00	8:18:11	4	1	10	11	7	9
26	8:16:14	8:16:28	YES	EB	4	8:18:00	8:18:11						
27	8:22:01	8:22:14	YES	EB	4	8:23:16	8:23:26	12	0	3	3	2	4
28	8:27:48	8:28:01	YES	EB	4	8:28:48	8:28:58	9	1	11	13	4	7
29	8:39:03	8:39:16	YES	WB	4	8:39:45	8:39:56	7	3	4	4	2	6
30	8:40:53	8:41:00	YES	WB	4	8:44:54	8:45:03	11	9	9	12	10	13
31	8:40:53	8:41:00	YES	EB	4	8:44:54	8:45:03						
32	8:47:40	8:47:54	YES	WB	4	8:48:56	8:49:06	6	9	8	11	4	7
33	8:47:40	8:47:54	YES	EB	4	8:48:56	8:49:06						
34	8:50:29	8:50:43	YES	WB	4	8:53:04	8:53:15	8	5	10	12	5	11
35	8:50:29	8:50:43	YES	EB	4	8:53:04	8:53:15						
36	8:54:12	8:54:25	YES	WB	4	8:55:15	8:55:26	11	8	10	12	9	10
37	8:56:28	8:56:40	YES	EB	4	8:58:08	8:58:18	11	9	11	15	6	7
38	8:56:28	8:56:40	YES	WB	4	8:58:08	8:58:18						
1	16:00:00	16:00:00	YES	EB	4	16:00:36	16:00:46	2	2	6	8	4	9
2	16:01:24	16:01:37	YES	WB	4	16:02:06	16:02:15	5	5	9	15	9	12
3	16:05:37	16:05:51	YES	WB	4	16:07:23	16:07:32	4	2	9	9	4	6
4	16:05:37	16:05:51	YES	EB	4	16:07:23	16:07:32						
5	16:12:23	16:12:37	YES	WB	4	16:13:25	16:13:36	2	3	8	6	4	7
6	16:12:23	16:12:37	YES	EB	4	16:13:25	16:13:36						
7	16:17:50	16:18:04	YES	WB	4	16:19:18	16:19:28	6	4	3	7	4	5
8	16:17:50	16:18:04	YES	EB	4	16:19:18	16:19:28						
9	16:23:18	16:23:31	YES	WB	4	16:25:19	16:25:19	4	5	6	7	6	9
10	16:23:18	16:23:31	YES	EB	4	16:25:19	16:25:19						
11	16:29:34	16:29:48	YES	WB	4	16:30:48	16:30:58	3	2	9	7	5	3
12	16:29:34	16:29:48	YES	EB	4	16:30:48	16:30:58						
13	16:35:25	16:35:39	YES	WB	4	16:36:58	16:37:08	4	1	5	14	6	12
14	16:35:25	16:35:39	YES	EB	4	16:36:58	16:37:08						
15	16:43:16	16:43:30	YES	WB	4	16:44:38	16:44:49	2	4	9	10	8	11
16	16:43:16	16:43:30	YES	EB	4	16:44:38	16:44:49						
17	16:50:05	16:50:19	YES	WB	4	16:52:02	16:52:12	10	4	10	11	9	10
18	16:50:05	16:50:19	YES	EB	4	16:52:02	16:52:12						
19	16:55:52	16:56:06	YES	WB	4	16:56:55	16:57:06	1	5	4	7	9	8
20	16:55:52	16:56:06	YES	EB	4	16:56:55	16:57:06						
21	16:59:58	17:00:12	YES	WB	4	17:00:32	17:00:42	5	3	7	10	4	4
22	17:02:20	17:02:26	YES	EB	4	17:03:40	17:03:50	4	5	8	10	10	9
23	17:06:04	17:06:18	YES	WB	4	17:07:05	17:07:16	4	3	5	11	7	10
24	17:06:04	17:06:18	YES	EB	4	17:07:05	17:07:16						
25	17:14:24	17:14:38	YES	WB	4	17:15:42	17:15:52	2	3	12	14	4	8
26	17:14:24	17:14:38	YES	EB	4	17:15:42	17:15:52						
27	17:19:27	17:19:41	YES	EB	4	17:20:35	17:20:45	9	4	9	11	6	6
28	17:21:53	17:22:06	YES	WB	4	17:22:37	17:22:46	12	6	10	12	3	2
29	17:25:15	17:25:28	YES	WB	4	17:25:51	17:26:01	6	2	4	5	2	4
30	17:26:56	17:27:10	YES	EB	4	17:27:59	17:28:10	11	4	6	4	4	4

TRAIN OBSERVATION & QUEUE STUDY

Location: Meridian Ave & Mission St
City: Pasadena

Date: 10/6/2015
Day: Tuesday

#	Time Arms Begin to Descend	Time Arms Are Fully Down	Train (?) Yes or No	Direction (EB or WB?)	# of Railroad Cars Per Train	Time Arms Begin to Ascend	Time Arms Are Fully Up	NB QUEUE	SB QUEUE	EB QUEUE		WB QUEUE	
								Lane 1	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2
31	17:29:55	17:30:09	YES	WB	4	17:31:40	17:31:51	3	6	15	16	6	9
32	17:29:55	17:30:09	YES	EB	4	17:31:40	17:31:51						
33	17:36:57	17:37:10	YES	WB	4	17:37:32	17:37:42	5	3	7	6	6	7
34	17:39:26	17:39:40	YES	EB	4	17:40:30	17:40:30	5	7	10	11	8	11
35	17:42:50	17:43:04	YES	WB	4	17:44:56	17:45:07	11	4	8	14	9	8
36	17:42:50	17:43:04	YES	EB	4	17:44:56	17:45:07						
37	17:48:51	17:49:04	YES	WB	4	17:49:32	17:49:43	4	4	6	7	5	4
38	17:50:43	17:50:56	YES	EB	4	17:51:59	17:52:09	8	5	9	11	6	5
39	17:54:38	17:54:52	YES	WB	4	17:56:25	17:56:35	5	6	9	12	7	8
40	17:54:38	17:54:52	YES	EB	4	17:56:25	17:56:35						

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	371	335	179	92
v/c Ratio	0.76	0.68	0.73	0.36
Control Delay	55.9	51.8	63.1	45.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	55.9	51.8	63.1	45.1
Queue Length 50th (ft)	141	125	129	61
Queue Length 95th (ft)	219	196	228	120
Internal Link Dist (ft)	594	698	458	510
Turn Bay Length (ft)				
Base Capacity (vph)	758	765	383	408
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.44	0.47	0.23

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	375	343	179	92
v/c Ratio	0.76	0.69	0.74	0.35
Control Delay	55.9	52.1	63.3	45.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	55.9	52.1	63.3	45.2
Queue Length 50th (ft)	143	128	129	61
Queue Length 95th (ft)	221	201	229	121
Internal Link Dist (ft)	594	698	458	510
Turn Bay Length (ft)				
Base Capacity (vph)	756	765	382	408
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.50	0.45	0.47	0.23

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	600	360	130	127
v/c Ratio	0.83	0.50	0.70	0.63
Control Delay	53.6	40.4	73.2	66.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	53.6	40.4	73.2	66.6
Queue Length 50th (ft)	256	135	108	104
Queue Length 95th (ft)	342	191	191	183
Internal Link Dist (ft)	594	698	458	510
Turn Bay Length (ft)				
Base Capacity (vph)	882	879	231	251
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.41	0.56	0.51

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	600	360	130	127
v/c Ratio	0.83	0.50	0.70	0.63
Control Delay	53.6	40.4	73.2	66.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	53.6	40.4	73.2	66.6
Queue Length 50th (ft)	256	135	108	104
Queue Length 95th (ft)	342	191	191	183
Internal Link Dist (ft)	594	698	458	510
Turn Bay Length (ft)				
Base Capacity (vph)	882	879	231	251
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.41	0.56	0.51

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	389	354	185	94
v/c Ratio	0.77	0.70	0.73	0.35
Control Delay	57.1	52.9	63.2	45.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	57.1	52.9	63.2	45.2
Queue Length 50th (ft)	152	135	136	63
Queue Length 95th (ft)	233	210	239	124
Internal Link Dist (ft)	594	698	458	510
Turn Bay Length (ft)				
Base Capacity (vph)	740	749	373	399
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.47	0.50	0.24

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	392	363	185	94
v/c Ratio	0.78	0.71	0.73	0.35
Control Delay	57.2	53.5	63.1	45.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	57.2	53.5	63.1	45.3
Queue Length 50th (ft)	154	140	136	63
Queue Length 95th (ft)	235	215	239	124
Internal Link Dist (ft)	594	698	458	510
Turn Bay Length (ft)				
Base Capacity (vph)	739	748	373	398
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.49	0.50	0.24

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	618	371	133	130
v/c Ratio	0.83	0.50	0.70	0.63
Control Delay	53.6	40.4	74.5	67.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	53.6	40.4	74.5	67.7
Queue Length 50th (ft)	271	142	114	110
Queue Length 95th (ft)	355	197	195	188
Internal Link Dist (ft)	594	698	458	510
Turn Bay Length (ft)				
Base Capacity (vph)	861	858	224	244
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.72	0.43	0.59	0.53

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	632	381	133	130
v/c Ratio	0.82	0.50	0.72	0.64
Control Delay	53.2	40.3	76.1	68.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	53.2	40.3	76.1	68.8
Queue Length 50th (ft)	280	147	116	112
Queue Length 95th (ft)	365	203	195	188
Internal Link Dist (ft)	594	698	458	510
Turn Bay Length (ft)				
Base Capacity (vph)	852	848	220	240
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.74	0.45	0.60	0.54

Intersection Summary