APPENDIX E

CUMULATIVE PLUS PROJECT LEVEL OF SERVICE WORKSHEETS

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

Intersection #1 US-101 NB On-Ramp/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.837
Loss Time (sec): 10 (Y+R = 4 sec) 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			Protected		
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 1	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	2	0	2	4	222	1	940	240	4
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	2	0	2	4	242	1	1025	262	4
Added Vol:	0	0	0	0	0	0	0	8	0	27	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	2	4	250	1	1052	270	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	2	4	250	1	1052	270	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	2	4	250	1	1052	270	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	2	0	2	4	250	1	1052	270	4
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	0.50	0.00	0.50	0.03	1.96	0.01	1.00	0.98	0.02
Final Sat.:	0	0	0	800	0	800	55	3132	14	1600	1575	25
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.66	0.17	0.17
Crit Moves:					****			****		****		

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

Intersection #1 US-101 NB On-Ramp/Calle Real

Cycle (sec):	100	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	10 (Y+R = 4 sec)	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			Protected		
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 1	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	5	4	2	8	479	7	757	300	1
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	5	4	2	9	522	8	825	327	1
Added Vol:	0	0	0	0	0	0	0	7	0	28	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	4	2	9	529	8	853	335	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	4	2	9	529	8	853	335	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	4	2	9	529	8	853	335	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	5	4	2	9	529	8	853	335	1
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	0.46	0.36	0.18	0.03	1.94	0.03	1.00	0.99	0.01
Final Sat.:	0	0	0	727	582	291	51	3104	45	1600	1595	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.17	0.17	0.53	0.21	0.21
Crit Moves:					****			****		****		

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

Intersection #2 Las Positas Rd/Tallant Rd

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[78.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	11	958	128	54	1050	4	3	0	7	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	12	1044	140	59	1145	4	3	0	8	0	0	0
Added Vol:	0	33	19	6	19	0	0	0	0	4	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1077	159	65	1164	4	3	0	8	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1077	159	65	1164	4	3	0	8	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	12	1077	159	65	1164	4	3	0	8	4	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1168	xxxx	xxxxx	1236	xxxx	xxxxx	1858	xxxx	584	1892	xxxx	618
Potent Cap.:	605	xxxx	xxxxx	571	xxxx	xxxxx	46	xxxx	460	44	xxxx	437
Move Cap.:	605	xxxx	xxxxx	571	xxxx	xxxxx	41	xxxx	460	38	xxxx	437
Volume/Cap:	0.02	xxxx	xxxx	0.11	xxxx	xxxx	0.08	xxxx	0.02	0.10	xxxx	0.00
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.1	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	114	xxxxx	xxxx	55	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	11.1	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	40.0	xxxxx	xxxxx	78.0	xxxxx
Shared LOS:	B	*	*	B	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			40.0			78.0		
ApproachLOS:	*			*			E			F		

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

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Intersection #2 Las Positas Rd/Tallant Rd

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Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[51.6]

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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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 1 0			0 1 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	14	775	129	19	1428	10	3	0	10	2	0	5
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	15	845	141	21	1557	11	3	0	11	2	0	5
Added Vol:	0	35	6	5	41	0	0	0	0	3	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	880	147	26	1598	11	3	0	11	5	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	880	147	26	1598	11	3	0	11	5	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	880	147	26	1598	11	3	0	11	5	0	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1608	xxxx	xxxxx	1026	xxxx	xxxxx	2125	xxxx	804	1834	xxxx	513
Potent Cap.:	412	xxxx	xxxxx	684	xxxx	xxxxx	29	xxxx	330	48	xxxx	511
Move Cap.:	412	xxxx	xxxxx	684	xxxx	xxxxx	27	xxxx	330	44	xxxx	511
Volume/Cap:	0.04	xxxx	xxxx	0.04	xxxx	xxxx	0.12	xxxx	0.03	0.12	xxxx	0.02
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	14.1	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	91	xxxxx	xxxx	119	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.5	xxxxx
Shrd StpDel:	14.1	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	51.6	xxxxx	xxxxx	40.2	xxxxx
Shared LOS:	B	*	*	B	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			51.6			40.2		
ApproachLOS:	*			*			F			E		

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

Intersection #3 Las Positas Rd/Calle Real

Cycle (sec):	100	Critical Vol./Cap. (X):	0.735
Loss Time (sec):	10 (Y+R = 4 sec)	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			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	2 0	1	1 0	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	536	879	0	0	568	332	158	0	58	293	138	60
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	584	958	0	0	619	362	172	0	63	319	150	65
Added Vol:	32	38	0	0	22	0	3	0	5	23	3	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	996	0	0	641	362	175	0	68	342	153	76
User Adj:	1.00	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:	616	996	0	0	641	362	175	0	68	342	153	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	996	0	0	641	362	175	0	68	342	153	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	616	996	0	0	641	362	175	0	68	342	153	76
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	2.00	1.00	1.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.20	0.23	0.11	0.00	0.04	0.11	0.10	0.05
Crit Moves:	****					****	****			****		

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

Intersection #3 Las Positas Rd/Calle Real

Cycle (sec):	100	Critical Vol./Cap. (X):	0.870
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	2 0	1	1 0	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	553	816	0	0	984	351	106	0	140	413	149	56
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	603	889	0	0	1073	383	116	0	153	450	162	61
Added Vol:	22	26	0	0	44	0	1	0	7	39	14	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	625	915	0	0	1117	383	117	0	160	489	176	76
User Adj:	1.00	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:	625	915	0	0	1117	383	117	0	160	489	176	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	915	0	0	1117	383	117	0	160	489	176	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	625	915	0	0	1117	383	117	0	160	489	176	76
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	2.00	1.00	1.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.29	0.00	0.00	0.35	0.24	0.07	0.00	0.10	0.15	0.11	0.05
Crit Moves:	****				****		****			****		

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

Intersection #4 Las Positas Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.970
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 2	0	0	1 0 0	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	1206	214	502	488	0	386	0	281	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1315	233	547	532	0	421	0	306	0	0	0
Added Vol:	0	64	34	6	44	0	6	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1379	267	553	576	0	427	0	322	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	1379	267	553	576	0	427	0	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1379	267	553	576	0	427	0	322	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1379	267	553	576	0	427	0	322	0	0	0
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	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	3200	0	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.17	0.17	0.18	0.00	0.27	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Las Positas Rd/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.926
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0 1		2 0 2	0 0		1 0 0	1 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	799	147	543	981	0	513	0	281	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	871	160	592	1069	0	559	0	306	0	0	0
Added Vol:	0	46	24	15	74	0	1	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	917	184	607	1143	0	560	0	328	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	917	184	607	1143	0	560	0	328	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	917	184	607	1143	0	560	0	328	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	917	184	607	1143	0	560	0	328	0	0	0
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	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	3200	0	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.12	0.19	0.36	0.00	0.35	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #5 Las Positas Rd/Mudoc Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.900
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	122	811	21	78	549	139	241	103	92	18	135	361
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	133	884	23	85	598	152	263	112	100	20	147	393
Added Vol:	12	24	6	2	17	41	69	25	16	6	16	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	908	29	87	615	193	332	137	116	26	163	399
User Adj:	1.00	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:	145	908	29	87	615	193	332	137	116	26	163	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	908	29	87	615	193	332	137	116	26	163	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	145	908	29	87	615	193	332	137	116	26	163	399
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	1.00	1.52	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3101	99	1600	2438	762	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.05	0.25	0.25	0.21	0.09	0.07	0.02	0.10	0.25
Crit Moves:	****				****		****					****

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

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Intersection #6 US-101 NB Off-Ramp/Calle Real

****

Average Delay (sec/veh): 13.7 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:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 0 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	524	0	0	0	0	0	0	0	0	0	49	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	571	0	0	0	0	0	0	0	0	0	53	0
Added Vol:	32	0	0	0	0	0	0	0	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	603	0	0	0	0	0	0	0	0	0	59	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:	603	0	0	0	0	0	0	0	0	0	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	603	0	0	0	0	0	0	0	0	0	59	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	59	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.63	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	4.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	15.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		15.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

Intersection #5 Las Positas Rd/Mudoc Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.846
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	155	471	22	370	660	247	211	190	147	34	142	181
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	169	513	24	403	719	269	230	207	160	37	155	197
Added Vol:	13	25	8	8	27	61	42	15	10	6	21	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	538	32	411	746	330	272	222	170	43	176	201
User Adj:	1.00	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:	182	538	32	411	746	330	272	222	170	43	176	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	538	32	411	746	330	272	222	170	43	176	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	538	32	411	746	330	272	222	170	43	176	201
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	1.89	0.11	1.00	1.39	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3021	179	1600	2218	982	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.26	0.34	0.34	0.17	0.14	0.11	0.03	0.11	0.13
Crit Moves:	****				****		****					****

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

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Intersection #6 US-101 NB Off-Ramp/Calle Real

****

Average Delay (sec/veh): 14.1 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:	Yield Sign					Yield Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	553		0		0	0		0		0	0		0		0	0		77		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:	553		0		0	0		0		0	0		0		0	0		77		0
Added Vol:	45		0		0	0		0		0	0		0		0	0		23		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	598		0		0	0		0		0	0		0		0	0		100		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:	598		0		0	0		0		0	0		0		0	0		100		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	598		0		0	0		0		0	0		0		0	0		100		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	100	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	904	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	904	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.66	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	5.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	16.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:		16.4				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		C					*					*					*			

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

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Intersection #7 Junipero St/Bath St

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[11.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	45	0	50	0	0	0	0	114	21	38	49	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	49	0	55	0	0	0	0	124	23	41	53	0
Added Vol:	17	0	1	0	0	0	0	10	4	0	29	0
PasserByVol:	0	0	29	0	0	0	0	25	0	63	0	0
Initial Fut:	66	0	84	0	0	0	0	159	27	104	82	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:	66	0	84	0	0	0	0	159	27	104	82	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	66	0	84	0	0	0	0	159	27	104	82	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	464	xxxx	173	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	186	xxxx	xxxxx
Potent Cap.:	560	xxxx	876	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1400	xxxx	xxxxx
Move Cap.:	526	xxxx	876	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1400	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	678	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

Intersection #7 Junipero St/Bath St

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[12.9]

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 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	39	0	82	0	0	0	0	55	42	108	154	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	43	0	89	0	0	0	0	60	46	118	168	0
Added Vol:	3	0	0	0	0	0	0	25	15	1	11	0
PasserByVol:	0	0	36	0	0	0	0	29	0	92	0	0
Initial Fut:	46	0	125	0	0	0	0	114	61	211	179	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:	46	0	125	0	0	0	0	114	61	211	179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	46	0	125	0	0	0	0	114	61	211	179	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	745	xxxx	144	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	175	xxxx	xxxxx
Potent Cap.:	385	xxxx	908	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1414	xxxx	xxxxx
Move Cap.:	335	xxxx	908	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1414	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	624	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

Intersection #8 Junipero St/Castillo St

Average Delay (sec/veh): 4.6 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:	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 1! 0 0		
Volume Module:												
Base Vol:	22	88	35	25	76	12	23	58	27	40	29	23
Growth Adj:	1.09	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.09	1.00	1.00	1.00
Initial Bse:	24	96	35	25	83	13	25	58	29	40	29	23
Added Vol:	0	0	0	0	3	1	18	0	8	0	0	0
PasserByVol:	62	0	-35	-25	0	63	29	-58	29	-40	-29	-23
Initial Fut:	86	96	0	0	86	77	72	0	66	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:	86	96	0	0	86	77	72	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	86	96	0	0	86	77	72	0	66	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	163	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	xxxx	124	xxxx	xxxx	xxxxx
Potent Cap.:	1428	xxxx	xxxxx	xxxx	xxxx	xxxxx	616	xxxx	932	xxxx	xxxx	xxxxx
Move Cap.:	1428	xxxx	xxxxx	xxxx	xxxx	xxxxx	586	xxxx	932	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	713	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Intersection #8 Junipero St/Castillo St

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Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[11.8]

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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:	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	1! 0	0
Volume Module:												
Base Vol:	19	88	47	29	129	10	16	72	31	42	28	27
Growth Adj:	1.09	1.09	1.00	1.00	1.09	1.09	1.09	1.00	1.09	1.00	1.00	1.00
Initial Bse:	21	96	47	29	141	11	17	72	34	42	28	27
Added Vol:	1	0	0	0	10	6	4	0	2	0	0	0
PasserByVol:	71	0	-47	-29	0	92	36	-72	36	-42	-28	-27
Initial Fut:	93	96	0	0	151	109	57	0	72	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:	93	96	0	0	151	109	57	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	93	96	0	0	151	109	57	0	72	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	260	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	205	xxxx	xxxx	xxxxx
Potent Cap.:	1317	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	xxxx	841	xxxx	xxxx	xxxxx
Move Cap.:	1317	xxxx	xxxxx	xxxx	xxxx	xxxxx	513	xxxx	841	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.9	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	655	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Intersection #9 Junipero St/Oak Park Ln

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	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	155	8	13	113	0	0	0	0	12	0	21
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	169	9	14	123	0	0	0	0	13	0	23
Added Vol:	0	0	0	8	3	0	0	0	0	0	0	0
PasserByVol:	0	0	35	29	0	0	0	0	0	0	0	62
Initial Fut:	0	169	44	51	126	0	0	0	0	13	0	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	169	44	51	126	0	0	0	0	13	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	169	44	51	126	0	0	0	0	13	0	85
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	213	xxxx	xxxxx	xxxx	xxxx	xxxxx	419	xxxx	191
Potent Cap.:	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx	xxxx	xxxx	xxxxx	594	xxxx	856
Move Cap.:	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx	xxxx	xxxx	xxxxx	577	xxxx	856
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.10
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	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	804	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

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

Intersection #9 Junipero St/Oak Park Ln

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	141	21	9	212	0	0	0	0	26	0	14
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	154	23	10	231	0	0	0	0	28	0	15
Added Vol:	0	0	0	2	10	0	0	0	0	0	0	1
PasserByVol:	0	0	47	36	0	0	0	0	0	0	0	71
Initial Fut:	0	154	70	48	241	0	0	0	0	28	0	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	154	70	48	241	0	0	0	0	28	0	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	154	70	48	241	0	0	0	0	28	0	87
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	224	xxxx	xxxxx	xxxx	xxxx	xxxxx	525	xxxx	189
Potent Cap.:	xxxx	xxxx	xxxxx	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx	516	xxxx	858
Move Cap.:	xxxx	xxxx	xxxxx	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx	502	xxxx	858
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.10
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	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	731	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

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

Intersection #10 Junipero St/Calle Real

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 4 sec) | 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	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	4	0	158	27	9	0	0	158	258
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	4	0	172	29	10	0	0	172	281
Added Vol:	0	0	0	0	0	3	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	175	29	10	0	0	175	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	175	29	10	0	0	175	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	4	0	175	29	10	0	0	175	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	4	0	175	29	10	0	0	175	281
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	0.02	0.01	0.97	0.75	0.25	0.00	0.00	0.38	0.62
Final Sat.:	0	0	0	19	0	753	526	175	0	0	340	546
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.23	0.00	0.23	0.06	0.06	xxxx	xxxx	0.51	0.51
Crit Moves:						****		****				****
Delay/Veh:	0.0	0.0	0.0	8.5	8.5	8.5	8.2	8.2	0.0	0.0	10.9	10.9
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:	0.0	0.0	0.0	8.5	8.5	8.5	8.2	8.2	0.0	0.0	10.9	10.9
LOS by Move:	*	*	*	A	A	A	A	A	*	*	B	B
ApproachDel:	xxxxxx				8.5			8.2			10.9	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.5			8.2			10.9	
LOS by Appr:	*				A			A			B	

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

Intersection #10 Junipero St/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 0 (Y+R = 4 sec) 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	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	7	0	297	17	23	0	0	243	216
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	8	0	324	19	25	0	0	265	235
Added Vol:	0	0	0	0	0	10	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	334	19	25	0	0	278	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	334	19	25	0	0	278	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	334	19	25	0	0	278	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	8	0	334	19	25	0	0	278	235
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	0.02	0.00	0.98	0.43	0.57	0.00	0.00	0.54	0.46
Final Sat.:	0	0	0	17	0	725	263	356	0	0	424	359
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	0.07	0.07	xxxx	xxxx	0.66	0.66
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	11.0	8.7	8.7	0.0	0.0	15.1	15.1
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	11.0	0.0	11.0	8.7	8.7	0.0	0.0	15.1	15.1
LOS by Move:	*	*	*	B	*	B	A	A	*	*	C	C
ApproachDel:	xxxxxx				11.0			8.7			15.1	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				11.0			8.7			15.1	
LOS by Appr:	*				B			A			C	

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

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Intersection #11 Nogales Ave/De La Vina St

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Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.8]

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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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	34	0	0	0	0	681	31	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	37	0	0	0	0	742	34	0	0	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	37	0	0	0	0	748	34	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	0	37	0	0	0	0	748	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	37	0	0	0	0	748	34	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	391	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	662	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	662	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		10.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Intersection #11 Nogales Ave/De La Vina St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	67	0	0	0	0	784	29	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	73	0	0	0	0	855	32	0	0	0
Added Vol:	0	0	0	0	0	0	0	13	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	73	0	0	0	0	868	32	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	0	73	0	0	0	0	868	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	73	0	0	0	0	868	32	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	450	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	614	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	614	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Intersection #12 Pueblo St/De La Vina St

Average Delay (sec/veh): 3.4 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 0 1 0			0 1 0 0 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	49	40	14	68	0	29	584	108	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	53	44	15	74	0	32	637	118	0	0	0
Added Vol:	0	0	0	0	2	0	1	3	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	44	15	76	0	33	640	121	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	53	44	15	76	0	33	640	121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	53	44	15	76	0	33	640	121	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	765	380	412	826	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	336	671	554	310	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	336	671	455	310	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.16	0.06	0.03	0.25	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	433	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.8	1.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	15.7	20.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	C	*	*	A	*	*	*	*	*
ApproachDel:		15.7			20.2			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

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

Intersection #12 Pueblo St/De La Vina St

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: D[27.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	94	77	16	58	0	52	744	62	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	102	84	17	63	0	57	811	68	0	0	0
Added Vol:	0	2	0	0	0	0	3	10	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	104	84	17	63	0	60	821	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:	1.00	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	104	84	17	63	0	60	821	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	104	84	17	63	0	60	821	69	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	975	445	582	1009	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	254	618	427	242	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	254	618	251	242	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.41	0.14	0.07	0.26	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	344	244	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	3.1	1.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	27.4	26.9	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	D	D	*	*	A	*	*	*	*	*
ApproachDel:		27.4			26.9			xxxxxx			xxxxxx	
ApproachLOS:		D			D			*			*	

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

Intersection #13 Pueblo St/Bath St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.432
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	86	78	37	25	95	56	15	49	19	48	148	29
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	94	85	40	27	104	61	16	53	21	52	161	32
Added Vol:	6	0	0	0	5	0	0	5	6	3	24	0
PasserByVol:	49	0	0	0	0	14	0	0	54	0	0	0
Initial Fut:	149	85	40	27	109	75	16	58	81	55	185	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	85	40	27	109	75	16	58	81	55	185	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	85	40	27	109	75	16	58	81	55	185	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
Final Vol.:	149	85	40	27	109	75	16	58	81	55	185	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:	0.54	0.31	0.15	0.13	0.51	0.36	0.10	0.38	0.52	0.20	0.68	0.12
Final Sat.:	344	197	93	82	327	226	65	232	320	128	429	73
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.33	0.33	0.33	0.25	0.25	0.25	0.43	0.43	0.43
Crit Moves:		****		****				****				****
Delay/Veh:	12.0	12.0	12.0	10.6	10.6	10.6	9.9	9.9	9.9	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:	12.0	12.0	12.0	10.6	10.6	10.6	9.9	9.9	9.9	11.9	11.9	11.9
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		12.0			10.6			9.9			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			10.6			9.9			11.9	
LOS by Appr:		B			B			A			B	

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

Intersection #13 Pueblo St/Bath St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.536
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	34	126	71	41	81	23	32	11	30	57	204	36
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	37	137	77	45	88	25	35	12	33	62	222	39
Added Vol:	7	2	0	0	1	0	0	21	4	1	5	0
PasserByVol:	73	0	0	0	0	19	0	0	65	0	0	0
Initial Fut:	117	139	77	45	89	44	35	33	102	63	227	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	139	77	45	89	44	35	33	102	63	227	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	139	77	45	89	44	35	33	102	63	227	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	139	77	45	89	44	35	33	102	63	227	39
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	0.42	0.23	0.25	0.50	0.25	0.21	0.19	0.60	0.19	0.69	0.12
Final Sat.:	218	260	144	144	288	142	121	114	352	118	426	73
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.31	0.31	0.31	0.29	0.29	0.29	0.53	0.53	0.53
Crit Moves:		****			****			****			****	
Delay/Veh:	14.0	14.0	14.0	10.9	10.9	10.9	10.4	10.4	10.4	14.0	14.0	14.0
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:	14.0	14.0	14.0	10.9	10.9	10.9	10.4	10.4	10.4	14.0	14.0	14.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		14.0			10.9			10.4			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			10.9			10.4			14.0	
LOS by Appr:		B			B			B			B	

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

Intersection #14 Pueblo St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.560
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.2
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:	55	229	96	34	78	28	19	80	23	44	42	35
Growth Adj:	1.00	1.09	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Initial Bse:	55	250	105	37	85	28	19	80	23	48	42	38
Added Vol:	0	6	6	1	12	0	0	0	0	23	0	0
PasserByVol:	-55	28	64	54	14	-28	-19	-80	-23	21	-42	21
Initial Fut:	0	284	175	92	111	0	0	0	0	92	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	284	175	92	111	0	0	0	0	92	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	175	92	111	0	0	0	0	92	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	284	175	92	111	0	0	0	0	92	0	59
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	0.62	0.38	0.45	0.55	0.00	0.00	1.00	0.00	0.61	0.00	0.39
Final Sat.:	0	507	312	324	390	0	0	0	0	387	0	249
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.56	0.56	0.28	0.28	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	0.24
Crit Moves:			****		****					****		
Delay/Veh:	0.0	12.4	12.4	9.7	9.7	0.0	0.0	0.0	0.0	9.6	0.0	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	12.4	9.7	9.7	0.0	0.0	0.0	0.0	9.6	0.0	9.6
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		12.4			9.7			xxxxxx			9.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.4			9.7			xxxxxx			9.6	
LOS by Appr:		B			A			*			A	

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

Intersection #14 Pueblo St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.503
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	49	163	64	48	98	38	36	128	11	61	56	24
Growth Adj:	1.00	1.09	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Initial Bse:	49	178	70	52	107	38	36	128	11	66	56	26
Added Vol:	0	9	23	3	2	0	0	0	0	5	0	0
PasserByVol:	-49	45	83	65	19	-38	-36	-128	-11	28	-56	28
Initial Fut:	0	232	176	120	128	0	0	0	0	99	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	232	176	120	128	0	0	0	0	99	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	232	176	120	128	0	0	0	0	99	0	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
Final Vol.:	0	232	176	120	128	0	0	0	0	99	0	54
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	0.57	0.43	0.48	0.52	0.00	0.00	1.00	0.00	0.65	0.00	0.35
Final Sat.:	0	460	349	350	372	0	0	0	0	411	0	224
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.50	0.50	0.34	0.34	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	0.24
Crit Moves:		****			****					****		
Delay/Veh:	0.0	11.5	11.5	10.2	10.2	0.0	0.0	0.0	0.0	9.7	0.0	9.7
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:	0.0	11.5	11.5	10.2	10.2	0.0	0.0	0.0	0.0	9.7	0.0	9.7
LOS by Move:	*	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		11.5			10.2			xxxxxx			9.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.5			10.2			xxxxxx			9.7	
LOS by Appr:		B			B			*			A	

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

Intersection #15 Pueblo St/Oak Park Ln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	363	12	20	83	15	12	1	7	8	9	4
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	21	396	13	22	90	16	13	1	8	9	10	4
Added Vol:	0	12	0	0	3	0	8	0	0	0	0	0
PasserByVol:	27	0	0	0	0	35	64	0	0	0	0	0
Initial Fut:	48	408	13	22	93	51	85	1	8	9	10	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	408	13	22	93	51	85	1	8	9	10	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	408	13	22	93	51	85	1	8	9	10	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	408	13	22	93	51	85	1	8	9	10	4
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:	0.10	0.87	0.03	0.13	0.56	0.31	0.91	0.01	0.08	0.38	0.43	0.19
Final Sat.:	82	702	23	100	428	235	549	7	49	226	255	113
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.22	0.22	0.22	0.16	0.16	0.16	0.04	0.04	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	13.1	13.1	13.1	8.8	8.8	8.8	9.3	9.3	9.3	8.6	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:	13.1	13.1	13.1	8.8	8.8	8.8	9.3	9.3	9.3	8.6	8.6	8.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		13.1			8.8			9.3			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			8.8			9.3			8.6	
LOS by Appr:		B			A			A			A	

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

Intersection #15 Pueblo St/Oak Park Ln

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.458
Loss Time (sec): 0 (Y+R = 4 sec) | Average Delay (sec/veh): 10.3
Optimal Cycle: 0 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	26	233	42	16	145	11	12	9	12	13	9	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	28	254	46	17	158	12	13	10	13	14	10	9
Added Vol:	0	2	0	0	13	1	2	0	0	0	0	0
PasserByVol:	24	0	0	0	0	47	83	0	0	0	0	0
Initial Fut:	52	256	46	17	171	60	98	10	13	14	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	256	46	17	171	60	98	10	13	14	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	256	46	17	171	60	98	10	13	14	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	256	46	17	171	60	98	10	13	14	10	9
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:	0.15	0.72	0.13	0.07	0.69	0.24	0.81	0.08	0.11	0.43	0.30	0.27
Final Sat.:	114	559	100	53	523	183	499	50	67	260	180	160
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.33	0.33	0.33	0.20	0.20	0.20	0.05	0.05	0.05
Crit Moves:			****		****			****				****
Delay/Veh:	11.2	11.2	11.2	9.7	9.7	9.7	9.5	9.5	9.5	8.6	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:	11.2	11.2	11.2	9.7	9.7	9.7	9.5	9.5	9.5	8.6	8.6	8.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		11.2			9.7			9.5			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			9.7			9.5			8.6	
LOS by Appr:		B			A			A			A	

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

Intersection #16 Pueblo St/Calle Real

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.2]

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 0 0 1			1 0 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	76	11	0	0	0	327	380
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	0	0	83	12	0	0	0	356	414
Added Vol:	0	0	0	0	0	3	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	86	12	0	0	0	356	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	86	12	0	0	0	356	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	86	12	0	0	0	356	426
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	570	783	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	525	844	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	525	844	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.6	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.2	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #16 Pueblo St/Calle Real

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[13.2]

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	0	0	1	1	0	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	173	46	0	0	0	292	183								
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09								
Initial Bse:	0	0	0	0	0	189	50	0	0	0	318	199								
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	2								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	0	0	202	50	0	0	0	318	201								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	0	0	202	50	0	0	0	318	201								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	0	0	202	50	0	0	0	318	201								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	419	520	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	638	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	638	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.05	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.4	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.2	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			13.2			xxxxxx				xxxxxx									
ApproachLOS:	*			B			*				*									

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

Intersection #17 Mission St/De La Vina St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.764
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	705	393	27	588	0	54	453	268	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	768	428	29	641	0	59	494	292	0	0	0
Added Vol:	0	18	2	0	14	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	786	430	29	655	0	59	497	292	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	786	430	29	655	0	59	497	292	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	786	430	29	655	0	59	497	292	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	786	430	29	655	0	59	497	292	0	0	0
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	1.29	0.71	0.09	1.91	0.00	0.14	1.17	0.69	0.00	0.00	0.00
Final Sat.:	0	2068	1132	138	3062	0	222	1875	1103	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.02	0.21	0.00	0.04	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #17 Mission St/De La Vina St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.857
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	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
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	635	361	78	893	0	70	736	241	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	692	393	85	973	0	76	802	263	0	0	0
Added Vol:	0	13	2	0	18	0	0	10	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	705	395	85	991	0	76	812	263	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	705	395	85	991	0	76	812	263	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	705	395	85	991	0	76	812	263	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	705	395	85	991	0	76	812	263	0	0	0
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	1.28	0.72	0.16	1.84	0.00	0.13	1.41	0.46	0.00	0.00	0.00
Final Sat.:	0	2050	1150	253	2947	0	212	2258	730	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.05	0.34	0.00	0.05	0.36	0.36	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #18 Mission St/Bath St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.727
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	1	0	1 0	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	137	1037	0	0	847	70	47	0	83	212	139	52
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	149	1130	0	0	923	76	51	0	90	231	152	57
Added Vol:	17	20	0	0	12	2	0	0	5	4	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1150	0	0	935	78	51	0	95	235	160	57
User Adj:	1.00	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:	166	1150	0	0	935	78	51	0	95	235	160	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1150	0	0	935	78	51	0	95	235	160	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	1150	0	0	935	78	51	0	95	235	160	57
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:	0.25	1.75	0.00	0.00	1.85	0.15	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	404	2796	0	0	2953	247	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.00	0.00	0.32	0.32	0.03	0.00	0.06	0.15	0.10	0.04
Crit Moves:	****				****				****	****		

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

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Intersection #18 Mission St/Bath St

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.883
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

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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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	1 1	0	1 0	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	126	872	0	0	1018	51	70	0	175	282	139	26
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	137	950	0	0	1110	56	76	0	191	307	152	28
Added Vol:	3	13	0	0	18	0	2	0	20	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	963	0	0	1128	56	78	0	211	309	154	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	963	0	0	1128	56	78	0	211	309	154	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	963	0	0	1128	56	78	0	211	309	154	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
Final Vol.:	140	963	0	0	1128	56	78	0	211	309	154	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:	0.25	1.75	0.00	0.00	1.91	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	407	2793	0	0	3050	150	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.00	0.00	0.37	0.37	0.05	0.00	0.13	0.19	0.10	0.02
Crit Moves:	****				****				****	****		

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

Intersection #18 Mission St/Bath St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.832
Loss Time (sec):	10 (Y+R = 4 sec)	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	1	0	1 0	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	126	872	0	0	1018	51	70	0	175	282	139	26
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	137	950	0	0	1110	56	76	0	191	307	152	28
Added Vol:	4	13	0	0	18	0	0	0	16	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	963	0	0	1128	56	76	0	207	309	154	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	963	0	0	1128	56	76	0	207	309	154	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	963	0	0	1128	56	76	0	207	309	154	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
Final Vol.:	141	963	0	0	1128	56	76	0	207	309	154	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:	0.26	1.74	0.00	0.00	1.91	0.09	1.00	0.00	1.00	1.34	0.66	1.00
Final Sat.:	409	2791	0	0	3050	150	1600	0	1600	2139	1061	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.00	0.00	0.37	0.37	0.05	0.00	0.13	0.14	0.14	0.02
Crit Moves:	****				****				****	****		

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

Intersection #19 Mission St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.791
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	149	1152	212	26	1079	27	24	65	201	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	162	1256	231	28	1176	29	26	71	219	0	0	0
Added Vol:	20	36	2	0	17	3	0	2	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1292	233	28	1193	32	26	73	224	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:	182	1292	233	28	1193	32	26	73	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1292	233	28	1193	32	26	73	224	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	1292	233	28	1193	32	26	73	224	0	0	0
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:	0.21	1.52	0.27	0.05	1.90	0.05	0.26	0.74	1.00	0.00	0.00	0.00
Final Sat.:	342	2421	437	72	3045	83	423	1177	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.53	0.53	0.02	0.39	0.39	0.02	0.06	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

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

Intersection #19 Mission St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.885
Loss Time (sec):	10 (Y+R = 4 sec)	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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	105	1015	228	38	1456	21	42	124	250	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	114	1106	249	41	1587	23	46	135	273	0	0	0
Added Vol:	4	16	2	1	38	1	0	8	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1122	251	42	1625	24	46	143	292	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:	118	1122	251	42	1625	24	46	143	292	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1122	251	42	1625	24	46	143	292	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	1122	251	42	1625	24	46	143	292	0	0	0
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:	0.16	1.50	0.34	0.05	1.92	0.03	0.24	0.76	1.00	0.00	0.00	0.00
Final Sat.:	254	2408	538	80	3075	45	388	1212	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.47	0.03	0.53	0.53	0.03	0.12	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #19 Mission St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.852
Loss Time (sec):	10 (Y+R = 4 sec)	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	105	1015	228	38	1456	21	42	124	250	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	114	1106	249	41	1587	23	46	135	273	0	0	0
Added Vol:	4	17	2	1	34	1	0	9	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1123	251	42	1621	24	46	144	294	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:	118	1123	251	42	1621	24	46	144	294	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1123	251	42	1621	24	46	144	294	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	1123	251	42	1621	24	46	144	294	0	0	0
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:	0.16	1.50	0.34	0.05	1.92	0.03	0.19	0.60	1.21	0.00	0.00	0.00
Final Sat.:	254	2409	537	80	3074	45	303	954	1943	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.47	0.03	0.53	0.53	0.15	0.15	0.15	0.00	0.00	0.00
Crit Moves:	****				****			****				

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

Intersection #20 Mission St/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.218
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	589	1088	0	0	559	671	0	0	0	140	2	368
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	642	1186	0	0	609	731	0	0	0	153	2	401
Added Vol:	3	52	0	0	18	4	0	0	0	1	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	645	1238	0	0	627	735	0	0	0	154	2	408
User Adj:	1.00	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:	645	1238	0	0	627	735	0	0	0	154	2	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	645	1238	0	0	627	735	0	0	0	154	2	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	645	1238	0	0	627	735	0	0	0	154	2	408
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:	0.69	1.31	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1096	2104	0	0	3200	1600	0	0	0	1578	22	1600
Capacity Analysis Module:												
Vol/Sat:	0.40	0.59	0.00	0.00	0.20	0.46	0.00	0.00	0.00	0.10	0.10	0.26
Crit Moves:	****					****						****

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

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Intersection #20 Mission St/US-101 NB Ramps

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.190
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	367	996	0	0	774	856	0	0	0	200	0	358
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	400	1086	0	0	844	933	0	0	0	218	0	390
Added Vol:	4	20	0	0	41	15	0	0	0	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	1106	0	0	885	948	0	0	0	220	0	392
User Adj:	1.00	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:	404	1106	0	0	885	948	0	0	0	220	0	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1106	0	0	885	948	0	0	0	220	0	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	404	1106	0	0	885	948	0	0	0	220	0	392
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	1.46	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	856	2344	0	0	3200	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.47	0.00	0.00	0.28	0.59	0.00	0.00	0.00	0.14	0.00	0.25
Crit Moves:	****					****						****

****

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

Intersection #21 Mission St/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.051
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	582	176	401	292	0	1086	0	84	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	634	192	437	318	0	1184	0	92	0	0	0
Added Vol:	0	32	2	4	15	0	23	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	666	194	441	333	0	1207	0	94	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	666	194	441	333	0	1207	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	666	194	441	333	0	1207	0	94	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	666	194	441	333	0	1207	0	94	0	0	0
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	1.55	0.45	1.00	1.00	0.00	1.86	0.00	0.14	0.00	0.00	0.00
Final Sat.:	0	2479	721	1600	1600	0	2970	0	230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.28	0.21	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #21 Mission St/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.023
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	582	176	401	292	0	1086	0	84	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	634	192	437	318	0	1184	0	92	0	0	0
Added Vol:	0	32	7	4	17	0	23	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	666	199	441	335	0	1207	0	94	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	666	199	441	335	0	1207	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	666	199	441	335	0	1207	0	94	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	666	199	441	335	0	1207	0	94	0	0	0
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	1.54	0.46	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2465	735	1600	3200	0	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.28	0.10	0.00	0.38	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

****

Intersection #21 Mission St/US-101 SB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.035
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1! 0	0	0 0	0.0	0
Volume Module:												
Base Vol:	0	506	150	449	525	0	834	1	298	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	552	164	489	572	0	909	1	325	0	0	0
Added Vol:	0	18	1	17	26	0	6	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	165	506	598	0	915	1	330	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	570	165	506	598	0	915	1	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	165	506	598	0	915	1	330	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	570	165	506	598	0	915	1	330	0	0	0
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	1.55	0.45	0.92	1.08	0.00	1.46	0.01	0.53	0.00	0.00	0.00
Final Sat.:	0	2483	717	1467	1733	0	2350	3	847	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.32	0.35	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

****

Intersection #21 Mission St/US-101 SB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.936
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	506	150	449	525	0	834	1	298	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	552	164	489	572	0	909	1	325	0	0	0
Added Vol:	0	19	4	19	35	0	6	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	571	168	508	607	0	915	1	330	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	571	168	508	607	0	915	1	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	571	168	508	607	0	915	1	330	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	571	168	508	607	0	915	1	330	0	0	0
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	1.55	0.45	1.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2474	726	1600	3200	0	3184	16	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.32	0.19	0.00	0.29	0.07	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					

****

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

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Intersection #22 Mission St/Mudoc St

****

Average Delay (sec/veh): 90.9 Worst Case Level Of Service: F[340.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 1 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	180	533	0	0	277	160	258	0	137	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	196	581	0	0	302	174	281	0	149	0	0	0
Added Vol:	9	14	0	0	6	12	19	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	595	0	0	308	186	300	0	163	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:	205	595	0	0	308	186	300	0	163	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	205	595	0	0	308	186	300	0	163	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	494	xxxx	xxxxx	xxxx	xxxx	xxxxx	1313	xxxx	308	xxxx	xxxx	xxxxx
Potent Cap.:	1080	xxxx	xxxxx	xxxx	xxxx	xxxxx	176	xxxx	737	xxxx	xxxx	xxxxx
Move Cap.:	1080	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	xxxx	737	xxxx	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	1.99	xxxx	0.22	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.5	xxxx	0.8	xxxxx	xxxx	xxxxx
Stopped Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	519.7	xxxx	11.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			340.6			xxxxxx		
ApproachLOS:	*			*			F			*		

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

****

Intersection #22 Mission St/Mudoc St

****

Average Delay (sec/veh): 56.4 Worst Case Level Of Service: F[274.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 1 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	153	437	0	0	577	269	186	0	170	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	167	476	0	0	629	293	203	0	185	0	0	0
Added Vol:	12	8	0	0	15	16	12	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	484	0	0	644	309	215	0	194	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:	179	484	0	0	644	309	215	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	179	484	0	0	644	309	215	0	194	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	953	xxxx	xxxxx	xxxx	xxxx	xxxxx	1486	xxxx	644	xxxx	xxxx	xxxxx
Potent Cap.:	729	xxxx	xxxxx	xxxx	xxxx	xxxxx	139	xxxx	476	xxxx	xxxx	xxxxx
Move Cap.:	729	xxxx	xxxxx	xxxx	xxxx	xxxxx	112	xxxx	476	xxxx	xxxx	xxxxx
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	1.91	xxxx	0.41	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.4	xxxx	2.0	xxxxx	xxxx	xxxxx
Stopped Del:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	505.9	xxxx	17.7	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			274.0			xxxxxx		
ApproachLOS:	*			*			F			*		

APPENDIX F

YEAR 2019 PLUS SPECIFIC PLAN LEVEL OF SERVICE WORKSHEETS

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

Intersection #1 US-101 NB On-Ramp/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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			Protected		
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 1	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	2	0	2	4	222	1	940	240	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	2	0	2	5	255	1	1081	276	5
Added Vol:	0	0	0	0	0	0	0	5	0	25	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	2	5	260	1	1106	284	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	2	5	260	1	1106	284	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	2	5	260	1	1106	284	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
Final Vol.:	0	0	0	2	0	2	5	260	1	1106	284	5
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	0.50	0.00	0.50	0.03	1.96	0.01	1.00	0.98	0.02
Final Sat.:	0	0	0	800	0	800	55	3131	14	1600	1574	26
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.69	0.18	0.18
Crit Moves:					****			****		****		

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

Intersection #1 US-101 NB On-Ramp/Calle Real

Cycle (sec):	100	Critical Vol./Cap. (X):	0.842
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	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			Protected		
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 1 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	5	4	2	8	479	7	757	300	1
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	6	5	2	9	551	8	871	345	1
Added Vol:	0	0	0	0	0	0	0	7	0	17	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	5	2	9	558	8	888	350	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	5	2	9	558	8	888	350	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	5	2	9	558	8	888	350	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	6	5	2	9	558	8	888	350	1
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	0.46	0.36	0.18	0.03	1.94	0.03	1.00	0.99	0.01
Final Sat.:	0	0	0	727	582	291	51	3104	45	1600	1595	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.18	0.18	0.55	0.22	0.22
Crit Moves:					****			****		****		

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

****
Intersection #2 Las Positas Rd/Tallant Rd
****
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[90.8]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	11	958	128	54	1050	4	3	0	7	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	13	1102	147	62	1208	5	3	0	8	0	0	0
Added Vol:	0	32	4	1	19	0	0	0	0	4	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1134	151	63	1227	5	3	0	8	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1134	151	63	1227	5	3	0	8	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	13	1134	151	63	1227	5	3	0	8	4	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1231	xxxx	xxxxx	1285	xxxx	xxxxx	1947	xxxx	616	1974	xxxx	642
Potent Cap.:	573	xxxx	xxxxx	547	xxxx	xxxxx	40	xxxx	439	38	xxxx	421
Move Cap.:	573	xxxx	xxxxx	547	xxxx	xxxxx	35	xxxx	439	33	xxxx	421
Volume/Cap:	0.02	xxxx	xxxx	0.12	xxxx	xxxx	0.10	xxxx	0.02	0.12	xxxx	0.00
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.4	xxxx	xxxxx	12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	99	xxxxx	xxxx	48	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.4	xxxxx
Shrd StpDel:	11.4	xxxx	xxxxx	12.4	xxxx	xxxxx	xxxxx	46.2	xxxxx	xxxxx	90.8	xxxxx
Shared LOS:	B	*	*	B	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			46.2			90.8		
ApproachLOS:	*			*			E			F		

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

****

Intersection #2 Las Positas Rd/Tallant Rd

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[62.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1	0	0 1 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	14	775	129	19	1428	10	3	0	10	2	0	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	891	148	22	1642	12	3	0	12	2	0	6
Added Vol:	0	33	3	4	41	0	0	0	0	3	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	924	151	26	1683	12	3	0	12	5	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	924	151	26	1683	12	3	0	12	5	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	924	151	26	1683	12	3	0	12	5	0	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1695	xxxx	xxxxx	1076	xxxx	xxxxx	2235	xxxx	847	1925	xxxx	538
Potent Cap.:	381	xxxx	xxxxx	656	xxxx	xxxxx	24	xxxx	309	41	xxxx	493
Move Cap.:	381	xxxx	xxxxx	656	xxxx	xxxxx	22	xxxx	309	37	xxxx	493
Volume/Cap:	0.04	xxxx	xxxx	0.04	xxxx	xxxx	0.16	xxxx	0.04	0.14	xxxx	0.02
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	14.9	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	77	xxxxx	xxxx	87	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	0.5	xxxxx
Shrd StpDel:	14.9	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	62.6	xxxxx	xxxxx	53.9	xxxxx
Shared LOS:	B	*	*	B	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			62.6			53.9		
ApproachLOS:	*			*			F			F		

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

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Intersection #3 Las Positas Rd/Calle Real

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.767
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	2 0	1	1 0	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	536	879	0	0	568	332	158	0	58	293	138	60
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	616	1011	0	0	653	382	182	0	67	337	159	69
Added Vol:	32	26	0	0	22	0	0	0	5	22	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	648	1037	0	0	675	382	182	0	72	359	159	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	648	1037	0	0	675	382	182	0	72	359	159	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	1037	0	0	675	382	182	0	72	359	159	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	648	1037	0	0	675	382	182	0	72	359	159	79
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	2.00	1.00	1.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.32	0.00	0.00	0.21	0.24	0.11	0.00	0.04	0.11	0.10	0.05
Crit Moves:	****					****	****			****		

****

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

Intersection #3 Las Positas Rd/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	2 0	1	1 0	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	553	816	0	0	984	351	106	0	140	413	149	56
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	636	938	0	0	1132	404	122	0	161	475	171	64
Added Vol:	22	23	0	0	44	0	0	0	7	32	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	658	961	0	0	1176	404	122	0	168	507	171	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	961	0	0	1176	404	122	0	168	507	171	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	961	0	0	1176	404	122	0	168	507	171	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	658	961	0	0	1176	404	122	0	168	507	171	77
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	2.00	1.00	1.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.00	0.00	0.37	0.25	0.08	0.00	0.11	0.16	0.11	0.05
Crit Moves:	****				****		****			****		

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

Intersection #4 Las Positas Rd/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1206	214	502	488	0	386	0	281	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	1387	246	577	561	0	444	0	323	0	0	0
Added Vol:	0	58	34	6	42	0	0	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1445	280	583	603	0	444	0	339	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	1445	280	583	603	0	444	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1445	280	583	603	0	444	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1445	280	583	603	0	444	0	339	0	0	0
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	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	3200	0	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.18	0.18	0.19	0.00	0.28	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Las Positas Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.970
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	799	147	543	981	0	513	0	281	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	919	169	624	1128	0	590	0	323	0	0	0
Added Vol:	0	45	24	15	67	0	0	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	964	193	639	1195	0	590	0	345	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	964	193	639	1195	0	590	0	345	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	964	193	639	1195	0	590	0	345	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	964	193	639	1195	0	590	0	345	0	0	0
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	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	3200	0	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.12	0.20	0.37	0.00	0.37	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #5 Las Positas Rd/Modoc Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.939
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	122	811	21	78	549	139	241	103	92	18	135	361
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	140	933	24	90	631	160	277	118	106	21	155	415
Added Vol:	12	19	6	2	16	41	69	25	16	6	16	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	952	30	92	647	201	346	143	122	27	171	420
User Adj:	1.00	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:	152	952	30	92	647	201	346	143	122	27	171	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	952	30	92	647	201	346	143	122	27	171	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	952	30	92	647	201	346	143	122	27	171	420
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	1.00	1.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3102	98	1600	2442	758	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.06	0.27	0.27	0.22	0.09	0.08	0.02	0.11	0.26
Crit Moves:	****				****		****					****

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

Intersection #5 Las Positas Rd/Modoc Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	155	471	22	370	660	247	211	190	147	34	142	181
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	178	542	25	425	759	284	243	218	169	39	163	208
Added Vol:	13	24	8	6	22	61	42	15	10	6	21	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	566	33	431	781	345	285	233	179	45	184	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	566	33	431	781	345	285	233	179	45	184	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	566	33	431	781	345	285	233	179	45	184	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	566	33	432	781	345	285	234	179	45	184	212
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	1.89	0.11	1.00	1.39	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3022	178	1600	2219	981	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.27	0.35	0.35	0.18	0.15	0.11	0.03	0.12	0.13
Crit Moves:	****				****		****					****

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

****

Intersection #6 US-101 NB Off-Ramp/Calle Real

****

Average Delay (sec/veh): 14.6 Worst Case Level Of Service: C[15.9]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Yield Sign					Yield Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	524		0		0	0		0		0	0		0		0	0		49		0
Growth Adj:	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15
Initial Bse:	603		0		0	0		0		0	0		0		0	0		56		0
Added Vol:	32		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:	635		0		0	0		0		0	0		0		0	0		56		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:	635		0		0	0		0		0	0		0		0	0		56		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	635		0		0	0		0		0	0		0		0	0		56		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	56	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	956	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	956	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.66	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	5.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	15.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:		15.9			xxxxxx			xxxxxx			xxxxxx									
ApproachLOS:		C			*			*			*									

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

Intersection #6 US-101 NB Off-Ramp/Calle Real

Average Delay (sec/veh): 17.1 Worst Case Level Of Service: C[19.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Yield Sign					Yield Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	553		0		0	0		0		0	0		0		0	0		77		0
Growth Adj:	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15
Initial Bse:	636		0		0	0		0		0	0		0		0	0		89		0
Added Vol:	45		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:	681		0		0	0		0		0	0		0		0	0		89		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:	681		0		0	0		0		0	0		0		0	0		89		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	681		0		0	0		0		0	0		0		0	0		89		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	89	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	917	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	917	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.74	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	7.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	19.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	C	*		*	*	*		*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*		*	*	*		*	*	*	*	*								
ApproachDel:		19.3			xxxxxx			xxxxxx			xxxxxx									
ApproachLOS:		C			*			*			*									

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

Intersection #7 Junipero St/Bath St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	45	0	50	0	0	0	0	114	21	38	49	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	52	0	57	0	0	0	0	131	24	44	56	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:	52	0	57	0	0	0	0	131	24	44	56	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:	52	0	57	0	0	0	0	131	24	44	56	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	52	0	57	0	0	0	0	131	24	44	56	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	287	xxxx	143	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	xxxx	xxxxx
Potent Cap.:	708	xxxx	910	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1437	xxxx	xxxxx
Move Cap.:	691	xxxx	910	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1437	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	791	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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Intersection #7 Junipero St/Bath St

****

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[11.0]

****

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	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	39	0	82	0	0	0	0	55	42	108	154	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	45	0	94	0	0	0	0	63	48	124	177	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:	45	0	94	0	0	0	0	63	48	124	177	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:	45	0	94	0	0	0	0	63	48	124	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	45	0	94	0	0	0	0	63	48	124	177	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	513	xxxx	87	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	112	xxxx	xxxxx
Potent Cap.:	525	xxxx	977	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1491	xxxx	xxxxx
Move Cap.:	489	xxxx	977	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1491	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	739	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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Intersection #8 Junipero St/Castillo St

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	22	88	35	25	76	12	23	58	27	40	29	23
Growth Adj:	1.15	1.15	1.00	1.00	1.15	1.15	1.15	1.00	1.15	1.00	1.00	1.00
Initial Bse:	25	101	35	25	87	14	26	58	31	40	29	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	-35	-29	0	0	0	-58	0	-40	-29	-23
Initial Fut:	25	101	0	-4	87	14	26	0	31	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:	25	101	0	-4	87	14	26	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	25	101	0	0	87	14	26	0	31	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	101	xxxx	xxxxx	xxxx	xxxx	xxxxx	246	xxxx	94	xxxx	xxxx	xxxxx
Potent Cap.:	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx	747	xxxx	968	xxxx	xxxx	xxxxx
Move Cap.:	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx	737	xxxx	968	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped 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	846	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

****

Intersection #8 Junipero St/Castillo St

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	88	47	29	129	10	16	72	31	42	28	27
Growth Adj:	1.15	1.15	1.00	1.00	1.15	1.15	1.15	1.00	1.15	1.00	1.00	1.00
Initial Bse:	22	101	47	29	148	12	18	72	36	42	28	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	-47	-29	0	0	0	-72	0	-42	-28	-27
Initial Fut:	22	101	0	0	148	12	18	0	36	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:	22	101	0	0	148	12	18	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	101	0	0	148	12	18	0	36	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	160	xxxx	xxxxx	xxxx	xxxx	xxxxx	299	xxxx	154	xxxx	xxxx	xxxxx
Potent Cap.:	1432	xxxx	xxxxx	xxxx	xxxx	xxxxx	697	xxxx	897	xxxx	xxxx	xxxxx
Move Cap.:	1432	xxxx	xxxxx	xxxx	xxxx	xxxxx	688	xxxx	897	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	813	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Intersection #9 Junipero St/Oak Park Ln

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	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	155	8	13	113	0	0	0	0	12	0	21
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	178	9	15	130	0	0	0	0	14	0	24
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	178	9	15	130	0	0	0	0	14	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	178	9	15	130	0	0	0	0	14	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	178	9	15	130	0	0	0	0	14	0	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	187	xxxx	xxxxx	xxxx	xxxx	xxxxx	343	xxxx	183
Potent Cap.:	xxxx	xxxx	xxxxx	1399	xxxx	xxxxx	xxxx	xxxx	xxxxx	658	xxxx	865
Move Cap.:	xxxx	xxxx	xxxxx	1399	xxxx	xxxxx	xxxx	xxxx	xxxxx	652	xxxx	865
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.03
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	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	773	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.9		
ApproachLOS:	*			*			*			A		

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

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Intersection #9 Junipero St/Oak Park Ln

****

Average Delay (sec/veh): 1.2 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:	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	141	21	9	212	0	0	0	0	26	0	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	162	24	10	244	0	0	0	0	30	0	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	162	24	10	244	0	0	0	0	30	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	162	24	10	244	0	0	0	0	30	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	162	24	10	244	0	0	0	0	30	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	186	xxxx	xxxxx	xxxx	xxxx	xxxxx	439	xxxx	174
Potent Cap.:	xxxx	xxxx	xxxxx	1400	xxxx	xxxxx	xxxx	xxxx	xxxxx	579	xxxx	874
Move Cap.:	xxxx	xxxx	xxxxx	1400	xxxx	xxxxx	xxxx	xxxx	xxxxx	576	xxxx	874
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.02
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	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	654	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.9		
ApproachLOS:	*			*			*			B		

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

Intersection #10 Junipero St/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	4	0	158	27	9	0	0	158	258
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	5	0	182	31	10	0	0	182	297
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	182	31	10	0	0	182	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	182	31	10	0	0	182	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	182	31	10	0	0	182	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	5	0	182	31	10	0	0	182	297
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	0.02	0.00	0.98	0.75	0.25	0.00	0.00	0.38	0.62
Final Sat.:	0	0	0	19	0	742	520	173	0	0	335	548
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.24	xxxx	0.24	0.06	0.06	xxxx	xxxx	0.54	0.54
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	8.6	0.0	8.6	8.2	8.2	0.0	0.0	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:	0.0	0.0	0.0	8.6	0.0	8.6	8.2	8.2	0.0	0.0	11.4	11.4
LOS by Move:	*	*	*	A	*	A	A	A	*	*	B	B
ApproachDel:	xxxxxx				8.6			8.2			11.4	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.6			8.2			11.4	
LOS by Appr:	*				A			A			B	

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

Intersection #10 Junipero St/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	7	0	297	17	23	0	0	243	216
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	8	0	342	20	26	0	0	279	248
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	8	0	342	20	26	0	0	279	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	342	20	26	0	0	279	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	342	20	26	0	0	279	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	8	0	342	20	26	0	0	279	248
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	0.02	0.00	0.98	0.43	0.57	0.00	0.00	0.53	0.47
Final Sat.:	0	0	0	17	0	718	260	352	0	0	412	366
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.48	xxxx	0.48	0.08	0.08	xxxx	xxxx	0.68	0.68
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	11.3	0.0	11.3	8.8	8.8	0.0	0.0	15.9	15.9
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:	0.0	0.0	0.0	11.3	0.0	11.3	8.8	8.8	0.0	0.0	15.9	15.9
LOS by Move:	*	*	*	B	*	B	A	A	*	*	C	C
ApproachDel:	xxxxxx			11.3			8.8			15.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			11.3			8.8			15.9		
LOS by Appr:	*			B			A			C		

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

Intersection #11 Nogales Ave/De La Vina St

Average Delay (sec/veh): 0.5 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	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	34			0	0	0			0	681	31			0	0	0		
Growth Adj:	1.15	1.15	1.15			1.15	1.15	1.15			1.15	1.15	1.15			1.15	1.15	1.15		
Initial Bse:	0	0	39			0	0	0			0	783	36			0	0	0		
Added Vol:	0	0	0			0	0	0			0	4	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	39			0	0	0			0	787	36			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	0	39			0	0	0			0	787	36			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	39			0	0	0			0	787	36			0	0	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	411			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	645			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	645			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.06			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	10.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	B			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		10.9					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		B					*					*					*			

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

Intersection #11 Nogales Ave/De La Vina St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.9]

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	1	0 0	0 0	0	0 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	67	0	0	0	0	784	29	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	77	0	0	0	0	902	33	0	0	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	77	0	0	0	0	914	33	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	0	77	0	0	0	0	914	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	77	0	0	0	0	914	33	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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Intersection #12 Pueblo St/De La Vina St

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[21.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	49	40	14	68	0	29	584	108	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	56	46	16	78	0	33	672	124	0	0	0
Added Vol:	0	0	0	0	0	0	1	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	56	46	16	78	0	34	675	124	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	56	46	16	78	0	34	675	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	56	46	16	78	0	34	675	124	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	805	399	434	868	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	318	655	536	293	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	318	655	430	293	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.18	0.07	0.04	0.27	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	414	310	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.0	1.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	16.5	21.6	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	C	*	*	A	*	*	*	*	*
ApproachDel:	16.5			21.6			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Intersection #12 Pueblo St/De La Vina St

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: D[31.7]

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	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	94		77		16	58		0		52	744		62		0	0		0	
Growth Adj:	1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15	
Initial Bse:	0	108		89		18	67		0		60	856		71		0	0		0	
Added Vol:	0	0		0		0	0		0		3	10		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	108		89		18	67		0		63	866		71		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	108		89		18	67		0		63	866		71		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	108		89		18	67		0		63	866		71		0	0		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1	6.5		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	4.0		3.3		3.5	4.0		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	1027		468		612	1063		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	236		599		408	225		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	236		599		223	225		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.46		0.15		0.08	0.30		xxxx		0.00	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
Queue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		325		225	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		3.7		1.7	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		31.7		30.5	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		D		D	*		*		A	*		*		*	*		*	
ApproachDel:		31.7					30.5					xxxxxx					xxxxxx			
ApproachLOS:		D					D					*					*			

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

Intersection #13 Pueblo St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	86	78	37	25	95	56	15	49	19	48	148	29
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	99	90	43	29	109	64	17	56	22	55	170	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:	99	90	43	29	109	64	17	56	22	55	170	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	90	43	29	109	64	17	56	22	55	170	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	90	43	29	109	64	17	56	22	55	170	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
Final Vol.:	99	90	43	29	109	64	17	56	22	55	170	33
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:	0.43	0.39	0.18	0.14	0.54	0.32	0.18	0.59	0.23	0.21	0.66	0.13
Final Sat.:	289	262	124	97	368	217	113	370	143	143	442	87
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.30	0.30	0.30	0.15	0.15	0.15	0.38	0.38	0.38
Crit Moves:	****			****				****				****
Delay/Veh:	10.4	10.4	10.4	9.8	9.8	9.8	9.1	9.1	9.1	10.9	10.9	10.9
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:	10.4	10.4	10.4	9.8	9.8	9.8	9.1	9.1	9.1	10.9	10.9	10.9
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:	10.4			9.8			9.1			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			9.8			9.1			10.9		
LOS by Appr:	B			A			A			B		

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

Intersection #13 Pueblo St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	34	126	71	41	81	23	32	11	30	57	204	36
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	39	145	82	47	93	26	37	13	35	66	235	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:	39	145	82	47	93	26	37	13	35	66	235	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	145	82	47	93	26	37	13	35	66	235	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	145	82	47	93	26	37	13	35	66	235	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
Final Vol.:	39	145	82	47	93	26	37	13	35	66	235	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:	0.15	0.54	0.31	0.28	0.56	0.16	0.44	0.15	0.41	0.19	0.69	0.12
Final Sat.:	98	364	205	177	350	99	267	92	250	130	465	82
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.27	0.27	0.27	0.14	0.14	0.14	0.50	0.50	0.50
Crit Moves:		****			****			****			****	
Delay/Veh:	11.1	11.1	11.1	10.1	10.1	10.1	9.1	9.1	9.1	12.7	12.7	12.7
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:	11.1	11.1	11.1	10.1	10.1	10.1	9.1	9.1	9.1	12.7	12.7	12.7
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		11.1			10.1			9.1			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			10.1			9.1			12.7	
LOS by Appr:		B			B			A			B	

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

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Intersection #14 Pueblo St/Castillo St

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	55	229	96	34	78	28	19	80	23	44	42	35
Growth Adj:	0.00	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00	1.15	1.00	1.15
Initial Bse:	0	263	110	39	90	28	19	80	23	51	42	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-55	0	0	0	0	-28	-19	-80	-23	0	-42	0
Initial Fut:	-55	263	110	39	90	0	0	0	0	51	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	-55	263	110	39	90	0	0	0	0	51	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	110	39	90	0	0	0	0	51	0	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
Final Vol.:	0	263	110	39	90	0	0	0	0	51	0	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	0.70	0.30	0.30	0.70	0.00	0.00	1.00	0.00	0.56	0.00	0.44
Final Sat.:	0	612	257	234	537	0	0	0	0	387	0	307
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.43	0.43	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	0.13
Crit Moves:		****			****					****		
Delay/Veh:	0.0	10.0	10.0	8.4	8.4	0.0	0.0	0.0	0.0	8.4	0.0	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	10.0	10.0	8.4	8.4	0.0	0.0	0.0	0.0	8.4	0.0	8.4
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		10.0			8.4			xxxxxx			8.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.0			8.4			xxxxxx			8.4	
LOS by Appr:		B			A			*			A	

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

Intersection #14 Pueblo St/Castillo St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	49	163	64	48	98	38	36	128	11	61	56	24
Growth Adj:	1.00	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00	1.15	1.00	1.15
Initial Bse:	49	187	74	55	113	38	36	128	11	70	56	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-49	0	0	0	0	-38	-36	-128	-11	0	-56	0
Initial Fut:	0	187	74	55	113	0	0	0	0	70	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:	1.00	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	187	74	55	113	0	0	0	0	70	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	187	74	55	113	0	0	0	0	70	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
Final Vol.:	0	187	74	55	113	0	0	0	0	70	0	28
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	0.72	0.28	0.33	0.67	0.00	0.00	1.00	0.00	0.72	0.00	0.28
Final Sat.:	0	610	240	259	529	0	0	0	0	505	0	199
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.31	0.31	0.21	0.21	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.14
Crit Moves:		****		****						****		
Delay/Veh:	0.0	8.9	8.9	8.6	8.6	0.0	0.0	0.0	0.0	8.5	0.0	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	8.9	8.9	8.6	8.6	0.0	0.0	0.0	0.0	8.5	0.0	8.5
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.9			8.6			xxxxxx			8.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.9			8.6			xxxxxx			8.5	
LOS by Appr:		A			A			*			A	

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

Intersection #15 Pueblo St/Oak Park Ln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	363	12	20	83	15	12	1	7	8	9	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	417	14	23	95	17	14	1	8	9	10	5
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:	22	417	14	23	95	17	14	1	8	9	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	417	14	23	95	17	14	1	8	9	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	417	14	23	95	17	14	1	8	9	10	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
Final Vol.:	22	417	14	23	95	17	14	1	8	9	10	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:	0.05	0.92	0.03	0.17	0.70	0.13	0.60	0.05	0.35	0.38	0.43	0.19
Final Sat.:	42	794	26	135	561	101	385	32	225	243	273	121
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.17	0.17	0.17	0.04	0.04	0.04	0.04	0.04	0.04
Crit Moves:			****		****		****			****		
Delay/Veh:	11.6	11.6	11.6	8.3	8.3	8.3	8.2	8.2	8.2	8.3	8.3	8.3
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:	11.6	11.6	11.6	8.3	8.3	8.3	8.2	8.2	8.2	8.3	8.3	8.3
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		11.6			8.3			8.2			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			8.3			8.2			8.3	
LOS by Appr:		B			A			A			A	

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

Intersection #15 Pueblo St/Oak Park Ln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	26	233	42	16	145	11	12	9	12	13	9	8
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	30	268	48	18	167	13	14	10	14	15	10	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	268	48	18	167	13	14	10	14	15	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	268	48	18	167	13	14	10	14	15	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	268	48	18	167	13	14	10	14	15	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	268	48	18	167	13	14	10	14	15	10	9
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:	0.09	0.77	0.14	0.09	0.85	0.06	0.37	0.27	0.36	0.43	0.30	0.27
Final Sat.:	73	651	117	74	674	51	241	181	241	283	196	174
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.25	0.25	0.25	0.06	0.06	0.06	0.05	0.05	0.05
Crit Moves:		****		****				****		****		
Delay/Veh:	10.1	10.1	10.1	8.8	8.8	8.8	8.2	8.2	8.2	8.3	8.3	8.3
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:	10.1	10.1	10.1	8.8	8.8	8.8	8.2	8.2	8.2	8.3	8.3	8.3
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.1			8.8			8.2			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			8.8			8.2			8.3	
LOS by Appr:		B			A			A			A	

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

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Intersection #16 Pueblo St/Calle Real

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.5]

****

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	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	76	11	0	0	0	0	0	327	380		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		
Initial Bse:	0	0	0	0	0	87	13	0	0	0	376	437								
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	0	0	87	13	0	0	0	376	437								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	0	0	87	13	0	0	0	376	437								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	0	0	87	13	0	0	0	376	437								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	595	813	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	508	823	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	508	823	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.02	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.6	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.5	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			13.5			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

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

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Intersection #16 Pueblo St/Calle Real

****

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[13.5]

****

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	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	173	46	0	0	0	0	0	292	183		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		
Initial Bse:	0	0	0	0	0	199	53	0	0	0	336	210								
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	0	0	199	53	0	0	0	336	210								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	0	0	199	53	0	0	0	336	210								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	0	0	199	53	0	0	0	336	210								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	441	546	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	621	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	621	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.05	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.4	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.5	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			13.5			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

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

Intersection #17 Mission St/De La Vina St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.800
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0	1 1	0 0	0	1 0	1 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	705	393	27	588	0	54	453	268	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	811	452	31	676	0	62	521	308	0	0	0
Added Vol:	0	18	2	0	12	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	829	454	31	688	0	62	524	308	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	829	454	31	688	0	62	524	308	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	829	454	31	688	0	62	524	308	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	829	454	31	688	0	62	524	308	0	0	0
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	1.29	0.71	0.09	1.91	0.00	0.14	1.17	0.69	0.00	0.00	0.00
Final Sat.:	0	2068	1132	138	3062	0	222	1875	1103	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.02	0.22	0.00	0.04	0.28	0.28	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #17 Mission St/De La Vina St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 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
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	635	361	78	893	0	70	736	241	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	730	415	90	1027	0	81	846	277	0	0	0
Added Vol:	0	12	2	0	18	0	0	10	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	742	417	90	1045	0	81	856	277	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	742	417	90	1045	0	81	856	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	742	417	90	1045	0	81	856	277	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	742	417	90	1045	0	81	856	277	0	0	0
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	1.28	0.72	0.16	1.84	0.00	0.13	1.41	0.46	0.00	0.00	0.00
Final Sat.:	0	2049	1151	253	2947	0	212	2257	731	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.06	0.35	0.00	0.05	0.38	0.38	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #18 Mission St/Bath St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.744
Loss Time (sec):	10 (Y+R = 4 sec)	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	1 1	0	1 0	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	137	1037	0	0	847	70	47	0	83	212	139	52
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	158	1193	0	0	974	81	54	0	95	244	160	60
Added Vol:	0	20	0	0	12	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1213	0	0	986	81	54	0	95	245	160	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1213	0	0	986	81	54	0	95	245	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1213	0	0	986	81	54	0	95	245	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	1213	0	0	986	81	54	0	95	245	160	60
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:	0.23	1.77	0.00	0.00	1.85	0.15	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	368	2832	0	0	2958	242	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.00	0.00	0.33	0.33	0.03	0.00	0.06	0.15	0.10	0.04
Crit Moves:	****				****				****	****		

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

Intersection #18 Mission St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.910
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted					Permitted					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	1	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	126		872		0	0		1018		51	70		0		175	282		139		26
Growth Adj:	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15
Initial Bse:	145		1003		0	0		1171		59	81		0		201	324		160		30
Added Vol:	0		13		0	0		18		0	0		0		0	2		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	145		1016		0	0		1189		59	81		0		201	326		160		30
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	145		1016		0	0		1189		59	81		0		201	326		160		30
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	145		1016		0	0		1189		59	81		0		201	326		160		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
Final Vol.:	145		1016		0	0		1189		59	81		0		201	326		160		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:	0.25		1.75		0.00	0.00		1.91		0.09	1.00		0.00		1.00	1.00		1.00		1.00
Final Sat.:	399		2801		0	0		3050		150	1600		0		1600	1600		1600		1600
Capacity Analysis Module:																				
Vol/Sat:	0.09		0.36		0.00	0.00		0.39		0.39	0.05		0.00		0.13	0.20		0.10		0.02
Crit Moves:	****							****							****	****				

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

Intersection #19 Mission St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.814
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	149	1152	212	26	1079	27	24	65	201	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	171	1325	244	30	1241	31	28	75	231	0	0	0
Added Vol:	0	20	2	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1345	246	30	1254	31	28	75	231	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:	171	1345	246	30	1254	31	28	75	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1345	246	30	1254	31	28	75	231	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	1345	246	30	1254	31	28	75	231	0	0	0
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:	0.19	1.53	0.28	0.04	1.91	0.05	0.27	0.73	1.00	0.00	0.00	0.00
Final Sat.:	311	2442	446	73	3052	76	431	1169	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.55	0.55	0.02	0.41	0.41	0.02	0.06	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

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

Intersection #19 Mission St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.906
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	105	1015	228	38	1456	21	42	124	250	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	121	1167	262	44	1674	24	48	143	288	0	0	0
Added Vol:	0	13	2	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1180	264	44	1693	24	48	143	288	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:	121	1180	264	44	1693	24	48	143	288	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1180	264	44	1693	24	48	143	288	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	1180	264	44	1693	24	48	143	288	0	0	0
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:	0.15	1.51	0.34	0.05	1.92	0.03	0.25	0.75	1.00	0.00	0.00	0.00
Final Sat.:	247	2413	540	79	3077	44	405	1195	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.03	0.55	0.55	0.03	0.12	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #20 Mission St/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.275
Loss Time (sec):	10 (Y+R = 4 sec)	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0.	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	589	1088	0	0	559	671	0	0	0	140	2	368
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	677	1251	0	0	643	772	0	0	0	161	2	423
Added Vol:	3	19	0	0	12	1	0	0	0	1	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	1270	0	0	655	773	0	0	0	162	2	426
User Adj:	1.00	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:	680	1270	0	0	655	773	0	0	0	162	2	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	1270	0	0	655	773	0	0	0	162	2	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	680	1270	0	0	655	773	0	0	0	162	2	426
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:	0.70	1.30	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1116	2084	0	0	3200	1600	0	0	0	1578	22	1600
Capacity Analysis Module:												
Vol/Sat:	0.43	0.61	0.00	0.00	0.20	0.48	0.00	0.00	0.00	0.10	0.10	0.27
Crit Moves:	****					****						****

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

Intersection #20 Mission St/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.242
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	367	996	0	0	774	856	0	0	0	200	0	358
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	422	1145	0	0	890	984	0	0	0	230	0	412
Added Vol:	4	13	0	0	16	4	0	0	0	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	1158	0	0	906	988	0	0	0	232	0	413
User Adj:	1.00	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:	426	1158	0	0	906	988	0	0	0	232	0	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	1158	0	0	906	988	0	0	0	232	0	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	426	1158	0	0	906	988	0	0	0	232	0	413
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	1.46	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	860	2340	0	0	3200	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.27	0.50	0.00	0.00	0.28	0.62	0.00	0.00	0.00	0.15	0.00	0.26
Crit Moves:	****					****						****

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

Intersection #21 Mission St/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.090
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	582	176	401	292	0	1086	0	84	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	669	202	461	336	0	1249	0	97	0	0	0
Added Vol:	0	18	2	1	13	0	4	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	687	204	462	349	0	1253	0	99	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	687	204	462	349	0	1253	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	687	204	462	349	0	1253	0	99	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	687	204	462	349	0	1253	0	99	0	0	0
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	1.54	0.46	1.00	1.00	0.00	1.85	xxxx	0.15	0.00	0.00	0.00
Final Sat.:	0	2466	734	1600	1600	0	2967	0	233	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.29	0.22	0.00	0.42	0.00	0.42	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #21 Mission St/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.075
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	506	150	449	525	0	834	1	298	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	582	173	516	604	0	959	1	343	0	0	0
Added Vol:	0	16	1	3	15	0	2	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	598	174	519	619	0	961	1	348	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	598	174	519	619	0	961	1	348	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	598	174	519	619	0	961	1	348	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	598	174	519	619	0	961	1	348	0	0	0
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	1.55	0.45	0.91	1.09	0.00	1.46	0.01	0.53	0.00	0.00	0.00
Final Sat.:	0	2480	720	1460	1740	0	2348	3	849	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.32	0.36	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #22 Mission St/Modoc St

Average Delay (sec/veh): 113.2 Worst Case Level Of Service: F[424.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 1 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	180	533	0	0	277	160	258	0	137	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	207	613	0	0	319	184	297	0	158	0	0	0
Added Vol:	9	4	0	0	4	11	16	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	617	0	0	323	195	313	0	172	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:	216	617	0	0	323	195	313	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	216	617	0	0	323	195	313	0	172	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	518	xxxx	xxxxx	xxxx	xxxx	xxxxx	1371	xxxx	323	xxxx	xxxx	xxxxx
Potent Cap.:	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx	163	xxxx	723	xxxx	xxxx	xxxxx
Move Cap.:	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	xxxx	723	xxxx	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	2.28	xxxx	0.24	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.4	xxxx	0.9	xxxxx	xxxx	xxxxx
Stopped Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	651.2	xxxx	11.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			424.6			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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Intersection #22 Mission St/Modoc St

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Average Delay (sec/veh): 73.2 Worst Case Level Of Service: F[355.9]

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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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 1 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	153	437	0	0	577	269	186	0	170	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	176	503	0	0	664	309	214	0	195	0	0	0
Added Vol:	12	6	0	0	6	14	11	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	509	0	0	670	323	225	0	205	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:	188	509	0	0	670	323	225	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	188	509	0	0	670	323	225	0	205	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	993	xxxx	xxxxx	xxxx	xxxx	xxxxx	1554	xxxx	670	xxxx	xxxx	xxxxx
Potent Cap.:	705	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	xxxx	461	xxxx	xxxx	xxxxx
Move Cap.:	705	xxxx	xxxxx	xxxx	xxxx	xxxxx	100	xxxx	461	xxxx	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	2.25	xxxx	0.44	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.9	xxxx	2.2	xxxxx	xxxx	xxxxx
Stopped Del:	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	662.4	xxxx	18.9	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			355.9			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Intersection #1 US-101 NB On-Ramp/Calle Real

Cycle (sec):	100	Critical Vol./Cap. (X):	0.878
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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			Protected		
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 1	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	2	0	2	4	222	1	940	240	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	2	0	2	5	255	1	1081	276	5
Added Vol:	0	0	0	0	0	0	0	10	0	29	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	2	5	265	1	1110	285	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	2	5	265	1	1110	285	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	2	5	265	1	1110	285	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
Final Vol.:	0	0	0	2	0	2	5	265	1	1110	285	5
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	0.50	0.00	0.50	0.03	1.96	0.01	1.00	0.98	0.02
Final Sat.:	0	0	0	800	0	800	54	3132	14	1600	1575	25
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.69	0.18	0.18
Crit Moves:					****			****		****		

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

Intersection #1 US-101 NB On-Ramp/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 10 (Y+R = 4 sec) 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			Protected		
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 1	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	5	4	2	8	479	7	757	300	1
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	6	5	2	9	551	8	871	345	1
Added Vol:	0	0	0	0	0	0	0	8	0	35	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	5	2	9	559	8	906	354	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	5	2	9	559	8	906	354	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	5	2	9	559	8	906	354	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	6	5	2	9	559	8	906	354	1
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	0.46	0.36	0.18	0.03	1.94	0.03	1.00	0.99	0.01
Final Sat.:	0	0	0	727	582	291	51	3104	45	1600	1595	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.18	0.18	0.57	0.22	0.22
Crit Moves:					****			****		****		

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

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Intersection #2 Las Positas Rd/Tallant Rd

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[85.9]

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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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	11	958	128	54	1050	4	3	0	7	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	13	1102	147	62	1208	5	3	0	8	0	0	0
Added Vol:	0	33	28	9	19	0	0	0	0	4	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1135	175	71	1227	5	3	0	8	4	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1135	175	71	1227	5	3	0	8	4	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	13	1135	175	71	1227	5	3	0	8	4	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1231	xxxx	xxxxx	1310	xxxx	xxxxx	1964	xxxx	616	2003	xxxx	655
Potent Cap.:	573	xxxx	xxxxx	535	xxxx	xxxxx	39	xxxx	439	36	xxxx	414
Move Cap.:	573	xxxx	xxxxx	535	xxxx	xxxxx	34	xxxx	439	31	xxxx	414
Volume/Cap:	0.02	xxxx	xxxx	0.13	xxxx	xxxx	0.10	xxxx	0.02	0.13	xxxx	0.01
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.4	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	95	xxxxx	xxxx	51	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.4	xxxxx
Shrd StpDel:	11.4	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxx	48.1	xxxxx	xxxxx	85.9	xxxxx
Shared LOS:	B	*	*	B	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			48.1			85.9		
ApproachLOS:	*			*			E			F		

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

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Intersection #2 Las Positas Rd/Tallant Rd

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[63.6]

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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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	14	775	129	19	1428	10	3	0	10	2	0	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	891	148	22	1642	12	3	0	12	2	0	6
Added Vol:	0	37	8	5	41	0	0	0	0	3	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	928	156	27	1683	12	3	0	12	5	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	928	156	27	1683	12	3	0	12	5	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	928	156	27	1683	12	3	0	12	5	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1695	xxxx	xxxxx	1085	xxxx	xxxxx	2239	xxxx	847	1934	xxxx	542
Potent Cap.:	381	xxxx	xxxxx	651	xxxx	xxxxx	24	xxxx	309	41	xxxx	490
Move Cap.:	381	xxxx	xxxxx	651	xxxx	xxxxx	22	xxxx	309	36	xxxx	490
Volume/Cap:	0.04	xxxx	xxxx	0.04	xxxx	xxxx	0.16	xxxx	0.04	0.15	xxxx	0.03
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	14.9	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	76	xxxxx	xxxx	105	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	0.6	xxxxx
Shrd StpDel:	14.9	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	63.6	xxxxx	xxxxx	46.1	xxxxx
Shared LOS:	B	*	*	B	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			63.6			46.1		
ApproachLOS:	*			*			F			E		

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

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Intersection #3 Las Positas Rd/Calle Real

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	2 0	1	1 0	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	536	879	0	0	568	332	158	0	58	293	138	60
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	616	1011	0	0	653	382	182	0	67	337	159	69
Added Vol:	32	45	0	0	22	0	5	0	5	24	5	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	648	1056	0	0	675	382	187	0	72	361	164	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	648	1056	0	0	675	382	187	0	72	361	164	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	1056	0	0	675	382	187	0	72	361	164	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	648	1056	0	0	675	382	187	0	72	361	164	80
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	2.00	1.00	1.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.00	0.00	0.21	0.24	0.12	0.00	0.04	0.11	0.10	0.05
Crit Moves:	****					****	****			****		

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

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Intersection #3 Las Positas Rd/Calle Real

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: E

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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			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	2 0	1	1 0	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	553	816	0	0	984	351	106	0	140	413	149	56
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	636	938	0	0	1132	404	122	0	161	475	171	64
Added Vol:	22	27	0	0	44	0	1	0	7	43	22	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	658	965	0	0	1176	404	123	0	168	518	193	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	965	0	0	1176	404	123	0	168	518	193	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	965	0	0	1176	404	123	0	168	518	193	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	658	965	0	0	1176	404	123	0	168	518	193	80
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	2.00	1.00	1.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.00	0.00	0.37	0.25	0.08	0.00	0.11	0.16	0.12	0.05
Crit Moves:	****				****		****			****		

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

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Intersection #4 Las Positas Rd/US-101 SB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.021
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 2	0	0	1 0 0	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	1206	214	502	488	0	386	0	281	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	1387	246	577	561	0	444	0	323	0	0	0
Added Vol:	0	68	34	6	45	0	10	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1455	280	583	606	0	454	0	339	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	1455	280	583	606	0	454	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1455	280	583	606	0	454	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1455	280	583	606	0	454	0	339	0	0	0
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	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	3200	0	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.18	0.18	0.19	0.00	0.28	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Las Positas Rd/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.972
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 2	0	0	1 0 0	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	799	147	543	981	0	513	0	281	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	919	169	624	1128	0	590	0	323	0	0	0
Added Vol:	0	47	24	15	78	0	2	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	966	193	639	1206	0	592	0	345	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	966	193	639	1206	0	592	0	345	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	966	193	639	1206	0	592	0	345	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	966	193	639	1206	0	592	0	345	0	0	0
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	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	3200	0	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.12	0.20	0.38	0.00	0.37	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #5 Las Positas Rd/Modoc Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.941
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	122	811	21	78	549	139	241	103	92	18	135	361
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	140	933	24	90	631	160	277	118	106	21	155	415
Added Vol:	12	27	6	2	18	41	69	25	16	6	16	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	960	30	92	649	201	346	143	122	27	171	422
User Adj:	1.00	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:	152	960	30	92	649	201	346	143	122	27	171	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	960	30	92	649	201	346	143	122	27	171	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	960	30	92	649	201	346	143	122	27	171	422
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	1.00	1.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3103	97	1600	2444	756	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.06	0.27	0.27	0.22	0.09	0.08	0.02	0.11	0.26
Crit Moves:	****				****		****					****

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

Intersection #5 Las Positas Rd/Modoc Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	155	471	22	370	660	247	211	190	147	34	142	181
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	178	542	25	425	759	284	243	218	169	39	163	208
Added Vol:	13	25	8	9	29	61	42	15	10	6	21	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	567	33	435	788	345	285	233	179	45	184	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	567	33	435	788	345	285	233	179	45	184	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	567	33	435	788	345	285	233	179	45	184	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	567	33	435	788	345	285	234	179	45	184	212
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	1.89	0.11	1.00	1.39	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3022	178	1600	2225	975	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.27	0.35	0.35	0.18	0.15	0.11	0.03	0.12	0.13
Crit Moves:	****				****		****					****

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

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Intersection #6 US-101 NB Off-Ramp/Calle Real

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Average Delay (sec/veh): 14.7 Worst Case Level Of Service: C[16.2]

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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:	Yield Sign					Yield Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	524		0		0	0		0		0	0		0		0	0		49		0
Growth Adj:	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15
Initial Bse:	603		0		0	0		0		0	0		0		0	0		56		0
Added Vol:	32		0		0	0		0		0	0		0		0	0		9		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	635		0		0	0		0		0	0		0		0	0		65		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	635		0		0	0		0		0	0		0		0	0		65		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	635		0		0	0		0		0	0		0		0	0		65		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	65	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	945	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	945	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.67	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	5.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	16.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	C	*		*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*		*	*	*	*	*	*	*	*	*								
ApproachDel:		16.2			xxxxxx			xxxxxx			xxxxxx									
ApproachLOS:		C			*			*			*									

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

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Intersection #6 US-101 NB Off-Ramp/Calle Real

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Average Delay (sec/veh): 18.5 Worst Case Level Of Service: C[21.9]

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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:	Yield Sign					Yield Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	553		0		0	0		0		0	0		0		0	0		77		0
Growth Adj:	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15
Initial Bse:	636		0		0	0		0		0	0		0		0	0		89		0
Added Vol:	45		0		0	0		0		0	0		0		0	0		36		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	681		0		0	0		0		0	0		0		0	0		125		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:	681		0		0	0		0		0	0		0		0	0		125		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	681		0		0	0		0		0	0		0		0	0		125		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	875	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	875	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.78	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	21.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	C	*		*	*	*		*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*		*	*	*		*	*	*	*	*								
ApproachDel:		21.9			xxxxxx			xxxxxx			xxxxxx									
ApproachLOS:		C			*			*			*									

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

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Intersection #7 Junipero St/Bath St

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Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[12.5]

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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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0	0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	45	0	50	0	0	0	0	114	21	38	49	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	52	0	57	0	0	0	0	131	24	44	56	0
Added Vol:	26	0	2	0	0	0	0	15	6	0	45	0
PasserByVol:	0	0	29	0	0	0	0	25	0	63	0	0
Initial Fut:	78	0	89	0	0	0	0	171	30	107	101	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:	78	0	89	0	0	0	0	171	30	107	101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	78	0	89	0	0	0	0	171	30	107	101	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	501	xxxx	186	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	201	xxxx	xxxxx
Potent Cap.:	533	xxxx	861	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1383	xxxx	xxxxx
Move Cap.:	500	xxxx	861	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1383	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	644	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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Intersection #7 Junipero St/Bath St

****

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[13.9]

****

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	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	39	0	82	0	0	0	0	55	42	108	154	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	45	0	94	0	0	0	0	63	48	124	177	0
Added Vol:	5	0	0	0	0	0	0	40	23	2	17	0
PasserByVol:	0	0	36	0	0	0	0	29	0	92	0	0
Initial Fut:	50	0	130	0	0	0	0	132	71	218	194	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:	50	0	130	0	0	0	0	132	71	218	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	0	130	0	0	0	0	132	71	218	194	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	798	xxxx	168	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	xxxxx
Potent Cap.:	358	xxxx	881	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx
Move Cap.:	308	xxxx	881	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	582	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

****

Intersection #8 Junipero St/Castillo St

****

Average Delay (sec/veh): 4.8 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:	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	1! 0	0
Volume Module:												
Base Vol:	22	88	35	25	76	12	23	58	27	40	29	23
Growth Adj:	1.15	1.15	1.00	1.00	1.15	1.15	1.15	1.00	1.15	1.00	1.00	1.00
Initial Bse:	25	101	35	25	87	14	26	58	31	40	29	23
Added Vol:	0	0	0	0	4	2	28	0	12	0	0	0
PasserByVol:	62	0	-35	-25	0	63	29	-58	29	-40	-29	-23
Initial Fut:	87	101	0	0	91	79	83	0	72	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:	87	101	0	0	91	79	83	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	87	101	0	0	91	79	83	0	72	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	170	xxxx	xxxxx	xxxx	xxxx	xxxxx	407	xxxx	131	xxxx	xxxx	xxxxx
Potent Cap.:	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx	604	xxxx	924	xxxx	xxxx	xxxxx
Move Cap.:	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx	575	xxxx	924	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	697	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Intersection #8 Junipero St/Castillo St

****

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[12.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	88	47	29	129	10	16	72	31	42	28	27
Growth Adj:	1.15	1.15	1.00	1.00	1.15	1.15	1.15	1.00	1.15	1.00	1.00	1.00
Initial Bse:	22	101	47	29	148	12	18	72	36	42	28	27
Added Vol:	2	0	0	0	16	9	6	0	2	0	0	0
PasserByVol:	71	0	-47	-29	0	92	36	-72	36	-42	-28	-27
Initial Fut:	95	101	0	0	164	113	60	0	74	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:	95	101	0	0	164	113	60	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	95	101	0	0	164	113	60	0	74	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	277	xxxx	xxxxx	xxxx	xxxx	xxxxx	512	xxxx	221	xxxx	xxxx	xxxxx
Potent Cap.:	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx	526	xxxx	824	xxxx	xxxx	xxxxx
Move Cap.:	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx	495	xxxx	824	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.0	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	634	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Intersection #9 Junipero St/Oak Park Ln

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[10.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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	155	8	13	113	0	0	0	0	12	0	21
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	178	9	15	130	0	0	0	0	14	0	24
Added Vol:	0	0	0	12	4	0	0	0	0	0	0	0
PasserByVol:	0	0	35	29	0	0	0	0	0	0	0	62
Initial Fut:	0	178	44	56	134	0	0	0	0	14	0	86
User Adj:	1.00	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	178	44	56	134	0	0	0	0	14	0	86
Reduct. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	178	44	56	134	0	0	0	0	14	0	86
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	222	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	xxxx	200
Potent Cap.:	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx	xxxx	xxxx	xxxxx	573	xxxx	846
Move Cap.:	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx	xxxx	xxxx	xxxxx	555	xxxx	846
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.10
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.8	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	789	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

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

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Intersection #9 Junipero St/Oak Park Ln

****

Average Delay (sec/veh): 2.6 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:	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	141	21	9	212	0	0	0	0	26	0	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	162	24	10	244	0	0	0	0	30	0	16
Added Vol:	0	0	0	2	16	0	0	0	0	0	0	2
PasserByVol:	0	0	47	36	0	0	0	0	0	0	0	71
Initial Fut:	0	162	71	48	260	0	0	0	0	30	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	162	71	48	260	0	0	0	0	30	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	162	71	48	260	0	0	0	0	30	0	89
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	233	xxxx	xxxxx	xxxx	xxxx	xxxxx	554	xxxx	198
Potent Cap.:	xxxx	xxxx	xxxxx	1346	xxxx	xxxxx	xxxx	xxxx	xxxxx	497	xxxx	849
Move Cap.:	xxxx	xxxx	xxxxx	1346	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	xxxx	849
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.11
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.8	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	713	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.1		
ApproachLOS:	*			*			*			B		

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

Intersection #10 Junipero St/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	4	0	158	27	9	0	0	158	258
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	5	0	182	31	10	0	0	182	297
Added Vol:	0	0	0	0	0	4	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	186	31	10	0	0	187	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	186	31	10	0	0	187	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	186	31	10	0	0	187	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	5	0	186	31	10	0	0	187	297
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	0.02	0.00	0.98	0.75	0.25	0.00	0.00	0.39	0.61
Final Sat.:	0	0	0	18	0	741	518	173	0	0	339	539
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.25	xxxx	0.25	0.06	0.06	xxxx	xxxx	0.55	0.55
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	8.7	0.0	8.7	8.2	8.2	0.0	0.0	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.7	0.0	8.7	8.2	8.2	0.0	0.0	11.6	11.6
LOS by Move:	*	*	*	A	*	A	A	A	*	*	B	B
ApproachDel:	xxxxxx				8.7			8.2			11.6	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.7			8.2			11.6	
LOS by Appr:	*				A			A			B	

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

****

Intersection #10 Junipero St/Calle Real

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	7	0	297	17	23	0	0	243	216
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	8	0	342	20	26	0	0	279	248
Added Vol:	0	0	0	0	0	16	0	0	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	358	20	26	0	0	299	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	358	20	26	0	0	299	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	358	20	26	0	0	299	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	8	0	358	20	26	0	0	299	248
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	0.02	0.00	0.98	0.43	0.57	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	16	0	711	256	346	0	0	420	349
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.50	0.08	0.08	xxxx	xxxx	0.71	0.71
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	11.8	0.0	11.8	8.9	8.9	0.0	0.0	17.3	17.3
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:	0.0	0.0	0.0	11.8	0.0	11.8	8.9	8.9	0.0	0.0	17.3	17.3
LOS by Move:	*	*	*	B	*	B	A	A	*	*	C	C
ApproachDel:	xxxxxx			11.8			8.9			17.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			11.8			8.9			17.3		
LOS by Appr:	*			B			A			C		

****

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

****

Intersection #11 Nogales Ave/De La Vina St

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0		1	0 0 0 0		0	0 0 1 1		0	0 0 0 0		0
Volume Module:												
Base Vol:	0	0	34	0	0	0	0	681	31	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	39	0	0	0	0	783	36	0	0	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	39	0	0	0	0	791	36	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	0	39	0	0	0	0	791	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	39	0	0	0	0	791	36	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	413	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	643	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	643	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

****

Intersection #11 Nogales Ave/De La Vina St

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.0]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	67			0	0	0			0	784	29			0	0	0		
Growth Adj:	1.15	1.15	1.15			1.15	1.15	1.15			1.15	1.15	1.15			1.15	1.15	1.15		
Initial Bse:	0	0	77			0	0	0			0	902	33			0	0	0		
Added Vol:	0	0	0			0	0	0			0	13	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	77			0	0	0			0	915	33			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	0	77			0	0	0			0	915	33			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	77			0	0	0			0	915	33			0	0	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	474			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	595			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	595			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.13			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.4			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	12.0			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	B			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		12.0					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		B					*					*					*			

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

****

Intersection #12 Pueblo St/De La Vina St

****

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[22.0]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	49		40		14	68		0		29	584		108		0	0		0	
Growth Adj:	1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15	
Initial Bse:	0	56		46		16	78		0		33	672		124		0	0		0	
Added Vol:	0	1		0		0	3		0		1	3		4		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	57		46		16	81		0		34	675		128		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	57		46		16	81		0		34	675		128		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	57		46		16	81		0		34	675		128		0	0		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1	6.5		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	4.0		3.3		3.5	4.0		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	807		401		435	872		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	317		653		535	291		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	317		653		428	291		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.18		0.07		0.04	0.28		xxxx		0.00	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
Queue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		411		308	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		1.0		1.3	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		16.7		22.0	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		C		C	*		*		A	*		*		*	*		*	
ApproachDel:		16.7					22.0					xxxxxx					xxxxxx			
ApproachLOS:		C					C					*					*			

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

****

Intersection #12 Pueblo St/De La Vina St

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: D[32.6]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0		94		77	16		58		0	52		744		62	0		0		0
Growth Adj:	1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15		1.15	1.15		1.15	
Initial Bse:	0		108		89	18		67		0	60		856		71	0		0		0
Added Vol:	0		3		0	0		1		0	3		10		1	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		111		89	18		68		0	63		866		72	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		111		89	18		68		0	63		866		72	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	0		111		89	18		68		0	63		866		72	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx		6.5		6.2	7.1		6.5		xxxxx	4.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx		4.0		3.3	3.5		4.0		xxxxx	2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		1027		469	614		1063		xxxxx	0		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		236		598	407		225		xxxxx	0		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		236		598	219		225		xxxxx	0		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		0.47		0.15	0.08		0.30		xxxx	0.00		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
Queue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.0		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Stopped Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.0		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		*	A		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		323	224		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		3.9	1.7		xxxx		xxxxx	0.0		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd StpDel:	xxxxx		xxxx		32.6	30.9		xxxx		xxxxx	0.0		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		D	D		*		*	A		*		*	*		*		*
ApproachDel:			32.6					30.9					xxxxxx					xxxxxx		
ApproachLOS:			D					D					*					*		

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

Intersection #13 Pueblo St/Bath St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.487
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.1
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:	86	78	37	25	95	56	15	49	19	48	148	29
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	99	90	43	29	109	64	17	56	22	55	170	33
Added Vol:	9	1	0	0	7	0	0	8	9	4	37	0
PasserByVol:	49	0	0	0	0	14	0	0	54	0	0	0
Initial Fut:	157	91	43	29	116	78	17	64	85	59	207	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	91	43	29	116	78	17	64	85	59	207	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	91	43	29	116	78	17	64	85	59	207	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
Final Vol.:	157	91	43	29	116	78	17	64	85	59	207	33
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:	0.54	0.31	0.15	0.13	0.52	0.35	0.10	0.39	0.51	0.20	0.69	0.11
Final Sat.:	332	192	90	79	318	214	61	229	302	121	425	68
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.37	0.37	0.37	0.28	0.28	0.28	0.49	0.49	0.49
Crit Moves:	****				****		****			****		
Delay/Veh:	12.9	12.9	12.9	11.2	11.2	11.2	10.3	10.3	10.3	13.1	13.1	13.1
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:	12.9	12.9	12.9	11.2	11.2	11.2	10.3	10.3	10.3	13.1	13.1	13.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.9			11.2			10.3			13.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.9			11.2			10.3			13.1		
LOS by Appr:	B			B			B			B		

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

Intersection #13 Pueblo St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
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:	34	126	71	41	81	23	32	11	30	57	204	36
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	39	145	82	47	93	26	37	13	35	66	235	41
Added Vol:	12	3	0	0	1	0	0	34	7	1	8	0
PasserByVol:	73	0	0	0	0	19	0	0	65	0	0	0
Initial Fut:	124	148	82	47	94	45	37	47	107	67	243	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	148	82	47	94	45	37	47	107	67	243	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	148	82	47	94	45	37	47	107	67	243	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
Final Vol.:	124	148	82	47	94	45	37	47	107	67	243	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:	0.35	0.42	0.23	0.25	0.51	0.24	0.19	0.25	0.56	0.19	0.69	0.12
Final Sat.:	211	252	139	138	276	133	109	138	316	113	414	71
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59
Crit Moves:		****			****			****			****	
Delay/Veh:	15.5	15.5	15.5	11.5	11.5	11.5	11.2	11.2	11.2	15.6	15.6	15.6
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:	15.5	15.5	15.5	11.5	11.5	11.5	11.2	11.2	11.2	15.6	15.6	15.6
LOS by Move:	C	C	C	B	B	B	B	B	B	C	C	C
ApproachDel:		15.5			11.5			11.2			15.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			11.5			11.2			15.6	
LOS by Appr:		C			B			B			C	

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

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Intersection #14 Pueblo St/Castillo St

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
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:	55	229	96	34	78	28	19	80	23	44	42	35
Growth Adj:	1.00	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00	1.15	1.00	1.15
Initial Bse:	55	263	110	39	90	28	19	80	23	51	42	40
Added Vol:	0	9	9	1	19	0	0	0	0	36	0	0
PasserByVol:	-55	28	64	54	14	-28	-19	-80	-23	21	-42	21
Initial Fut:	0	300	183	94	123	0	0	0	0	108	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	300	183	94	123	0	0	0	0	108	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	300	183	94	123	0	0	0	0	108	0	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	300	183	94	123	0	0	0	0	108	0	61
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	0.62	0.38	0.43	0.57	0.00	0.00	1.00	0.00	0.64	0.00	0.36
Final Sat.:	0	499	305	303	396	0	0	0	0	396	0	225
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.60	0.60	0.31	0.31	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	0.27
Crit Moves:			****		****					****		
Delay/Veh:	0.0	13.5	13.5	10.1	10.1	0.0	0.0	0.0	0.0	10.1	0.0	10.1
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	13.5	13.5	10.1	10.1	0.0	0.0	0.0	0.0	10.1	0.0	10.1
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		13.5			10.1			xxxxxx			10.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		13.5			10.1			xxxxxx			10.1	
LOS by Appr:		B			B			*			B	

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

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Intersection #14 Pueblo St/Castillo St

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.547
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	49	163	64	48	98	38	36	128	11	61	56	24
Growth Adj:	1.00	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00	1.15	1.00	1.15
Initial Bse:	49	187	74	55	113	38	36	128	11	70	56	28
Added Vol:	0	14	36	5	4	0	0	0	0	7	0	0
PasserByVol:	-49	45	83	65	19	-38	-36	-128	-11	28	-56	28
Initial Fut:	0	246	193	125	136	0	0	0	0	105	0	56
User Adj:	1.00	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	246	193	125	136	0	0	0	0	105	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	246	193	125	136	0	0	0	0	105	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	246	193	125	136	0	0	0	0	105	0	56
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	0.56	0.44	0.48	0.52	0.00	0.00	1.00	0.00	0.65	0.00	0.35
Final Sat.:	0	451	352	341	370	0	0	0	0	405	0	214
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.55	0.55	0.37	0.37	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	0.26
Crit Moves:		****			****					****		
Delay/Veh:	0.0	12.3	12.3	10.6	10.6	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	12.3	10.6	10.6	0.0	0.0	0.0	0.0	10.0	0.0	10.0
LOS by Move:	*	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		12.3			10.6			xxxxxx			10.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.3			10.6			xxxxxx			10.0	
LOS by Appr:		B			B			*			A	

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

Intersection #15 Pueblo St/Oak Park Ln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) 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:	19	363	12	20	83	15	12	1	7	8	9	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	417	14	23	95	17	14	1	8	9	10	5
Added Vol:	0	19	0	0	5	0	12	0	0	0	0	0
PasserByVol:	27	0	0	0	0	35	64	0	0	0	0	0
Initial Fut:	49	436	14	23	100	52	90	1	8	9	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	436	14	23	100	52	90	1	8	9	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	436	14	23	100	52	90	1	8	9	10	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
Final Vol.:	49	436	14	23	100	52	90	1	8	9	10	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:	0.10	0.87	0.03	0.13	0.57	0.30	0.91	0.01	0.08	0.38	0.43	0.19
Final Sat.:	78	699	22	98	429	223	538	7	48	221	248	110
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.23	0.23	0.23	0.17	0.17	0.17	0.04	0.04	0.04
Crit Moves:		****			****		****			****		
Delay/Veh:	14.3	14.3	14.3	9.0	9.0	9.0	9.5	9.5	9.5	8.7	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:	14.3	14.3	14.3	9.0	9.0	9.0	9.5	9.5	9.5	8.7	8.7	8.7
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		14.3			9.0			9.5			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.3			9.0			9.5			8.7	
LOS by Appr:		B			A			A			A	

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

Intersection #15 Pueblo St/Oak Park Ln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			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:	26	233	42	16	145	11	12	9	12	13	9	8
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	30	268	48	18	167	13	14	10	14	15	10	9
Added Vol:	0	4	0	0	20	2	2	0	0	0	0	0
PasserByVol:	24	0	0	0	0	47	83	0	0	0	0	0
Initial Fut:	54	272	48	18	187	62	99	10	14	15	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	272	48	18	187	62	99	10	14	15	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	272	48	18	187	62	99	10	14	15	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	272	48	18	187	62	99	10	14	15	10	9
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:	0.14	0.73	0.13	0.07	0.70	0.23	0.81	0.08	0.11	0.43	0.30	0.27
Final Sat.:	110	557	99	52	527	174	485	51	68	253	175	156
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.35	0.35	0.35	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:		****			****			****		****		
Delay/Veh:	11.7	11.7	11.7	10.0	10.0	10.0	9.7	9.7	9.7	8.7	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:	11.7	11.7	11.7	10.0	10.0	10.0	9.7	9.7	9.7	8.7	8.7	8.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		11.7			10.0			9.7			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			10.0			9.7			8.7	
LOS by Appr:		B			B			A			A	

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

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Intersection #16 Pueblo St/Calle Real

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Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[13.8]

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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:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	76	11	0	0	0	0	0	327	380		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		
Initial Bse:	0	0	0	0	0	87	13	0	0	0	376	437								
Added Vol:	0	0	0	0	0	5	0	0	0	0	0	19								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	0	0	92	13	0	0	0	376	456								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	0	0	92	13	0	0	0	376	456								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	0	0	92	13	0	0	0	376	456								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	604	832	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	502	809	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	502	809	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.02	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.8	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			13.8			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

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

Intersection #16 Pueblo St/Calle Real

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[14.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	173	46	0	0	0	292	183
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	199	53	0	0	0	336	210
Added Vol:	0	0	0	0	0	20	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	219	53	0	0	0	336	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	219	53	0	0	0	336	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	219	53	0	0	0	336	214
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	443	550	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	619	1030	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	619	1030	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.6	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.0	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #17 Mission St/De La Vina St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	705	393	27	588	0	54	453	268	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	811	452	31	676	0	62	521	308	0	0	0
Added Vol:	0	19	2	0	15	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	830	454	31	691	0	62	524	308	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	830	454	31	691	0	62	524	308	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	830	454	31	691	0	62	524	308	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	830	454	31	691	0	62	524	308	0	0	0
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	1.29	0.71	0.09	1.91	0.00	0.14	1.17	0.69	0.00	0.00	0.00
Final Sat.:	0	2068	1132	138	3062	0	222	1875	1103	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.02	0.23	0.00	0.04	0.28	0.28	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #17 Mission St/De La Vina St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 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
Lanes:	0 0	1 1	0	0	1 1	0 0	0	1 0	1 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	635	361	78	893	0	70	736	241	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	730	415	90	1027	0	81	846	277	0	0	0
Added Vol:	0	14	2	0	18	0	0	10	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	744	417	90	1045	0	81	856	277	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	744	417	90	1045	0	81	856	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	744	417	90	1045	0	81	856	277	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	744	417	90	1045	0	81	856	277	0	0	0
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	1.28	0.72	0.16	1.84	0.00	0.13	1.41	0.46	0.00	0.00	0.00
Final Sat.:	0	2051	1149	253	2947	0	212	2257	731	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.06	0.35	0.00	0.05	0.38	0.38	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #18 Mission St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 10 (Y+R = 4 sec) 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	1 1	0	1 0	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	137	1037	0	0	847	70	47	0	83	212	139	52
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	158	1193	0	0	974	81	54	0	95	244	160	60
Added Vol:	26	20	0	0	12	3	1	0	7	5	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1213	0	0	986	84	55	0	102	249	172	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1213	0	0	986	84	55	0	102	249	172	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1213	0	0	986	84	55	0	102	249	172	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	1213	0	0	986	84	55	0	102	249	172	60
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:	0.26	1.74	0.00	0.00	1.84	0.16	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	421	2779	0	0	2950	250	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.00	0.00	0.33	0.33	0.03	0.00	0.06	0.16	0.11	0.04
Crit Moves:	****				****				****	****		

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

Intersection #18 Mission St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 1 0 0			0 0 1 1 0			1 0 0 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	126	872	0	0	1018	51	70	0	175	282	139	26
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	145	1003	0	0	1171	59	81	0	201	324	160	30
Added Vol:	5	13	0	0	18	1	3	0	31	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1016	0	0	1189	60	84	0	232	326	162	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1016	0	0	1189	60	84	0	232	326	162	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1016	0	0	1189	60	84	0	232	326	162	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
Final Vol.:	150	1016	0	0	1189	60	84	0	232	326	162	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:	0.26	1.74	0.00	0.00	1.90	0.10	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	411	2789	0	0	3047	153	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.00	0.00	0.39	0.39	0.05	0.00	0.15	0.20	0.10	0.02
Crit Moves:	****				****				****	****		

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

Intersection #19 Mission St/Castillo St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 10 (Y+R = 4 sec) 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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	149	1152	212	26	1079	27	24	65	201	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	171	1325	244	30	1241	31	28	75	231	0	0	0
Added Vol:	32	46	2	0	20	4	0	3	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1371	246	30	1261	35	28	78	238	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:	203	1371	246	30	1261	35	28	78	238	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1371	246	30	1261	35	28	78	238	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	1371	246	30	1261	35	28	78	238	0	0	0
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:	0.22	1.51	0.27	0.05	1.90	0.05	0.26	0.74	1.00	0.00	0.00	0.00
Final Sat.:	358	2410	432	72	3043	85	419	1181	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.57	0.57	0.02	0.41	0.41	0.02	0.07	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			

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

Intersection #19 Mission St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.937
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 1 0			0 1 0 1 0			0 1 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	105	1015	228	38	1456	21	42	124	250	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	121	1167	262	44	1674	24	48	143	288	0	0	0
Added Vol:	6	18	2	2	48	1	0	12	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1185	264	46	1722	25	48	155	317	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:	127	1185	264	46	1722	25	48	155	317	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1185	264	46	1722	25	48	155	317	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	1185	264	46	1722	25	48	155	317	0	0	0
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:	0.16	1.50	0.34	0.05	1.92	0.03	0.24	0.76	1.00	0.00	0.00	0.00
Final Sat.:	257	2406	536	82	3074	45	381	1219	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.03	0.56	0.56	0.03	0.13	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #20 Mission St/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.281
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	589	1088	0	0	559	671	0	0	0	140	2	368
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	677	1251	0	0	643	772	0	0	0	161	2	423
Added Vol:	3	70	0	0	21	5	0	0	0	1	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	1321	0	0	664	777	0	0	0	162	2	432
User Adj:	1.00	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:	680	1321	0	0	664	777	0	0	0	162	2	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	1321	0	0	664	777	0	0	0	162	2	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	680	1321	0	0	664	777	0	0	0	162	2	432
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:	0.68	1.32	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1088	2112	0	0	3200	1600	0	0	0	1578	22	1600
Capacity Analysis Module:												
Vol/Sat:	0.43	0.63	0.00	0.00	0.21	0.49	0.00	0.00	0.00	0.10	0.10	0.27
Crit Moves:	****					****						****

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

Intersection #20 Mission St/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.254
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	367	996	0	0	774	856	0	0	0	200	0	358
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	422	1145	0	0	890	984	0	0	0	230	0	412
Added Vol:	4	24	0	0	56	21	0	0	0	2	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	1169	0	0	946	1005	0	0	0	232	0	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	426	1169	0	0	946	1005	0	0	0	232	0	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	1169	0	0	946	1005	0	0	0	232	0	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	426	1169	0	0	946	1005	0	0	0	232	0	415
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:	0.53	1.47	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	855	2345	0	0	3200	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.27	0.50	0.00	0.00	0.30	0.63	0.00	0.00	0.00	0.15	0.00	0.26
Crit Moves:	****					****						****

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

Intersection #21 Mission St/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.109
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	582	176	401	292	0	1086	0	84	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	669	202	461	336	0	1249	0	97	0	0	0
Added Vol:	0	39	2	6	17	0	33	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	708	204	467	353	0	1282	0	99	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	708	204	467	353	0	1282	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	708	204	467	353	0	1282	0	99	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	708	204	467	353	0	1282	0	99	0	0	0
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	1.55	0.45	1.00	1.00	0.00	1.86	0.00	0.14	0.00	0.00	0.00
Final Sat.:	0	2483	717	1600	1600	0	2971	0	229	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.29	0.22	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

****

Intersection #21 Mission St/US-101 SB Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.092
Loss Time (sec): 10 (Y+R = 4 sec) 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	506	150	449	525	0	834	1	298	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	582	173	516	604	0	959	1	343	0	0	0
Added Vol:	0	20	1	25	33	0	8	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	602	174	541	637	0	967	1	348	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	602	174	541	637	0	967	1	348	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	602	174	541	637	0	967	1	348	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	602	174	541	637	0	967	1	348	0	0	0
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	1.55	0.45	0.92	1.08	0.00	1.47	0.01	0.52	0.00	0.00	0.00
Final Sat.:	0	2484	716	1470	1730	0	2352	3	846	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.34	0.37	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Crit Moves:		****		****			****					

****

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

****

Intersection #22 Mission St/Modoc St

****

Average Delay (sec/veh): 121.2 Worst Case Level Of Service: F[456.7]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	1 0	0		0 0	1 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	180	533	0		0	277	160		258	0	137		0	0	0	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	207	613	0		0	319	184		297	0	158		0	0	0	
Added Vol:	9	20	0		0	7	12		21	0	14		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	216	633	0		0	326	196		318	0	172		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:	216	633	0		0	326	196		318	0	172		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	216	633	0		0	326	196		318	0	172		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	522	xxxx	xxxxx	xxxx	xxxx	xxxxx			1390	xxxx	326		xxxx	xxxx	xxxxx	
Potent Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx			158	xxxx	720		xxxx	xxxx	xxxxx	
Move Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx			133	xxxx	720		xxxx	xxxx	xxxxx	
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx			2.38	xxxx	0.24		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			27.4	xxxx	0.9		xxxxx	xxxx	xxxxx	
Stopped Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			697.1	xxxx	11.6		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*			F	*	B		*	*	*	
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				456.7				xxxxxx			
ApproachLOS:	*				*				F				*			

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

****

Intersection #22 Mission St/Modoc St

****

Average Delay (sec/veh): 77.3 Worst Case Level Of Service: F[378.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 1 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	153	437	0	0	577	269	186	0	170	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	176	503	0	0	664	309	214	0	195	0	0	0
Added Vol:	12	9	0	0	20	17	13	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	512	0	0	684	326	227	0	205	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:	188	512	0	0	684	326	227	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	188	512	0	0	684	326	227	0	205	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx	1571	xxxx	684	xxxx	xxxx	xxxxx
Potent Cap.:	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	xxxx	452	xxxx	xxxx	xxxxx
Move Cap.:	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	xxxx	452	xxxx	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	2.33	xxxx	0.45	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.4	xxxx	2.3	xxxxx	xxxx	xxxxx
Stopped Del:	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	701.6	xxxx	19.4	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			378.2			xxxxxx		
ApproachLOS:	*			*			F			*		

APPENDIX G

PEDESTRIAN AND BICYCLE DESTINATION SURVEYS

Job# 04-1223

Wednesday, March 31st

	A-D	A-E	B-OUT	C-H	C-I	D-A	D-E	E-A	E-B	E-D	E-H	H-B	H-C	H-E	H-I	I-C	I-H	J-B	J-E	J-K	J-L	K-B	K-H	K-J	K-L	L-J	L-K	
7.15	0	0	0	0	0	0	2	0	0	1	2	0	0	1	0	.0	1	0	0	3	2	0	0	2	2	1	0	
7.30	0	0	0	0	0	0\1	0	1	0	0	4	2	0	0	1	2	1	3	0	1	1	3	0	0	2	1	0	
7.45	1	4	0	1	0	1	2	0	0	0	4	2\1	2	0	1	1	1	4	0	0\2	5	4	0	0	9	0	1	
8.00	2	1	1	0	0	1	0	1	0	0	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	
8.15	1	0	2	0	0	3	0	0	0	2	0	10	3	0	1	2	2\1	5	1	2	3	6	0	0	3	3	0	
8.30	0	0	1	0	0	1	2	1	0	0	3	5	1	0	0	2	2	4	0	3	1	5	0	3	2	1	0	
8.45	21	1	2	0	0	3	0	1	0	1	2	2\1	3	2	2	1	1	4	1	0\2	0	4	0	1	1	0	1	
9.00	5	2	3	0	0	2	0	0	0	0	0	5	2	0	1	3	0	0	2	0	4	0	1	0	0	2	0	
9.15	6	1	3	0	0	7	2	3	1	2	2	5	2	1	0	3	2	2	1	2	1	5	0	0\1	2	1	1	
9.30	0	0	4	0	0	3	1	3	0	0\1	4	6	6	0	2	3	1	3	0	3\1	1	5	2	0	2	0	0	
9.45	5	1	2	0	0	2	1	2	0	1	3	4	2	0	3	2	0\1	3	1	2	2	1	0	1	2	1	0	
10.00	2	2	2	0	0	2	1	4	0	2	3	4	4	0\1	1	1	1	3	2	3	2	4	0	1	3	0	0	
10.15	4	1	3	0	1	2	0	3	0	0	4	4	5	1\1	1	2	2	4	1	2\1	1	2	0	0	2	0	2	
10.30	2	2	3	0	0	2	1	2	1	1	3	5	4	2\1	1	4	2	3	0	2	1	4	0	0	2	2	0	
10.45	1	2	2	0	1	1	2	2	1	0	4	2	8	0	2	2	6	2	2	2\1	1	5	0	0	3	0	2	
11.00	6	3	7	0		3	2	1	0	1	3	5	3	1	1	2	2	4	1	2	2	2	0	0	3	1	0	
11.15	2	6	2	0	2	3	1	3	0	0	3	3	3	2\1	1	2	1	2	4	3	1	3	1	2	3	0	0	
11.30	1	1	2	0	0	5	0	4	1	2	3	5	2	2	1	2	2	4	3	3	1	4	0	2	3	0	0	
11.45	4	2	3	0	0	3	0	3	0	3	3	7	2	2	1	2	2	3	2	2	1	8	2	0	6	1	1	
12.00	0	1	2	0	2	8	1	2	1	1	9	4	2	2	0	3	2	4	1	2	2	4	0	2\1	3	0	2	
12.15	9	1	2	0	0	3	2	2	3	1	3	3\1	2	1	2	3	2	2	3	2	1	2	0	0	1	0	0	
12.30	11	1	3	1	2	3	1	2	0	1	4	5	1	1	1	2	1\1	5	1	2	2\1	4	0	0	3	2	2	
12.45	8	0	2	0	1	9	1	3	0	1	4	6\2	3	2	2	2	2	5	2	2	1	4	0	1	2	0	1	
1.00	11	1	4	0	0	5	2	1	0	2	2	3	1	0	2	2	4	3	2	0\1	6	3	0	0	1	1	2	
1.15	10	2	2	1	2	2	2	2	0	1	1	8	4	2	1		5	1	4	0	3	2	1	0	4	0	0	
1.30	2	1	3	0	3	4	4	3	1	2	9	8		1	1	3	1	1	2	2	4	1	0	1	1	1	0	
1.45	2	1	1	1	1	2	3	4	0	1	8	4	3	1	2	2	1	2	2	1	2	1	0	3	1	0	0	
2.00	1	2	1	0	0	3	0	2	1	5	7	3	2	3	0	4	4	6	2	0	3	0	0	1	0	0	0	
2.15	0	1	5	1	1	2	2\1	5	0	6	3	4\1	3	3	2	1	1	1	2	0\1	8	2	0	0	1	2	1	
2.30	4	1	3	1	0	2	1	4	1	7	2	2\1	2	2	2	2	2	2	1	2	2	2	2	0\1	3	1	1	
2.45	5	4	2	0	2	6	1	1	0	3	4	2	1	1\1	3	1	2	2	1	3\1	1	3	0	0	2	0	1	
3.00	9	6	10	0	3	7	0	1	1	4	2	9		0	1	3		9	2	0	3	6	0	0	0	0	0	
3.15	8	4	7	0	0	2	1	2	2	5	3	3\1	1	2	2	1	3	2	0	2	3	2	1	1	4	0	1	
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	193	97	191	16	45	132	58	93	19	95	186	183	109	43	63	95	82	128	69	61	99	131	18	29	101	30	34	2400

Job# 04-1223

Thursday, April 1st

	A-D	A-E	B-OUT	C-H	C-I	D-A	D-E	E-A	E-B	E-D	E-H	H-B	H-C	H-E	H-I	I-C	I-H	J-B	J-E	J-K	J-L	K-B	K-H	K-J	K-L	L-J	L-K	
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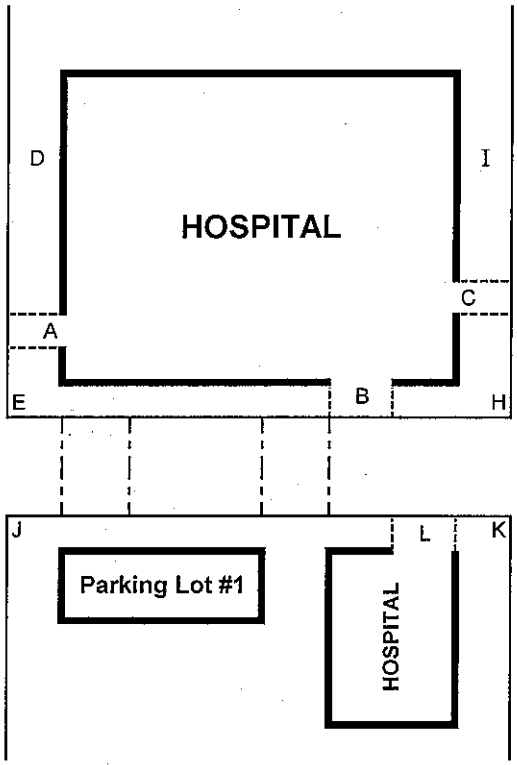
HOSPITAL
D
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Parking Lot #1
HOSPITAL

APPENDIX H

OAK PARK TRAFFIC MANAGEMENT MASTER PLAN

Oak Park Traffic Management Master Plan

Traffic Management Oak Park Neighborhood

Conceptual design report
April 18, 2004

Welcome to the Oak Park Neighborhood follow-up workshop about traffic management. The purpose of this workshop is for neighbors to review preliminary engineering designs and to reach consensus on what traffic management approaches and devices have community support.

Traffic management is an effort to reduce the speeds of motorists, to improve traffic flow, to increase yielding to and safety for pedestrians, pets and motorists, to reduce noise, and to improve the quality of life within the Oak Park Neighborhood.

Healthy streets require appropriate travel speeds and increased motorist awareness and consideration of other roadway users, such as pedestrians and bicyclists. Neighborhood Traffic management creates a level playing field for all modes of travel and improves the quality of life within the neighborhood. Most importantly, traffic management requires residents to take ownership of their community and to work together to create a safe environment.

Five Step Public Process

Step 1. Selection of area to be traffic managed
Oak Park Neighborhood residents are concerned with traffic safety issues in their community, predominantly pedestrian safety, parking, challenging intersections, cut-thru traffic, noise, sight distances on corners that created difficult situations for people within the neighborhood. They also expressed a need to address new traffic and parking needs to be created with the hospital expansion as well as other community development. Community members were eager to expand previous work to express those concerns and draft potential solutions that will be acted on. Such hands-on involvement and ownership of neighborhood issues is integral to the success of community-based traffic management. Residents are eagre to take active steps toward improving their neighborhood. For these reasons the Oak Park Neighborhood was selected by the City as the second neighborhood for exanding its city-wide traffic management program.

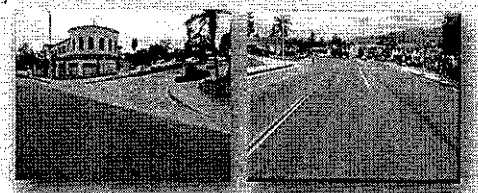
Step 2: Field audit and photo documentation of area.
The Neighborhood Traffic Management Team was oriented to the neighborhood through two separate walking audits and site inspections. Still and digital photographs were taken while walking and bicycling all principal streets in the neighborhood. The city and consultant team took street width measurements, estimated block lengths, observed motorists' behaviors, collected speed and traffic volume counts, interviewed pedestrians and other residents, and generated maps.

Step 3: Hold charrette (community-based planning workshop)
At the April 16th workshop, residents created and prioritized a list of the traffic issues to be addressed. Dan Burden oriented the community members to traffic-management principles, practices and potential physical treatments. Using this as a base-line, residents were then given the opportunity to draft their vision of a livable community.

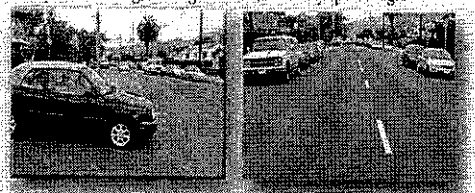
Step 4: Design and place traffic management devices
The engineering and neighborhood traffic management development team worked with the community to generate concerns and draft solutions to prepare a neighborhood traffic management master plan. Draft solutions were filtered through physical engineering, transit and emergency response constraints and judged on potential effect on motorist behavior to determine overall feasibility. The team then prepared conceptual engineering drawings for the identified locations from which final recommendations will be selected.

Step 5: Final workshop today
Today, the Oak Park Neighborhood has a final workshop in which residents can fine-tune and prioritize the recommendations of the Neighborhood Traffic Management Team.

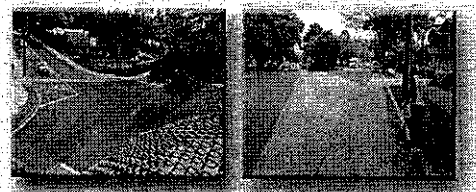
Existing Conditions



Motorists are entering De La Vina from State Street at high speed. Motorists do not yield to pedestrians in crossings. Pedestrians have learned to avoid the intersection with State. Samarkand Drive is also overly wide, making crossings difficult, and entry speeds high.



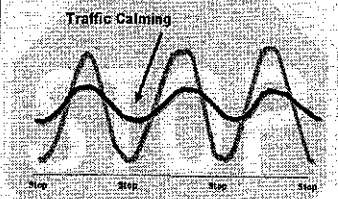
Speeds are high on the one-way couplet system of De La Vina and Chapala. Due to on-street parking, high speeds and other factors entering the street is challenging. Pedestrians find it difficult to cross this important street. There is a lack of safe opportunities to cross.



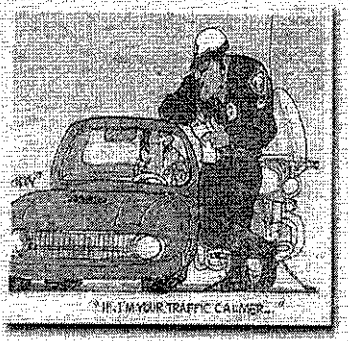
Junipero and Calle Real is overly wide. Fast turns onto Junipero create problems for the park, a nearby school and day care. Difficult conditions here reduce the desire to walk in this area. Alamar and Quinto Street is overly wide (129 feet).

Residents are concerned with cut-thru traffic on Tallant and Stanley. Both roadways are used by bicyclists, so designs must incorporate their needs. Las Positas Road is wide and challenging for pedestrians to cross safely.

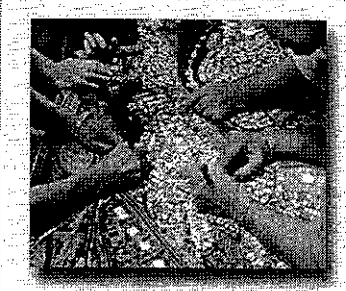
Why People Speed



People speed for many reasons. Often roads feel wide, long or stark. Motorists want to stay in motion, and feel punished when too many neighborhood stop controls are used. Many people spike their speed between these stops. Traffic calming changes motorists' behaviors by keeping them in motion, but at appropriate speeds.



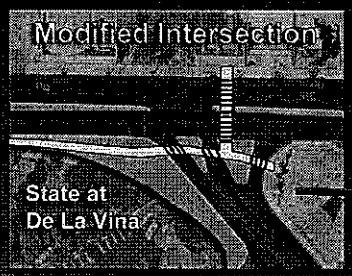
Police cannot solve all problems. Planning and engineering must control 85% of behavior. Police can be called in to ticket those few motorists that still do not get the message. Safe driving enforcement is a partnership with good engineering.

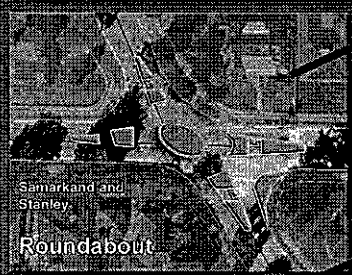


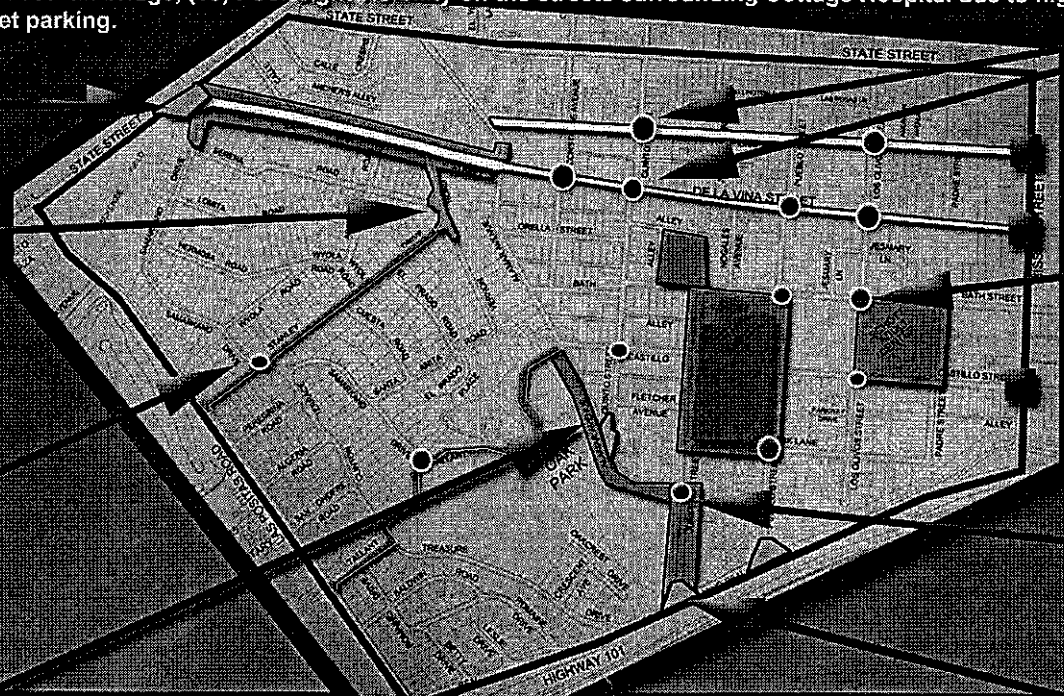
Oak Park Neighborhood Traffic Management

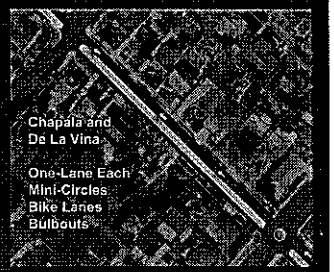
Concerns

Residents are concerned with (1) State and De La Vina intersection speeds, (2) De La Vina and Samarkand width, (3) Need for parking around hospital and medical clinics, upper De La Vina, and other constrained areas, (4) Poor yielding on all portions of De La Vina and Chapala, (5) Difficulty of crossing Mission, Las Positas, Calle Real and State for vehicles and pedestrians, (6) Cut -thru traffic on Stanley and Tallant, and other areas streets, (7) Speed on Junipero around park, day care and school, (8) lack of bicycling connections, (9) Security in Oak Park and Junipero Pedestrian bridge, (10) Poor sight visibility on the streets surrounding Cottage Hospital due to high number of on-street parking.









Recommendations

(1) Reduce size of State and De La Vina using tighter turns, fewer lanes, (2) Add curb extensions and diagonal back-in parking on Samarkand and main commercial areas of De La Vina, Oak Park, around new hospital grounds, Schott Adult Center, and new parking garages, (3) Use parking as a general tool in other areas near employment centers, (4) Reduce De La Vina and Chapala, to a single lane each and add bike lanes, below Constance Avenue

APPENDIX I

PARKING ACCUMULATION SURVEYS

04-1287-001
Wed 4/28/04

COTTAGE HOSPITAL PARKING STUDY

	De La Vina (btn Quinto & Los Olivos)	Bath st (btn Alamar & Padre St)	Castillo (btn Alamar & Padre)	Fletcher (btn Quinto & Junipero)	Oak Park (btn Junipero & Padre)	Quinto (btn De La Vina & alamar)	Junipero (btn Bath & Quinto)	Pueblo (btn De La Vina & Calle Real/US-101)	Los Olivos (btn De La Vina & end of Los Olivos	Nogales (btn De La Vina & Bath St)	TOTALS
7:00 AM	47	79	82	17	40	70	18	41	59	2	455
8:00 AM	63	98	92	22	53	78	24	53	77	6	566
9:00 AM	65	102	102	25	59	82	37	79	80	9	640
10:00 AM	67	107	113	26	66	80	45	93	86	11	694
11:00 AM	70	110	118	30	72	84	53	96	93	8	734
12:00 Noon	65	113	115	29	68	79	51	90	89	10	709
1:00 PM	55	106	106	30	61	66	47	93	91	9	664
2:00 PM	47	102	99	24	50	55	43	87	93	10	610
3:00 PM	50	95	94	26	52	47	40	90	89	10	593
4:00 PM	48	80	83	23	53	42	39	85	87	9	549
5:00 PM	41	63	80	19	40	45	32	63	70	16	469
6:00 PM	34	52	78	16	33	44	26	45	56	3	387
7:00 PM	30	45	69	12	30	40	23	40	50	3	342

	LOT 1	LOT 2	LOT 3	LOT 4	LOT 5	LOT 6	LOT 7	LOT 8	LOT 9	LOT 10	LOT 11	LOT 12	LOT 13	LOT 14	TOTALS
7:00 AM	45	36	30	54	3	10	2	7	8	6	1	2	388	2	594
8:00 AM	60	38	78	70	4	20	6	6	11	10	2	2	424	1	732
9:00 AM	66	39	81	89	5	25	20	8	20	8	3	2	414	2	782
10:00 AM	70	39	82	108	6	30	20	9	24	9	2	2	440	1	842
11:00 AM	71	39	80	112	6	28	21	9	22	10	0	3	425	2	828
12:00 Noon	71	39	81	108	5	28	20	11	25	10	3	3	420	2	826
1:00 PM	60	39	81	115	3	29	21	13	20	11	2	3	405	3	805
2:00 PM	66	35	78	120	2	30	21	12	18	10	2	3	400	6	803
3:00 PM	70	30	60	112	2	30	20	10	16	10	2	3	304	4	673
4:00 PM	65	26	50	105	4	24	17	11	15	8	1	3	205	2	536
5:00 PM	50	25	30	70	2	11	15	12	13	3	0	1	188	2	422
6:00 PM	54	25	11	50	2	10	6	11	12	2	2	0	125	1	311
7:00 PM	56	22	8	44	2	4	2	10	11	1	1	0	120	1	282

04-1287-001
Thursday 4/29/04

COTTAGE HOSPITAL PARKING STUDY

	De La Vina (btn Quinto & Los Olivos)	Bath st (btn Alamar & Padre St)	Castillo (btn Alamar & Padre)	Fletcher (btn Quinto & Junipero)	Oak Park (btn Junipero & Padre)	Quinto (btn De La Vina & alamar)	Junipero (btn Bath & Quinto)	Pueblo (btn De La Vina & Calle Real/US-101)	Los Olivos (btn De La Vina & end of Los Olivos	Nogales (btn De La Vina & Bath St)	TOTALS
7:00 AM	50	83	79	15	37	66	21	45	54	1	**451**
8:00 AM	58	94	97	24	49	72	25	52	70	5	**546**
9:00 AM	65	95	108	30	67	76	41	85	85	10	**662**
10:00 AM	71	94	114	29	70	81	41	81	90	9	**680**
11:00 AM	68	98	111	31	64	79	47	95	88	8	**689**
12:00 Noon	59	103	115	34	68	70	50	101	90	10	**700**
1:00 PM	50	110	109	28	54	62	47	94	84	9	**647**
2:00 PM	52	105	102	25	49	51	42	87	87	8	**608**
3:00 PM	46	97	98	22	44	41	36	81	84	10	**559**
4:00 PM	41	76	80	17	45	40	28	72	75	7	**481**
5:00 PM	39	69	71	13	47	43	22	67	72	6	**449**
6:00 PM	37	58	74	14	29	42	24	40	51	2	**371**
7:00 PM	33	51	70	15	31	38	22	35	44	2	**341**

	LOT 1	LOT 2	LOT 3	LOT 4	LOT 5	LOT 6	LOT 7	LOT 8	LOT 9	LOT 10	LOT 11	LOT 12	LOT 13	LOT 14	TOTALS
7:00 AM	43	37	29	50	4	9	1	6	6	5	1	2	351	1	**545**
8:00 AM	68	38	81	78	5	23	5	7	12	10	2	2	441	2	**774**
9:00 AM	69	39	83	99	7	29	20	8	18	9	3	2	447	2	**835**
10:00 AM	70	39	83	109	7	30	18	10	26	10	3	3	440	0	**848**
11:00 AM	72	39	81	115	6	29	21	9	28	9	3	3	440	3	**858**
12:00 Noon	72	39	82	102	4	29	21	12	25	11	2	3	441	3	**846**
1:00 PM	69	37	82	119	6	30	21	13	22	10	2	3	435	6	**855**
2:00 PM	69	39	77	120	4	30	21	11	18		3	3	405	4	**804**
3:00 PM	70	39	58	116	5	29	20	12	16	10	1	3	391	3	**773**
4:00 PM	61	28	55	107	4	23	15	12	13	8	2	2	281	1	**612**
5:00 PM	69	25	21	69	2	13	17	14	14	1	2	2	132	0	**381**
6:00 PM	69	22	17	47	2	7	4	10	12	1	1	0	128	1	**321**
7:00 PM	53	25	11	40	1	2	1	9	10	1	1	0	117	1	**272**

APPENDIX J

QUESTIONNAIRE AND SURVEY RESULTS

FIGURE 5
EMPLOYEE SURVEY QUESTIONNAIRE

ANONYMOUS AND CONFIDENTIAL PARKING SURVEY

SANTA BARBARA COTTAGE HOSPITAL
STAFF PARKING SURVEY

Date: _____
Time: _____

Hello! I am conducting a survey for the Santa Barbara Cottage Hospital to help improve parking conditions for the modernization plan. This survey is anonymous and confidential and is not being used for parking enforcement. Would you please be willing to answer a few brief parking-related questions?

1. What is your primary mode of transportation to work today?

a) Auto (parked) _____
b) Auto (dropped off) _____
c) Carpool _____
d) Vanpool _____
e) Bus _____
f) Bicycle _____
g) Walking _____
h) Other (please specify) _____

1a. If you drove, how many people were in your vehicle (including yourself)? _____

2. Where are you parked?

a) Lot #1 (Castillo/Junipero) _____
Lot #2 (Junipero/Fletcher) _____
Lot #3 (Castillo - Across from Sansum) _____
Lot #4 (Knapp) _____
Lot #5 (Eye Center) _____
Lot #6 (Pueblo - Across from Child Care) _____
Lot #7 (Castillo/Los Olivos) _____
Parking Structure _____
OPS _____
MRI _____
Infant Day Care _____
Child Care Center _____
Main Entry (Lobby) _____
b) On Street (please specify) _____
c) Other (please specify) _____

3. When did you arrive? _____AM _____PM

3a. When do you plan to leave? _____AM _____PM

4. How many days per week do you travel to work in this manner? _____

5. What is the zip code for your residence? _____

Thank you very much for your cooperation!

FIGURE 6
CUSTOMER SURVEY QUESTIONNAIRE

ANONYMOUS AND CONFIDENTIAL PARKING SURVEY

SANTA BARBARA COTTAGE HOSPITAL
CUSTOMER PARKING SURVEY

Date: _____
Time: _____

Hello! I am conducting a survey for the Santa Barbara Cottage Hospital to help improve parking conditions for the modernization plan. This survey is anonymous and confidential and is not being used for parking enforcement. Would you please be willing to answer a few brief parking-related questions?

1. What is the primary purpose of your trip to the hospital today?

a) Visitor _____ c) Outpatient _____
b) Inpatient _____ d) Other (please specify) _____

2. What is your primary mode of transportation to the hospital today?

a) Auto (parked) _____ d) Bicycle _____
b) Auto (dropped off) _____ e) Walking _____
c) Bus _____ f) Other (please specify) _____

2a. If you drove here, where are you parked?

a) Hospital: Lot #1 (Castillo/Junipero) _____ Emergency _____
Lot #2 (Junipero/Fletcher) _____ Main Entry (Bath) _____
Lot #3 (Castillo) _____ Reeves (Pueblo) _____
Lot #5 (Eye Center) OutPatient Surgery _____
MRI _____

b) On Street (please specify)_____

c) Other (please specify) _____

3. When did you arrive? _____AM/PM

3a. Approximately how long do you expect to stay? _____

Thank you very much for your cooperation!

Customer User Survey				
Mode Distribution By Users				
7/9/2003				
Mode	Visitor	Inpatient	Outpatient	Other
Auto (parked)	100%	83%	88%	70%
Auto (dropped off)	0%	17%	6%	4%
Bus	0%	0%	0%	0%
Bicycle	0%	0%	0%	0%
Walking	0%	0%	6%	17%
Other	0%	0%	0%	9%

Customer User Survey				
Mode Distribution By Users				
7/10/2003				
Mode	Visitor	Inpatient	Outpatient	Other
Auto (parked)	91%	90%	89%	83%
Auto (dropped off)	9%	10%	7%	8%
Bus	0%	0%	0%	8%
Bicycle	0%	0%	0%	0%
Walking	0%	0%	4%	0%
Other	0%	0%	0%	0%

Customer User Survey				
Time of Arrival By Users				
7/9/2003				
Time	**Visitor**	**Inpatient**	**Outpatient**	**Other**
6am-7am	0%	0%	9%	0%
7am-8am	8%	10%	13%	5%
8am-9am	15%	13%	22%	14%
9am-10am	4%	8%	16%	9%
10am-11am	12%	15%	16%	23%
11am-12pm	19%	8%	3%	18%
12pm-1pm	12%	8%	9%	5%
1pm-2pm	4%	0%	0%	9%
2pm-3pm	12%	10%	3%	9%
3pm-4pm	4%	8%	0%	5%
4pm-5pm	0%	0%	6%	0%
5pm-6pm	0%	0%	0%	0%
6pm-7pm	0%	0%	0%	0%
7pm-8pm	0%	0%	0%	0%
Did not answer	12%	19%	3%	5%
Average Duration (Hours)				
Date	**Visitor**	**Inpatient**	**Outpatient**	**Other**
7/9/2003	3.8	24.2	1.2	8.2

Customer User Survey				
Time of Arrival By Users				
7/10/2003				
Time	**Visitor**	**Inpatient**	**Outpatient**	**Other**
6am-7am	27%	30%	22%	8%
7am-8am	18%	0%	11%	0%
8am-9am	0%	10%	19%	8%
9am-10am	18%	0%	19%	17%
10am-11am	9%	10%	4%	8%
11am-12pm	0%	0%	4%	8%
12pm-1pm	18%	30%	7%	25%
1pm-2pm	0%	10%	15%	17%
2pm-3pm	0%	0%	0%	0%
3pm-4pm	0%	0%	0%	0%
4pm-5pm	0%	0%	0%	0%
5pm-6pm	0%	0%	0%	0%
6pm-7pm	0%	0%	0%	0%
7pm-8pm	0%	0%	0%	0%
Did not answer	9%	10%	0%	8%
Average Duration (Hours)				
Date	**Visitor**	**Inpatient**	**Outpatient**	**Other**
7/10/2003	3.1	15.4	1.4	1.0

Customer User Survey				
Parking Location By Users				
7/9/2003				
Parking Location	**Visitor**	**Inpatients**	**Outpatients**	**Other**
Lot #1	12%	33%	13%	9%
Lot #2	0%	0%	9%	0%
Lot #3	8%	0%	0%	5%
Lot #5	0%	0%	0%	0%
Emergency	19%	25%	3%	0%
Main Entry	0%	0%	0%	18%
Reeves	0%	8%	0%	0%
Outpatient Surgery	0%	0%	0%	0%
MRI	0%	0%	0%	9%
Street	46%	17%	53%	32%
Other	12%	0%	16%	5%
Did not answer	4%	17%	6%	23%

Customer User Survey				
Parking Location By Users				
7/10/2003				
Parking Location	**Visitor**	**Inpatients**	**Outpatients**	**Other**
Lot #1	0%	20%	7%	0%
Lot #2	9%	10%	0%	8%
Lot #3	0%	0%	4%	0%
Lot #5	0%	0%	0%	0%
Emergency	0%	10%	0%	0%
Main Entry	9%	20%	11%	17%
Reeves	0%	10%	7%	0%
Outpatient Surgery	0%	0%	0%	0%
MRI	0%	0%	26%	17%
Street	55%	0%	33%	33%
Other	18%	10%	4%	0%
Did not answer	9%	20%	7%	25%

Staff User Survey				
Mode Distribution				
	7/2/2003		7/8/2003	
Method	**Total**	**% Daily Total**	**Total**	**% Daily Total**
Drive and park	161	89%	103	92%
Ride and Drop off	2	1%	1	1%
Carpool	5	3%	1	1%
Vanpool	0	0%	0	0%
Bus	1	1%	1	1%
Bicycle	1	1%	2	2%
Walking	11	6%	2	2%
Other	0	0%	2	2%

Staff User Survey				
Parking Locations				
	7/2/2003		7/8/2003	
Lot #1	8	4%	2	2%
Lot #2	9	5%	4	4%
Lot #3	12	7%	4	4%
Lot #4	20	11%	21	19%
Lot #5	0	0%	1	1%
Lot #6	3	2%	3	3%
Lot #7	4	2%	2	2%
Parking Structure	90	50%	55	49%
OPS	1	1%	1	1%
MRI	0	0%	2	2%
Infant Day Care	2	1%	1	1%
Child Care Center	1	1%	1	1%
Main Entry	0	0%	0	0%
Street	15	8%	10	9%
Other	16	9%	5	4%

Staff User Survey
Mode vs Arrival Time
7/2/2003

Time	Drive and Park	Ride and drop off	carpool	vanpool	bus	bicycle	walking	other
3am-4am	0%	0%	0%	0%	0%	0%	20%	0%
4am-5am	0%	0%	0%	0%	0%	0%	0%	0%
5am-6am	1%	0%	0%	0%	0%	0%	0%	0%
6am-7am	26%	0%	0%	0%	0%	100%	20%	0%
7am-8am	28%	33%	100%	0%	100%	0%	20%	0%
8am-9am	16%	0%	0%	0%	0%	0%	40%	0%
9am-10am	3%	0%	0%	0%	0%	0%	0%	0%
10am-11am	2%	0%	0%	0%	0%	0%	0%	0%
11am-12pm	5%	33%	0%	0%	0%	0%	0%	0%
12pm-1pm	2%	0%	0%	0%	0%	0%	0%	0%
1pm-2pm	1%	0%	0%	0%	0%	0%	0%	0%
2pm-3pm	1%	0%	0%	0%	0%	0%	0%	0%
3pm-4pm	1%	0%	0%	0%	0%	0%	0%	0%
4pm-5pm	1%	0%	0%	0%	0%	0%	0%	0%
5pm-6pm	0%	0%	0%	0%	0%	0%	0%	0%
6pm-7pm	1%	0%	0%	0%	0%	0%	0%	0%
7pm-8pm	0%	0%	0%	0%	0%	0%	0%	0%
8pm-9pm	0%	0%	0%	0%	0%	0%	0%	0%
9pm-10pm	0%	0%	0%	0%	0%	0%	0%	0%
10pm-11pm	1%	0%	0%	0%	0%	0%	0%	0%
11pm-12am	1%	0%	0%	0%	0%	0%	0%	0%
Did not answer	11%	33%	0%	0%	0%	0%	0%	100%

Average Duration: 9.1 Hours

Staff User Survey
Mode vs Arrival Time
7/8/2003

Time	Drive and Park	Ride and drop off	carpool	vanpool	bus	bicycle	walking	other
3am-4am	0%	0%	0%	0%	0%	0%	0%	0%
4am-5am	1%	0%	0%	0%	0%	0%	0%	0%
5am-6am	1%	0%	0%	0%	0%	0%	0%	0%
6am-7am	19%	100%	100%	100%	0%	0%	0%	0%
7am-8am	27%	0%	0%	0%	0%	50%	0%	0%
8am-9am	26%	0%	0%	0%	0%	0%	0%	0%
9am-10am	2%	0%	0%	0%	0%	0%	0%	0%
10am-11am	0%	0%	0%	0%	0%	0%	0%	0%
11am-12pm	2%	0%	0%	0%	0%	0%	0%	0%
12pm-1pm	3%	0%	0%	0%	0%	0%	0%	0%
1pm-2pm	1%	0%	0%	0%	0%	0%	0%	0%
2pm-3pm	3%	0%	0%	0%	0%	0%	0%	0%
3pm-4pm	2%	0%	0%	0%	0%	0%	0%	0%
4pm-5pm	0%	0%	0%	0%	0%	0%	0%	0%
5pm-6pm	0%	0%	0%	0%	0%	0%	0%	0%
6pm-7pm	3%	0%	0%	0%	0%	0%	0%	0%
7pm-8pm	0%	0%	0%	0%	0%	0%	0%	0%
8pm-9pm	0%	0%	0%	0%	0%	0%	0%	0%
9pm-10pm	0%	0%	0%	0%	0%	0%	0%	0%
10pm-11pm	0%	0%	0%	0%	0%	0%	0%	0%
11pm-12am	2%	0%	0%	0%	0%	0%	0%	0%
Did not answer	8%	0%	0%	0%	0%	50%	100%	0%

Average Duration: 9.2 Hours

Staff User Survey
Mode vs Departure Time
7/2/2003

Time	Drive and Park	Ride and drop off	carpool	vanpool	bus	bicycle	walking	other
3am-4am	0%	0%	0%	0%	0%	0%	0%	0%
4am-5am	0%	0%	0%	0%	0%	0%	0%	0%
5am-6am	0%	0%	0%	0%	0%	0%	0%	0%
6am-7am	0%	0%	0%	0%	0%	0%	0%	0%
7am-8am	2%	0%	0%	0%	0%	0%	0%	0%
8am-9am	0%	0%	0%	0%	0%	0%	0%	0%
9am-10am	0%	0%	0%	0%	0%	0%	0%	0%
10am-11am	1%	0%	0%	0%	0%	0%	0%	0%
11am-12pm	1%	0%	0%	0%	0%	0%	0%	0%
12pm-1pm	2%	0%	0%	0%	0%	0%	6%	0%
1pm-2pm	1%	0%	0%	0%	0%	0%	13%	0%
2pm-3pm	1%	0%	0%	0%	0%	0%	0%	0%
3pm-4pm	23%	50%	60%	0%	0%	100%	19%	0%
4pm-5pm	13%	0%	40%	0%	0%	0%	0%	0%
5pm-6pm	23%	0%	0%	0%	100%	0%	31%	0%
6pm-7pm	8%	0%	0%	0%	0%	0%	0%	0%
7pm-8pm	6%	0%	0%	0%	0%	0%	6%	0%
8pm-9pm	4%	0%	0%	0%	0%	0%	0%	0%
9pm-10pm	2%	0%	0%	0%	0%	0%	0%	0%
10pm-11pm	1%	0%	0%	0%	0%	0%	0%	0%
11pm-12am	2%	0%	0%	0%	0%	0%	0%	0%
Did not answer	11%	50%	0%	0%	0%	0%	25%	0%

Staff User Survey
Mode vs Departure Time
7/8/2003

Time	Drive and Park	Ride and drop off	carpool	vanpool	bus	bicycle	walking	other
12am-1am	2%	0%	0%	0%	0%	0%	0%	0%
1am-2am	0%	0%	0%	0%	0%	0%	0%	0%
2am-3am	0%	0%	0%	0%	0%	0%	0%	0%
3am-4am	0%	0%	0%	0%	0%	0%	0%	0%
4am-5am	0%	0%	0%	0%	0%	0%	0%	0%
5am-6am	0%	0%	0%	0%	0%	0%	0%	0%
6am-7am	0%	0%	0%	0%	0%	0%	0%	0%
7am-8am	4%	0%	0%	0%	0%	0%	0%	0%
8am-9am	1%	0%	0%	0%	0%	0%	0%	0%
9am-10am	0%	0%	0%	0%	0%	0%	0%	0%
10am-11am	0%	0%	0%	0%	0%	0%	0%	0%
11am-12pm	0%	0%	0%	0%	0%	0%	0%	0%
12pm-1pm	2%	0%	0%	0%	0%	0%	0%	0%
1pm-2pm	2%	0%	0%	0%	0%	0%	0%	0%
2pm-3pm	1%	0%	0%	0%	0%	0%	0%	0%
3pm-4pm	14%	100%	100%	0%	0%	0%	0%	0%
4pm-5pm	22%	0%	0%	0%	0%	50%	0%	0%
5pm-6pm	23%	0%	0%	0%	100%	0%	0%	0%
6pm-7pm	7%	0%	0%	0%	0%	0%	0%	0%
7pm-8pm	7%	0%	0%	0%	0%	0%	0%	0%
8pm-9pm	0%	0%	0%	0%	0%	0%	0%	0%
9pm-10pm	3%	0%	0%	0%	0%	0%	0%	0%
10pm-11pm	0%	0%	0%	0%	0%	0%	0%	0%
11pm-12am	5%	0%	0%	0%	0%	0%	0%	0%
Did not answer	8%	0%	0%	0%	0%	50%	100%	0%

Staff User Survey
Distribution of Zip Codes of Residence
Santa Barbara Cottage Hospital Staff

	July 2, 2003		July 8, 2003	
ZIP CODE	STAFF	PERCENTAGE	STAFF	PERCENTAGE
92109	0	0%	0	0%
93001	3	2%	4	4%
93003	1	1%	1	1%
93004	3	2%	3	3%
93010	1	1%	0	0%
93013	16	9%	8	7%
93022	1	1%	0	0%
93023	0	0%	1	1%
93030	2	1%	1	1%
93033	1	1%	0	0%
93035	1	1%	0	0%
93036	0	0%	0	0%
93041	1	1%	0	0%
93045	0	0%	1	1%
93060	0	0%	0	0%
93067	0	0%	1	1%
93101	20	11%	7	6%
93103	15	8%	5	4%
93105	27	15%	19	17%
93108	2	1%	3	3%
93109	7	4%	10	9%
93110	16	9%	10	9%
93111	15	8%	7	6%
93116	0	0%	0	0%
93117	29	16%	12	11%
93118	0	0%	0	0%
93120	1	1%	0	0%
93427	1	1%	3	3%
93436	7	4%	10	9%
93437	1	1%	0	0%
93444	0	0%	1	1%
93454	2	1%	0	0%
93455	2	1%	2	2%
93458	1	1%	0	0%
93460	1	1%	1	1%
93463	2	1%	2	2%
93630	0	0%	0	0%
94346	1	1%	0	0%
				100%

Source: Kaku Associates Staff User Survey Data.