APPENDIX A

EXISTING TRAFFIC COUNTS

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: US-101 NB on ramp DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: WEDNESDAY PROJECT# 04-1172-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0.5	1	0.5	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				0	0	0	0	23	0	96	28	0	147
7:15 AM				0	0	0	0	20	0	159	26	0	205
7:30 AM				0	0	0	0	50	1	235	46	0	332
7:45 AM				0	0	1	1	55	0	247	57	1	362
8:00 AM				0	0	1	0	47	0	230	67	0	345
8:15 AM				0	0	0	2	63	1	225	59	1	351
8:30 AM				2	0	0	1	57	0	238	57	2	357
8:45 AM				1	3	3	1	47	1	229	55	5	345
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 3	ST 3	SR 5	EL 5	ET 362	ER 3	WL 1659	WT 395	WR 9	TOTAL 2444

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	2	0	2	4	222	1	940	240	4	1415
PEAK HR. FACTOR:		0.000			0.500			0.860			0.970		0.977

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: US-101 NB on ramp DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: WEDNESDAY PROJECT# 04-1172-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0.5	1	0.5	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				1	0	0	3	89	0	162	77	0	332
4:15 PM				0	1	0	5	101	1	156	83	1	348
4:30 PM				2	0	1	7	115	2	170	86	0	383
4:45 PM				1	1	0	1	121	1	179	77	0	381
5:00 PM				2	2	1	0	131	3	210	70	1	420
5:15 PM				0	1	0	0	112	1	198	67	0	379
5:30 PM				1	0	0	1	98	0	165	65	0	330
5:45 PM				1	1	0	1	84	1	144	54	0	286
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 8	ST 6	SR 2	EL 18	ET 851	ER 9	WL 1384	WT 579	WR 2	TOTAL 2859

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	5	4	2	8	479	7	757	300	1	1563
PEAK HR. FACTOR:		0.000			0.550			0.922			0.941		0.930

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Las Positas Rd. DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Tallant Rd DAY: WEDNESDAY PROJECT# 04-1172-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	2	0.5	0.5	2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	82	29	1	131	0	0		3			0	249
7:15 AM	0	71	19	3	88	1	0		4			0	186
7:30 AM	0	161	22	4	140	0	0		1			0	328
7:45 AM	2	224	28	5	221	1	1		0			1	483
8:00 AM	5	258	36	8	262	0	3		2			0	574
8:15 AM	4	254	41	22	274	2	0		2			0	599
8:30 AM	0	230	31	16	265	0	0		1			0	543
8:45 AM	2	216	20	8	249	2	0		2			0	499
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 16	NT 1496	NR 226	SL 67	ST 1630	SR 6	EL 4	ET 0	ER 15	WL 0	WT 0	WR 1	TOTAL 3461

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	11	958	128	54	1050	4	3	0	7	0	0	0	2215
PEAK HR. FACTOR:		0.917			0.930			0.500			0.000		0.924

CONTROL: 2-way stop eb/wb

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Las Positas Rd. DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Tallant Rd DAY: WEDNESDAY PROJECT# 04-1172-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	2	0.5	0.5	2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	195	21	3	224	0	0		0	2		1	446
4:15 PM	1	207	25	5	239	1	0		0	4		2	484
4:30 PM	3	208	28	6	307	2	1		2	1		0	558
4:45 PM	3	198	31	5	349	1	0		1	0		1	589
5:00 PM	4	187	38	4	408	4	2		4	0		2	653
5:15 PM	4	182	32	4	364	3	0		3	1		2	595
5:30 PM	7	152	30	4	292	1	1		0	3		1	491
5:45 PM	3	134	24	2	275	0	0		0	2		0	440
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 25	NT 1463	NR 229	SL 33	ST 2458	SR 12	EL 4	ET 0	ER 10	WL 13	WT 0	WR 9	TOTAL 4256

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	14	775	129	19	1428	10	3	0	10	2	0	5	2395
PEAK HR. FACTOR:		0.960			0.876			0.542			0.583		0.917

CONTROL: 2-way stop eb/wb

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Las Positas Rd. DATE: 3/23/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: TUESDAY PROJECT# 04-1172-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			1.5	0.5	1		1	1.5	0.5	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	156	84			53	52	16		9	38	23	8	439
7:15 AM	176	82			75	81	26		10	52	27	12	541
7:30 AM	139	146			107	109	30		14	70	29	18	662
7:45 AM	142	201			122	114	37		18	74	49	19	776
8:00 AM	128	234			152	88	46		16	77	33	14	788
8:15 AM	132	236			133	73	41		12	74	30	15	746
8:30 AM	134	208			161	57	34		12	68	26	12	712
8:45 AM	121	188			163	47	25		10	56	19	8	637
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 1128	NT 1379	NR 0	SL 0	ST 966	SR 621	EL 255	ET 0	ER 101	WL 509	WT 236	WR 106	TOTAL 5301

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	536	879	0	0	568	332	158	0	58	293	138	60	3022
PEAK HR. FACTOR:		0.961			0.938			0.871			0.864		0.959

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Las Positas Rd. DATE: 3/23/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: TUESDAY PROJECT# 04-1172-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			1.5	0.5	1		1	1.5	0.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	105	210			185	70	12		11	92	26	9	720
4:15 PM	112	226			216	76	20		22	96	39	12	819
4:30 PM	118	179			243	81	26		29	106	44	16	842
4:45 PM	140	221			242	100	25		38	103	46	14	929
5:00 PM	145	211			239	94	24		41	105	34	12	905
5:15 PM	150	205			260	76	31		32	99	25	14	892
5:30 PM	128	175			264	76	28		27	89	19	10	816
5:45 PM	110	154			265	59	20		34	80	15	10	747
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1008	NT 1581	NR 0	SL 0	ST 1914	SR 632	EL 186	ET 0	ER 234	WL 770	WT 248	WR 97	TOTAL 6670

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	553	816	0	0	984	351	106	0	140	413	149	56	3568
PEAK HR. FACTOR:		0.948			0.976			0.946			0.931		0.960

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Las Positas Rd. DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: US-101 SB Ramps DAY: WEDNESDAY PROJECT# 04-1172-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	1	2	0.5		1.5		0.5				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		163	17	46	61		47		86				420
7:15 AM		189	26	33	68		53		47				416
7:30 AM		206	34	64	65		62		48				479
7:45 AM		273	50	120	99		86		81				709
8:00 AM		339	66	136	116		112		73				842
8:15 AM		317	51	129	131		109		66				803
8:30 AM		277	47	117	142		79		61				723
8:45 AM		255	35	106	126		91		57				670
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	2019	326	751	808	0	639	0	519	0	0	0	5062

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	1206	214	502	488	0	386	0	281	0	0	0	3077
PEAK HR. FACTOR:		0.877			0.952			0.901			0.000		0.914

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Las Positas Rd. DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: US-101 SB Ramps DAY: WEDNESDAY PROJECT# 04-1172-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	1	2	0.5		1.5		0.5				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		178	30	116	171		124		62				681
4:15 PM		184	37	129	193		140		61				744
4:30 PM		186	45	135	213		151		75				805
4:45 PM		164	34	165	247		120		74				804
5:00 PM		226	43	130	208		126		68				801
5:15 PM		223	25	113	313		116		64				854
5:30 PM		186	26	123	240		85		82				742
5:45 PM		177	22	116	235		79		70				699
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1524	NR 262	SL 1027	ST 1820	SR 0	EL 941	ET 0	ER 556	WL 0	WT 0	WR 0	TOTAL 6130

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	799	147	543	981	0	513	0	281	0	0	0	3264
PEAK HR. FACTOR:		0.879			0.894			0.878			0.000		0.956

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Las Positas Rd. DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: Modoc Rd. DAY: WEDNESDAY PROJECT# 04-1172-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	79	2	23	63	20	34	11	13	2	20	31	303
7:15 AM	12	118	5	17	56	12	42	9	12	3	12	38	336
7:30 AM	23	229	4	22	118	36	59	20	28	4	35	79	657
7:45 AM	35	193	4	26	143	38	63	28	29	9	34	88	690
8:00 AM	41	236	8	20	169	36	59	31	23	4	41	121	789
8:15 AM	23	153	5	10	119	29	60	24	12	1	25	73	534
8:30 AM	42	169	6	14	129	46	53	26	24	1	28	75	613
8:45 AM	40	128	3	17	119	43	61	16	26	4	30	48	535
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 221	NT 1305	NR 37	SL 149	ST 916	SR 260	EL 431	ET 165	ER 167	WL 28	WT 225	WR 553	TOTAL 4457

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	122	811	21	78	549	139	241	103	92	18	135	361	2670
PEAK HR. FACTOR:		0.837			0.851			0.908			0.774		0.846

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Las Positas Rd. DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: Modoc Rd. DAY: WEDNESDAY PROJECT# 04-1172-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	27	110	4	61	140	53	41	29	31	5	29	34	564
4:15 PM	31	121	5	71	151	48	49	38	40	8	31	43	636
4:30 PM	42	97	7	84	163	59	53	40	37	10	34	51	677
4:45 PM	37	115	2	79	170	95	60	47	31	7	40	44	727
5:00 PM	41	127	5	97	159	52	51	56	42	9	37	47	723
5:15 PM	35	132	8	110	168	41	47	47	37	8	31	39	703
5:30 PM	41	117	6	97	161	53	51	41	31	6	28	41	673
5:45 PM	29	110	4	84	148	47	40	34	25	7	36	35	599
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 283	NT 929	NR 41	SL 683	ST 1260	SR 448	EL 392	ET 332	ER 274	WL 60	WT 266	WR 334	TOTAL 5302

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	155	471	22	370	660	247	211	190	147	34	142	181	2830
PEAK HR. FACTOR:		0.926			0.928			0.919			0.939		0.973

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: US-101 NB off ramp DATE: 3/23/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: TUESDAY PROJECT# 04-1172-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:			1								1		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	80										2		82
7:15 AM	120										5		125
7:30 AM	110										22		132
7:45 AM	151										10		161
8:00 AM	143										12		155
8:15 AM	106										6		112
8:30 AM	98										12		110
8:45 AM	96										3		99
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	904	0	0	0	0	0	0	0	0	0	72	0	976

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	524	0	0	0	0	0	0	0	0	0	49	0	573
PEAK HR. FACTOR:		0.868			0.000			0.000			0.557		0.890

CONTROL: no signal

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: US-101 NB off ramp DATE: 3/23/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: TUESDAY PROJECT# 04-1172-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:			1								1		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	109										9		118
4:15 PM	138										15		153
4:30 PM	146										24		170
4:45 PM	138										20		158
5:00 PM	111										18		129
5:15 PM	135										11		146
5:30 PM	107										12		119
5:45 PM	110										9		119
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	994	0	0	0	0	0	0	0	0	0	118	0	1112

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	533	0	0	0	0	0	0	0	0	0	77	0	610
PEAK HR. FACTOR:		0.913			0.000			0.000			0.802		0.897

CONTROL: no signal

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Junipero St DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: Bath St DAY: WEDNESDAY PROJECT# 04-1172-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0					1	0	0	1		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8		11					22	1	10	7		59
7:15 AM	17		10					31	5	12	15		90
7:30 AM	16		11					27	2	12	16		84
7:45 AM	5		13					22	6	5	10		61
8:00 AM	7		16					34	8	9	8		82
8:15 AM	8		17					23	4	8	8		68
8:30 AM	7		12					19	3	21	5		67
8:45 AM	8		15					24	4	28	6		85
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 76	NT 0	NR 105	SL 0	ST 0	SR 0	EL 0	ET 202	ER 33	WL 105	WT 75	WR 0	TOTAL 596

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	45	0	50	0	0	0	0	114	21	38	49	0	317
PEAK HR. FACTOR:		0.880			0.000			0.804			0.777		0.881

CONTROL: 1-Way Stop NB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Junipero St DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: Bath St DAY: WEDNESDAY PROJECT# 04-1172-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0					1	0	0	1		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5		29					13	6	20	38		111
4:15 PM	6		26					15	7	16	37		107
4:30 PM	11		23					18	11	20	41		124
4:45 PM	10		28					14	8	22	35		117
5:00 PM	8		17					12	12	32	38		119
5:15 PM	10		14					11	11	34	40		120
5:30 PM	12		10					7	8	28	34		99
5:45 PM	8		4					9	7	20	31		79
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 70	NT 0	NR 151	SL 0	ST 0	SR 0	EL 0	ET 99	ER 70	WL 192	WT 294	WR 0	TOTAL 876

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	39	0	82	0	0	0	0	55	42	108	154	0	480
PEAK HR. FACTOR:		0.796			0.000			0.836			0.885		0.968

CONTROL: 1-Way Stop NB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Junipero St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Castillo St DAY: WEDNESDAY PROJECT# 04-1172-022

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	21	4	1	5	0	3	8	3	3	7	7	67
7:15 AM	5	12	7	4	9	2	1	7	2	6	4	2	61
7:30 AM	3	18	8	7	13	2	3	9	3	7	7	6	86
7:45 AM	13	26	4	5	14	3	1	18	2	11	6	3	106
8:00 AM	8	23	8	5	21	2	5	20	3	5	6	5	111
8:15 AM	2	25	9	2	17	3	6	11	8	7	6	10	106
8:30 AM	7	24	6	6	26	1	5	15	9	12	7	4	122
8:45 AM	5	16	12	12	12	6	7	12	7	16	10	4	119
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 48	NT 165	NR 58	SL 42	ST 117	SR 19	EL 31	ET 100	ER 37	WL 67	WT 53	WR 41	TOTAL 778

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	22	88	35	25	76	12	23	58	27	40	29	23	458
PEAK HR. FACTOR:		0.929			0.856			0.931			0.767		0.939

CONTROL: 2-Way Stop E & WB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Junipero St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Castillo St DAY: WEDNESDAY PROJECT# 04-1172-022

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	26	11	7	15	2	2	19	7	8	15	8	126
4:15 PM	7	28	11	5	29	3	7	16	4	8	5	3	126
4:30 PM	1	18	13	11	26	2	2	19	12	9	7	6	126
4:45 PM	6	24	17	7	24	1	3	16	6	12	8	7	131
5:00 PM	5	26	6	5	42	4	6	25	6	17	5	7	154
5:15 PM	7	20	11	6	37	3	5	12	7	4	8	7	127
5:30 PM	4	22	10	3	34	1	1	18	3	7	7	4	114
5:45 PM	4	7	10	6	29	3	3	14	5	8	8	2	99
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 40	NT 171	NR 89	SL 50	ST 236	SR 19	EL 29	ET 139	ER 50	WL 73	WT 63	WR 44	TOTAL 1003

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	19	88	47	29	129	10	16	72	31	42	28	27	538
PEAK HR. FACTOR:		0.819			0.824			0.804			0.836		0.873

CONTROL: 2-Way Stop E & WB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Junipero St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Oak Park Ln DAY: WEDNESDAY PROJECT# 04-1172-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	0	0	1						1		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		35	1	0	12					3		4	55
7:15 AM		26	3	0	20					3		1	53
7:30 AM		30	3	3	22					6		2	66
7:45 AM		43	1	2	23					9		5	83
8:00 AM		45	2	3	25					0		3	78
8:15 AM		32	3	3	25					1		6	70
8:30 AM		35	2	5	40					2		7	91
8:45 AM		38	1	8	29					4		1	81
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 284	NR 16	SL 24	ST 196	SR 0	EL 0	ET 0	ER 0	WL 28	WT 0	WR 29	TOTAL 577

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	155	8	13	113	0	0	0	0	12	0	21	322
PEAK HR. FACTOR:		0.867			0.700			0.000			0.589		0.885

CONTROL: 1-way stop wb

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Junipero St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Oak Park Ln DAY: WEDNESDAY PROJECT# 04-1172-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	0	0	1						1		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		38	4	2	30					6		4	84
4:15 PM		32	4	0	43					6		3	88
4:30 PM		36	5	2	45					5		2	95
4:45 PM		35	5	3	65					6		4	118
5:00 PM		38	6	2	57					8		5	116
5:15 PM		32	5	2	45					7		3	94
5:30 PM		31	3	2	47					4		2	89
5:45 PM		21	2	0	33					2		2	60
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 263	NR 34	SL 13	ST 365	SR 0	EL 0	ET 0	ER 0	WL 44	WT 0	WR 25	TOTAL 744

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	141	21	9	212	0	0	0	0	26	0	14	423
PEAK HR. FACTOR:		0.920			0.813			0.000			0.769		0.896

CONTROL: 1-way stop wb

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Junipero St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: WEDNESDAY PROJECT# 04-1172-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0.5		0.5	0.5	0.5			0.5	0.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				1		14	3	1			14	48	81
7:15 AM				0		22	3	2			16	55	98
7:30 AM				2		35	4	2			21	62	126
7:45 AM				0		36	6	3			26	60	131
8:00 AM				2		38	7	2			33	61	143
8:15 AM				0		44	7	3			42	59	155
8:30 AM				1		42	7	2			46	58	156
8:45 AM				1		34	6	2			37	80	160
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 7	ST 0	SR 265	EL 43	ET 17	ER 0	WL 0	WT 235	WR 483	TOTAL 1050

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	4	0	158	27	9	0	0	158	258	614
PEAK HR. FACTOR:		0.000			0.920			0.900			0.889		0.959

CONTROL: 3-Way Stop S, E & WB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Junipero St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: WEDNESDAY PROJECT# 04-1172-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0.5		0.5	0.5	0.5			0.5	0.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				1		36	3	3			42	54	139
4:15 PM				1		48	4	4			54	63	174
4:30 PM				3		79	5	6			58	61	212
4:45 PM				3		75	5	6			60	56	205
5:00 PM				0		72	3	5			63	51	194
5:15 PM				1		71	4	6			62	48	192
5:30 PM				4		41	6	4			52	52	159
5:45 PM				3		40	5	4			48	40	140
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 16	ST 0	SR 462	EL 35	ET 38	ER 0	WL 0	WT 439	WR 425	TOTAL 1415

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	7	0	297	17	23	0	0	243	216	803
PEAK HR. FACTOR:		0.000			0.927			0.909			0.964		0.947

CONTROL: 3-Way Stop S, E & WB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Nogales Ave DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: De la Vina St DAY: WEDNESDAY PROJECT# 04-1172-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:			1					2	0				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM			3					71	4				78
7:15 AM			6					86	5				97
7:30 AM			3					119	10				132
7:45 AM			4					150	6				160
8:00 AM			7					178	8				193
8:15 AM			10					181	6				197
8:30 AM			8					167	9				184
8:45 AM			9					155	8				172
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 50	SL 0	ST 0	SR 0	EL 0	ET 1107	ER 56	WL 0	WT 0	WR 0	TOTAL 1213

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	34	0	0	0	0	681	31	0	0	0	746
PEAK HR. FACTOR:		0.850			0.000			0.952			0.000		0.947

CONTROL: 1-way stop nb

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Nogales Ave DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: De la Vina St DAY: WEDNESDAY PROJECT# 04-1172-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:			1					2	0				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM			10					180	11				201
4:15 PM			13					161	5				179
4:30 PM			20					188	6				214
4:45 PM			15					185	8				208
5:00 PM			24					230	7				261
5:15 PM			8					181	8				197
5:30 PM			5					195	2				202
5:45 PM			4					167	3				174
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	0	99	0	0	0	0	1487	50	0	0	0	1636

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	67	0	0	0	0	784	29	0	0	0	880
PEAK HR. FACTOR:		0.698			0.000			0.858			0.000		0.843

CONTROL: 1-way stop nb

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: De la Vina St DAY: WEDNESDAY PROJECT# 04-1172-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	0	0	1		0	2	0				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		3	7	2	8		5	58	12				95
7:15 AM		8	10	2	8		4	80	9				121
7:30 AM		16	13	2	17		4	99	19				170
7:45 AM		18	8	6	15		7	120	28				202
8:00 AM		15	16	1	18		6	153	25				234
8:15 AM		13	14	7	16		7	157	29				243
8:30 AM		10	1	4	15		7	142	28				207
8:45 AM		11	9	2	19		9	132	26				208
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 94	NR 78	SL 26	ST 116	SR 0	EL 49	ET 941	ER 176	WL 0	WT 0	WR 0	TOTAL 1480

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	49	40	14	68	0	29	584	108	0	0	0	892
PEAK HR. FACTOR:		0.718			0.891			0.934			0.000		0.918

CONTROL: 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: De la Vina St DAY: WEDNESDAY PROJECT# 04-1172-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	0	0	1		0	2	0				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		25	17	2	20		13	163	15				255
4:15 PM		28	16	1	10		6	150	19				230
4:30 PM		26	13	0	16		8	186	15				264
4:45 PM		15	24	5	14		21	166	17				262
5:00 PM		31	26	5	14		11	228	16				331
5:15 PM		22	14	6	14		12	164	14				246
5:30 PM		19	15	6	10		3	188	10				251
5:45 PM		11	14	4	9		4	157	8				207
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	177	139	29	107	0	78	1402	114	0	0	0	2046

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	94	77	16	58	0	52	744	62	0	0	0	1103
PEAK HR. FACTOR:		0.750			0.925			0.841			0.000		0.833

CONTROL: 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: Bath St DAY: WEDNESDAY PROJECT# 04-1172-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	14	5	3	20	7	2	9	3	6	19	2	99
7:15 AM	15	17	4	1	13	6	4	7	1	6	21	3	98
7:30 AM	28	19	7	6	27	8	5	9	7	11	27	5	159
7:45 AM	16	6	4	5	19	2	6	8	4	14	34	3	121
8:00 AM	21	21	5	8	29	11	8	10	7	8	44	9	181
8:15 AM	12	17	9	3	24	11	3	10	3	14	25	7	138
8:30 AM	23	24	9	9	20	17	2	18	3	11	42	7	185
8:45 AM	30	16	14	5	22	17	2	11	6	15	37	6	181
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 154	NT 134	NR 57	SL 40	ST 174	SR 79	EL 32	ET 82	ER 34	WL 85	WT 249	WR 42	TOTAL 1162

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	86	78	37	25	95	56	15	49	19	48	148	29	685
PEAK HR. FACTOR:		0.838			0.917			0.830			0.922		0.926

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/10/2004 LOCATION: City of Santa Barbara

E-W STREET: Bath St DAY: WEDNESDAY PROJECT# 04-1172-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	27	18	7	19	6	7	18	7	12	60	7	195
4:15 PM	10	32	22	10	22	4	8	21	8	15	52	10	214
4:30 PM	8	31	17	12	16	2	10	26	10	17	49	14	212
4:45 PM	9	35	15	10	19	7	9	32	7	14	53	9	219
5:00 PM	7	28	17	9	24	10	5	32	5	11	50	3	201
5:15 PM	8	22	12	7	10	8	7	23	8	13	59	7	184
5:30 PM	11	20	5	4	10	7	6	27	6	9	55	8	168
5:45 PM	7	17	7	5	7	6	5	22	5	7	47	6	141
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 67	NT 212	NR 113	SL 64	ST 127	SR 50	EL 57	ET 201	ER 56	WL 98	WT 425	WR 64	TOTAL 1534

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	34	126	71	41	81	23	32	111	30	57	204	36	846
PEAK HR. FACTOR:		0.902			0.843			0.901			0.928		0.966

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Castillo St DAY: WEDNESDAY PROJECT# 04-1172-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1			1			1			1		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	53	14	3	7	2	2	8	4	5	6	6	121
7:15 AM	5	29	9	4	15	3	1	16	8	3	8	7	108
7:30 AM	9	65	12	5	14	5	4	17	3	7	10	6	157
7:45 AM	15	61	21	8	20	8	7	18	6	11	13	6	194
8:00 AM	16	63	24	10	16	9	5	23	5	13	8	8	200
8:15 AM	12	53	25	7	27	8	2	22	5	11	10	11	193
8:30 AM	12	52	26	9	15	3	5	17	7	9	11	10	176
8:45 AM	11	58	17	10	20	9	9	23	4	8	13	11	193
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 91	NT 434	NR 148	SL 56	ST 134	SR 47	EL 35	ET 144	ER 42	WL 67	WT 79	WR 65	TOTAL 1342

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	55	229	96	34	78	28	19	80	23	44	42	35	763
PEAK HR. FACTOR:		0.922			0.833			0.924			0.945		0.954

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Castillo St DAY: WEDNESDAY PROJECT# 04-1172-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1			1			1			1		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	17	41	18	11	21	12	3	27	6	10	15	4	185
4:15 PM	16	35	10	10	29	11	12	30	1	8	12	5	179
4:30 PM	15	44	11	12	19	9	13	31	6	11	15	6	192
4:45 PM	11	38	15	15	20	12	8	36	3	16	18	7	199
5:00 PM	7	46	28	11	30	6	3	31	1	26	11	6	206
5:15 PM	13	31	21	9	19	9	2	27	1	20	12	5	169
5:30 PM	5	30	14	7	20	10	5	29	2	16	11	6	155
5:45 PM	6	22	11	9	15	8	3	26	1	8	12	5	126
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 90	NT 287	NR 128	SL 84	ST 173	SR 77	EL 49	ET 237	ER 21	WL 115	WT 106	WR 44	TOTAL 1411

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	49	163	64	48	98	38	36	128	11	61	56	24	776
PEAK HR. FACTOR:		0.852			0.920			0.875			0.820		0.942

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St | DATE: 3/24/2004 | LOCATION: City of Santa Barbara

E-W STREET: Oak Park Ln | DAY: WEDNESDAY | PROJECT# 04-1172-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1			1			1			1		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	82	6	2	9	2	1	0	0	0	3	0	111
7:15 AM	2	49	3	1	20	3	1	1	1	1	1	0	83
7:30 AM	4	82	6	0	16	2	2	0	2	2	5	0	121
7:45 AM	4	92	4	4	27	2	3	0	2	2	3	1	144
8:00 AM	3	96	3	0	19	4	2	0	2	3	2	2	136
8:15 AM	2	88	3	10	28	2	4	1	1	1	3	1	144
8:30 AM	10	87	2	6	9	7	3	0	2	2	1	0	129
8:45 AM	6	85	4	12	20	5	2	4	0	1	2	1	142
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 37	NT 661	NR 31	SL 35	ST 148	SR 27	EL 18	ET 6	ER 10	WL 12	WT 20	WR 5	TOTAL 1010

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	19	363	12	20	83	15	12	1	7	8	9	4	553
PEAK HR. FACTOR:		0.966			0.738			0.833			0.750		0.960

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Oak Park Ln DAY: WEDNESDAY PROJECT# 04-1172-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1			1			1			1		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	65	8	3	30	2	2	2	2	3	0	1	123
4:15 PM	9	52	12	4	41	3	3	1	2	1	1	1	130
4:30 PM	8	54	11	4	28	3	2	2	3	3	0	2	120
4:45 PM	5	59	10	3	31	2	3	3	4	4	3	2	129
5:00 PM	4	68	9	5	45	3	4	3	3	5	5	3	157
5:15 PM	4	52	9	3	30	3	5	4	2	6	3	3	124
5:30 PM	2	42	7	2	28	2	3	2	1	5	0	2	96
5:45 PM	4	40	5	2	22	2	1	2	1	4	1	2	86
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 41	NT 432	NR 71	SL 26	ST 255	SR 20	EL 23	ET 19	ER 18	WL 31	WT 13	WR 16	TOTAL 965

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	26	233	42	16	145	11	12	9	12	13	9	8	536
PEAK HR. FACTOR:		0.929			0.811			0.825			0.577		0.854

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/23/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: TUESDAY PROJECT# 04-1172-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:						1	1				0.5	0.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM						9	1				55	73	138
7:15 AM						13	2				66	78	159
7:30 AM						16	2				67	91	176
7:45 AM						20	1				69	106	196
8:00 AM						25	2				84	113	224
8:15 AM						17	5				87	84	193
8:30 AM						14	3				87	77	181
8:45 AM						10	2				66	70	148
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 124	EL 18	ET 0	ER 0	WL 0	WT 581	WR 692	TOTAL 1415

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	0	0	76	11	0	0	0	327	380	794
PEAK HR. FACTOR:		0.000			0.760			0.550			0.897		0.886

CONTROL: 1-Way Stop SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 3/23/2004 LOCATION: City of Santa Barbara

E-W STREET: Calle Real Rd. DAY: TUESDAY PROJECT# 04-1172-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:						1	1				0.5	0.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM						22	7				51	31	111
4:15 PM						28	7				65	34	134
4:30 PM						35	11				75	50	171
4:45 PM						55	12				70	48	185
5:00 PM						46	13				72	45	176
5:15 PM						37	10				75	40	162
5:30 PM						35	8				68	39	150
5:45 PM						31	6				60	35	132
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 289	EL 74	ET 0	ER 0	WL 0	WT 536	WR 322	TOTAL 1221

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	0	0	173	46	0	0	0	292	183	694
PEAK HR. FACTOR:		0.000			0.786			0.885			0.950		0.938

CONTROL: 1-Way Stop SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: De la Vina St DAY: WEDNESDAY PROJECT# 04-1172-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	0	0	2		0	2	0				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		73	36	4	74		4	45	33				269
7:15 AM		103	44	2	77		6	68	49				349
7:30 AM		133	73	7	112		9	68	73				475
7:45 AM		156	97	9	164		12	93	72				603
8:00 AM		178	90	3	166		13	117	61				628
8:15 AM		217	122	5	124		15	138	71				692
8:30 AM		154	84	10	134		14	105	64				565
8:45 AM		156	95	15	137		8	104	51				566
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 1170	NR 641	SL 55	ST 988	SR 0	EL 81	ET 738	ER 474	WL 0	WT 0	WR 0	TOTAL 4147

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	705	393	27	588	0	54	453	268	0	0	0	2488
PEAK HR. FACTOR:		0.810			0.889			0.865			0.000		0.899

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: De la Vina St DAY: WEDNESDAY PROJECT# 04-1172-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	0	0	2		0	2	0				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		127	85	16	164		18	176	83				669
4:15 PM		117	83	12	139		16	154	45				566
4:30 PM		115	83	12	174		20	176	53				633
4:45 PM		143	69	13	148		21	170	58				622
5:00 PM		159	98	13	284		13	209	51				827
5:15 PM		139	97	23	218		20	163	59				719
5:30 PM		155	71	25	213		25	192	66				747
5:45 PM		182	95	17	178		12	172	65				721
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1137	NR 681	SL 131	ST 1518	SR 0	EL 145	ET 1412	ER 480	WL 0	WT 0	WR 0	TOTAL 5504

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	635	361	78	893	0	70	736	241	0	0	0	3014
PEAK HR. FACTOR:		0.899			0.817			0.925			0.000		0.911

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Bath St DAY: WEDNESDAY PROJECT# 04-1172-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2			2	0	1		1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	105			75	3	4		7	31	15	4	256
7:15 AM	22	188			84	5	6		9	51	18	8	391
7:30 AM	20	207			222	13	5		12	50	20	12	561
7:45 AM	25	356			211	12	10		15	57	35	10	731
8:00 AM	30	278			259	13	14		19	67	54	8	742
8:15 AM	38	198			187	18	10		23	51	35	12	572
8:30 AM	44	205			190	27	13		26	37	15	22	579
8:45 AM	30	208			183	15	9		15	31	18	14	523
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	221	1745	0	0	1411	106	71	0	126	375	210	90	4355

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	137	1037	0	0	847	70	47	0	83	212	139	52	2624
PEAK HR. FACTOR:		0.770			0.843			0.833			0.781		0.884

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Bath St DAY: WEDNESDAY PROJECT# 04-1172-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2			2	0	1		1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	32	186			286	7	21		25	38	33	9	637
4:15 PM	28	176			228	7	30		33	40	32	5	579
4:30 PM	24	210			216	6	11		41	44	28	4	584
4:45 PM	28	228			216	9	21		43	62	33	5	645
5:00 PM	26	189			282	13	22		44	84	39	6	705
5:15 PM	32	244			288	14	16		45	74	32	7	752
5:30 PM	40	211			232	15	11		43	62	35	8	657
5:45 PM	38	240			188	11	15		33	51	34	9	619
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 248	NT 1684	NR 0	SL 0	ST 1936	SR 82	EL 147	ET 0	ER 307	WL 455	WT 266	WR 53	TOTAL 5178

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	126	872	0	0	1018	51	70	0	175	282	139	26	2759
PEAK HR. FACTOR:		0.904			0.885			0.928			0.866		0.917

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/23/2004 LOCATION: City of Santa Barbara

E-W STREET: Castillo St DAY: TUESDAY PROJECT# 04-1172-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	0.5	1				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	20	112	22	0	126	4	6	8	18				316
7:15 AM	25	181	20	1	151	9	5	9	17				418
7:30 AM	35	227	35	4	276	8	6	16	38				645
7:45 AM	53	262	49	5	284	5	6	19	60				743
8:00 AM	42	282	55	8	311	9	5	18	54				784
8:15 AM	29	333	53	7	245	8	7	16	42				740
8:30 AM	25	275	55	6	239	5	6	12	45				668
8:45 AM	30	281	61	5	245	8	7	18	50				705
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 259	NT 1953	NR 350	SL 36	ST 1877	SR 56	EL 48	ET 116	ER 324	WL 0	WT 0	WR 0	TOTAL 5019

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	149	1152	212	26	1079	27	24	65	201	0	0	0	2935
PEAK HR. FACTOR:		0.911			0.863			0.853			0.000		0.936

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/23/2004 LOCATION: City of Santa Barbara

E-W STREET: Castillo St DAY: TUESDAY PROJECT# 04-1172-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	0.5	1				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	24	197	60	6	298	5	4	20	41				655
4:15 PM	25	188	62	3	276	6	5	23	46				634
4:30 PM	28	228	61	5	318	9	9	32	54				744
4:45 PM	31	247	60	8	323	6	12	27	64				778
5:00 PM	25	258	57	10	398	5	11	32	65				861
5:15 PM	17	263	54	12	388	3	10	34	67				848
5:30 PM	32	247	57	8	347	7	9	31	54				792
5:45 PM	48	280	63	3	242	13	4	28	37				718
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 230	NT 1908	NR 474	SL 55	ST 2590	SR 54	EL 64	ET 227	ER 428	WL 0	WT 0	WR 0	TOTAL 6030

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	105	1015	228	38	1456	21	42	124	250	0	0	0	3279
PEAK HR. FACTOR:		0.991			0.917			0.937			0.000		0.952

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: US-101 NB Ramps DAY: WEDNESDAY PROJECT# 04-1172-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			2	1				1		1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	103	142			81	77				18	1	43	465
7:15 AM	127	185			110	57				25	0	41	545
7:30 AM	155	271			139	148				35	0	51	799
7:45 AM	144	287			170	158				39	0	98	896
8:00 AM	166	268			152	147				44	0	92	869
8:15 AM	141	255			118	206				35	0	90	845
8:30 AM	138	278			119	160				22	2	88	807
8:45 AM	124	255			134	177				18	0	72	780
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 1098	NT 1941	NR 0	SL 0	ST 1023	SR 1130	EL 0	ET 0	ER 0	WL 236	WT 3	WR 575	TOTAL 6006

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	589	1088	0	0	559	671	0	0	0	140	2	368	3417
PEAK HR. FACTOR:		0.966			0.938			0.000			0.931		0.953

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: US-101 NB Ramps DAY: WEDNESDAY PROJECT# 04-1172-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			2	1				1		1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	81	248			148	169				54		68	768
4:15 PM	93	200			171	172				48		95	779
4:30 PM	98	201			189	192				44		99	823
4:45 PM	88	233			190	198				48		94	851
5:00 PM	93	260			195	206				48		91	893
5:15 PM	98	245			201	222				48		90	904
5:30 PM	88	258			188	230				56		83	903
5:45 PM	87	234			162	164				41		78	766
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	726	1879	0	0	1444	1553	0	0	0	387	0	698	6687

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	367	996	0	0	774	856	0	0	0	200	0	358	3551
PEAK HR. FACTOR:		0.965			0.963			0.000			0.982		0.982

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: US-101 SB Ramps DAY: WEDNESDAY PROJECT# 04-1172-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	1	1	2		1	1	1				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		148	44	57	38		159		16				462
7:15 AM		120	53	79	91		160		16				519
7:30 AM		149	55	98	70		223		15				610
7:45 AM		117	52	132	79		273		17				670
8:00 AM		169	49	98	92		280		22				710
8:15 AM		145	31	92	54		260		25				607
8:30 AM		151	44	79	67		273		20				634
8:45 AM		144	31	99	48		264		17				603
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	1143	359	734	539	0	1892	0	148	0	0	0	4815

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	582	176	401	292	0	1086	0	84	0	0	0	2621
PEAK HR. FACTOR:		0.869			0.821			0.969			0.000		0.923

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: US-101 SB Ramps DAY: WEDNESDAY PROJECT# 04-1172-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	1	1	2		1	1	1				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		96	27	94	110		229	1	64				621
4:15 PM		110	35	108	115		206	0	63				637
4:30 PM		113	50	122	116		173	0	62				636
4:45 PM		128	49	111	128		205	0	75				696
5:00 PM		137	24	101	148		234	1	80				725
5:15 PM		128	27	115	134		222	0	81				707
5:30 PM		127	23	121	112		160	2	79				624
5:45 PM		110	27	108	110		222	0	75				652
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 949	NR 262	SL 880	ST 973	SR 0	EL 1651	ET 4	ER 579	WL 0	WT 0	WR 0	TOTAL 5298

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	506	150	449	526	0	834	1	298	0	0	0	2764
PEAK HR. FACTOR:		0.927			0.979			0.899			0.000		0.953

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Modoc Rd. DAY: WEDNESDAY PROJECT# 04-1172-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1			1	1	1		1				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	111			26	20	26		10				208
7:15 AM	21	163			34	24	42		10				294
7:30 AM	40	141			78	40	68		34				401
7:45 AM	33	135			64	47	76		21				376
8:00 AM	51	123			68	44	50		40				376
8:15 AM	56	134			67	29	64		42				392
8:30 AM	37	130			53	23	35		16				294
8:45 AM	24	145			50	22	49		16				306
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 277	NT 1082	NR 0	SL 0	ST 440	SR 249	EL 410	ET 0	ER 189	WL 0	WT 0	WR 0	TOTAL 2647

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	180	533	0	0	277	160	258	0	137	0	0	0	1545
PEAK HR. FACTOR:		0.938			0.926			0.932			0.000		0.963

CONTROL: 3-Way Stop N, S & EB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Modoc Rd. DAY: WEDNESDAY PROJECT# 04-1172-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1			1	1	1		1				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	31	109			115	51	61		29				396
4:15 PM	43	97			122	47	47		36				392
4:30 PM	29	84			128	45	51		38				375
4:45 PM	44	97			139	52	50		40				422
5:00 PM	46	113			150	70	35		41				455
5:15 PM	38	107			138	84	48		54				469
5:30 PM	36	111			150	68	47		29				441
5:45 PM	33	106			139	47	56		46				427
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 300	NT 824	NR 0	SL 0	ST 1081	SR 464	EL 395	ET 0	ER 313	WL 0	WT 0	WR 0	TOTAL 3377

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	153	437	0	0	577	269	186	0	170	0	0	0	1792
PEAK HR. FACTOR:		0.928			0.953			0.873			0.000		0.955

CONTROL: 3-Way Stop N, S & EB

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-002

Location: Bath St. Btwn Nogales Ave & Pueblo St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			2		3			12:00-12:15			50		35		
12:15-12:30			2		1			12:15-12:30			51		30		
12:30-12:45			1		0			12:30-12:45			60		44		
12:45-1:00			0	5	1	5	10	12:45-1:00			55	216	48	157	373
1:00-1:15			0		2			1:00-1:15			58		51		
1:15-1:30			1		2			1:15-1:30			60		50		
1:30-1:45			3		3			1:30-1:45			50		65		
1:45-2:00			0	4	3	10	14	1:45-2:00			42	210	66	232	442
2:00-2:15			3		2			2:00-2:15			45		70		
2:15-2:30			1		0			2:15-2:30			46		81		
2:30-2:45			0		0			2:30-2:45			45		88		
2:45-3:00			1	5	1	3	8	2:45-3:00			51	187	80	319	506
3:00-3:15			0		1			3:00-3:15			50		78		
3:15-3:30			0		2			3:15-3:30			49		93		
3:30-3:45			0		2			3:30-3:45			48		87		
3:45-4:00			1	1	3	8	9	3:45-4:00			49	196	90	348	544
4:00-4:15			0		2			4:00-4:15			51		93		
4:15-4:30			2		2			4:15-4:30			52		66		
4:30-4:45			2		6			4:30-4:45			42		75		
4:45-5:00			1	5	6	16	21	4:45-5:00			53	198	86	320	518
5:00-5:15			2		3			5:00-5:15			30		60		
5:15-5:30			1		6			5:15-5:30			32		56		
5:30-5:45			4		13			5:30-5:45			30		55		
5:45-6:00			4	11	10	32	43	5:45-6:00			22	114	49	220	334
6:00-6:15			5		18			6:00-6:15			23		42		
6:15-6:30			12		41			6:15-6:30			12		47		
6:30-6:45			25		43			6:30-6:45			15		32		
6:45-7:00			11	53	34	136	189	6:45-7:00			17	67	29	150	217
7:00-7:15			22		46			7:00-7:15			15		33		
7:15-7:30			14		46			7:15-7:30			9		36		
7:30-7:45			19		65			7:30-7:45			4		23		
7:45-8:00			21	76	59	216	292	7:45-8:00			5	33	11	103	136
8:00-8:15			20		58			8:00-8:15			9		23		
8:15-8:30			23		62			8:15-8:30			4		16		
8:30-8:45			28		82			8:30-8:45			4		19		
8:45-9:00			31	102	65	267	369	8:45-9:00			13	30	16	74	104
9:00-9:15			40		64			9:00-9:15			6		16		
9:15-9:30			45		63			9:15-9:30			6		19		
9:30-9:45			47		45			9:30-9:45			4		14		
9:45-10:00			44	176	48	220	396	9:45-10:00			2	18	8	57	75
10:00-10:15			45		65			10:00-10:15			5		7		
10:15-10:30			50		50			10:15-10:30			2		12		
10:30-10:45			33		54			10:30-10:45			7		11		
10:45-11:00			35	163	48	217	380	10:45-11:00			3	17	9	39	56
11:00-11:15			40		49			11:00-11:15			2		1		
11:15-11:30			45		51			11:15-11:30			1		1		
11:30-11:45			40		42			11:30-11:45			4		4		
11:45-12:00			45	170	40	182	352	11:45-12:00			1	8	5	11	19
Total Vol.	0	0		771		1312	2083		0	0		1294		2030	3324
Daily Totals									0	0		2065		3342	5407

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-001

Location: Bath St. Btwn Quinto St & Junipero St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			1		0			12:00-12:15			40		35		
12:15-12:30			2		0			12:15-12:30			45		30		
12:30-12:45			0		0			12:30-12:45			41		45		
12:45-1:00			1	4	0	0	4	12:45-1:00			45	171	40	150	321
1:00-1:15			0		1			1:00-1:15			41		54		
1:15-1:30			0		0			1:15-1:30			49		50		
1:30-1:45			3		3			1:30-1:45			36		65		
1:45-2:00			0	3	0	4	7	1:45-2:00			34	160	60	229	389
2:00-2:15			2		1			2:00-2:15			29		85		
2:15-2:30			1		0			2:15-2:30			29		80		
2:30-2:45			3		3			2:30-2:45			33		78		
2:45-3:00			2	8	0	4	12	2:45-3:00			37	128	77	320	448
3:00-3:15			4		1			3:00-3:15			41		90		
3:15-3:30			2		0			3:15-3:30			45		89		
3:30-3:45			5		3			3:30-3:45			43		80		
3:45-4:00			2	13	1	5	18	3:45-4:00			36	165	78	337	502
4:00-4:15			4		3			4:00-4:15			34		73		
4:15-4:30			3		2			4:15-4:30			25		65		
4:30-4:45			3		2			4:30-4:45			29		57		
4:45-5:00			4	14	4	11	25	4:45-5:00			27	115	53	248	363
5:00-5:15			2		5			5:00-5:15			30		48		
5:15-5:30			5		6			5:15-5:30			31		43		
5:30-5:45			6		8			5:30-5:45			27		38		
5:45-6:00			2	15	10	29	44	5:45-6:00			29	117	33	162	279
6:00-6:15			2		15			6:00-6:15			16		44		
6:15-6:30			1		11			6:15-6:30			16		40		
6:30-6:45			20		11			6:30-6:45			9		44		
6:45-7:00			15	38	16	53	91	6:45-7:00			8	49	40	168	217
7:00-7:15			22		22			7:00-7:15			7		35		
7:15-7:30			25		30			7:15-7:30			5		30		
7:30-7:45			24		28			7:30-7:45			4		25		
7:45-8:00			22	93	36	116	209	7:45-8:00			3	19	20	110	129
8:00-8:15			28		33			8:00-8:15			5		15		
8:15-8:30			34		42			8:15-8:30			2		11		
8:30-8:45			39		50			8:30-8:45			2		13		
8:45-9:00			27	128	44	169	297	8:45-9:00			6	15	11	50	65
9:00-9:15			40		37			9:00-9:15			4		15		
9:15-9:30			33		33			9:15-9:30			2		6		
9:30-9:45			35		31			9:30-9:45			4		8		
9:45-10:00			20	128	28	129	257	9:45-10:00			5	15	10	39	54
10:00-10:15			26		25			10:00-10:15			6		8		
10:15-10:30			30		24			10:15-10:30			4		6		
10:30-10:45			35		28			10:30-10:45			5		4		
10:45-11:00			25	116	44	121	237	10:45-11:00			2	17	5	23	40
11:00-11:15			30		40			11:00-11:15			3		3		
11:15-11:30			32		30			11:15-11:30			2		5		
11:30-11:45			33		28			11:30-11:45			2		2		
11:45-12:00			40	135	40	138	273	11:45-12:00			1	8	1	11	19
Total Vol.	0	0		695		779	1474		0	0		979		1847	2826
Daily Totals									0	0		1674		2626	4300

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-003

Location: Bath St. Btwn Pueblo St &n Los Olivos St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			2		0			12:00-12:15			34		40		
12:15-12:30			1		0			12:15-12:30			40		33		
12:30-12:45			0		0			12:30-12:45			45		30		
12:45-1:00			2	5	0	0	5	12:45-1:00			50	169	40	143	312
1:00-1:15			0		0			1:00-1:15			33		35		
1:15-1:30			3		0			1:15-1:30			35		40		
1:30-1:45			2		0			1:30-1:45			50		50		
1:45-2:00			0	5	0	0	5	1:45-2:00			40	158	55	180	338
2:00-2:15			1		0			2:00-2:15			45		75		
2:15-2:30			2		0			2:15-2:30			35		68		
2:30-2:45			3		0			2:30-2:45			40		66		
2:45-3:00			0	6	1	1	7	2:45-3:00			45	165	81	290	455
3:00-3:15			0		0			3:00-3:15			33		80		
3:15-3:30			1		3			3:15-3:30			38		78		
3:30-3:45			2		1			3:30-3:45			40		77		
3:45-4:00			0	3	0	4	7	3:45-4:00			41	152	90	325	477
4:00-4:15			3		2			4:00-4:15			50		88		
4:15-4:30			2		4			4:15-4:30			44		80		
4:30-4:45			4		6			4:30-4:45			43		78		
4:45-5:00			2	11	5	17	28	4:45-5:00			33	170	70	316	486
5:00-5:15			1		3			5:00-5:15			20		68		
5:15-5:30			2		4			5:15-5:30			25		60		
5:30-5:45			4		5			5:30-5:45			30		54		
5:45-6:00			3	10	6	18	28	5:45-6:00			22	97	50	232	329
6:00-6:15			5		8			6:00-6:15			20		45		
6:15-6:30			10		11			6:15-6:30			11		40		
6:30-6:45			15		10			6:30-6:45			15		25		
6:45-7:00			20	50	25	54	104	6:45-7:00			13	59	33	143	202
7:00-7:15			25		22			7:00-7:15			18		40		
7:15-7:30			30		30			7:15-7:30			10		35		
7:30-7:45			22		45			7:30-7:45			8		30		
7:45-8:00			25	102	40	137	239	7:45-8:00			6	42	25	130	172
8:00-8:15			15		50			8:00-8:15			5		20		
8:15-8:30			25		65			8:15-8:30			7		15		
8:30-8:45			21		60			8:30-8:45			5		6		
8:45-9:00			20	81	75	250	331	8:45-9:00			8	25	8	49	74
9:00-9:15			30		77			9:00-9:15			10		6		
9:15-9:30			35		68			9:15-9:30			8		8		
9:30-9:45			40		60			9:30-9:45			6		10		
9:45-10:00			33	138	56	261	399	9:45-10:00			5	29	6	30	59
10:00-10:15			35		55			10:00-10:15			4		7		
10:15-10:30			20		50			10:15-10:30			3		8		
10:30-10:45			28		40			10:30-10:45			5		6		
10:45-11:00			22	105	50	195	300	10:45-11:00			3	15	4	25	40
11:00-11:15			25		42			11:00-11:15			2		5		
11:15-11:30			30		44			11:15-11:30			1		3		
11:30-11:45			35		50			11:30-11:45			4		1		
11:45-12:00			33	123	42	178	301	11:45-12:00			3	10	2	11	21
Total Vol.	0	0		639		1115	1754		0	0		1091		1874	2965
Daily Totals									0	0		1730		2989	4719

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-004

Location: Castillo St. Btwn Quinto St & Junipero St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			3		1			12:00-12:15			19		20		
12:15-12:30			0		2			12:15-12:30			17		21		
12:30-12:45			1		2			12:30-12:45			16		24		
12:45-1:00			1	5	0	5	10	12:45-1:00			15	67	22	87	154
1:00-1:15			0		0			1:00-1:15			21		20		
1:15-1:30			1		0			1:15-1:30			20		18		
1:30-1:45			0		0			1:30-1:45			16		16		
1:45-2:00			1	2	0	0	2	1:45-2:00			18	75	20	74	149
2:00-2:15			2		1			2:00-2:15			21		21		
2:15-2:30			0		0			2:15-2:30			24		25		
2:30-2:45			0		0			2:30-2:45			22		26		
2:45-3:00			0	2	1	2	4	2:45-3:00			23	90	27	99	189
3:00-3:15			0		0			3:00-3:15			25		24		
3:15-3:30			1		1			3:15-3:30			44		23		
3:30-3:45			2		0			3:30-3:45			40		34		
3:45-4:00			1	4	1	2	6	3:45-4:00			46	155	22	103	258
4:00-4:15			3		1			4:00-4:15			29		14		
4:15-4:30			1		1			4:15-4:30			37		22		
4:30-4:45			1		1			4:30-4:45			23		20		
4:45-5:00			2	7	1	4	11	4:45-5:00			35	124	20	76	200
5:00-5:15			1		0			5:00-5:15			21		21		
5:15-5:30			3		0			5:15-5:30			31		18		
5:30-5:45			1		3			5:30-5:45			27		15		
5:45-6:00			2	7	0	3	10	5:45-6:00			23	102	18	72	174
6:00-6:15			6		3			6:00-6:15			23		16		
6:15-6:30			11		7			6:15-6:30			21		11		
6:30-6:45			15		8			6:30-6:45			23		15		
6:45-7:00			38	70	18	36	106	6:45-7:00			21	88	19	61	149
7:00-7:15			12		7			7:00-7:15			13		13		
7:15-7:30			14		8			7:15-7:30			9		10		
7:30-7:45			22		16			7:30-7:45			10		12		
7:45-8:00			26	74	19	50	124	7:45-8:00			11	43	10	45	88
8:00-8:15			30		15			8:00-8:15			8		10		
8:15-8:30			28		18			8:15-8:30			8		10		
8:30-8:45			28		18			8:30-8:45			5		5		
8:45-9:00			24	110	19	70	180	8:45-9:00			3	24	6	31	55
9:00-9:15			23		13			9:00-9:15			12		8		
9:15-9:30			14		11			9:15-9:30			10		7		
9:30-9:45			18		15			9:30-9:45			1		8		
9:45-10:00			20	75	13	52	127	9:45-10:00			6	29	5	28	57
10:00-10:15			21		11			10:00-10:15			3		0		
10:15-10:30			18		18			10:15-10:30			4		3		
10:30-10:45			19		12			10:30-10:45			5		5		
10:45-11:00			16	74	11	52	126	10:45-11:00			7	19	3	11	30
11:00-11:15			20		13			11:00-11:15			2		1		
11:15-11:30			12		18			11:15-11:30			1		1		
11:30-11:45			15		13			11:30-11:45			0		1		
11:45-12:00			11	58	12	56	114	11:45-12:00			3	6	2	5	11
Total Vol.	0	0		488		332	820		0	0		822		692	1514
Daily Totals									0	0		1310		1024	2334

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-005

Location: Castillo St. Btwn Junipero St & Pueblo St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			10		3			12:00-12:15			24		19		
12:15-12:30			4		2			12:15-12:30			25		18		
12:30-12:45			3		3			12:30-12:45			24		19		
12:45-1:00			2	19	2	10	29	12:45-1:00			24	97	16	72	169
1:00-1:15			1		0			1:00-1:15			30		20		
1:15-1:30			5		1			1:15-1:30			23		24		
1:30-1:45			1		2			1:30-1:45			24		28		
1:45-2:00			2	9	2	5	14	1:45-2:00			22	99	32	104	203
2:00-2:15			2		1			2:00-2:15			25		35		
2:15-2:30			1		0			2:15-2:30			20		24		
2:30-2:45			3		0			2:30-2:45			33		28		
2:45-3:00			0	6	2	3	9	2:45-3:00			30	108	30	117	225
3:00-3:15			1		2			3:00-3:15			29		29		
3:15-3:30			2		1			3:15-3:30			33		30		
3:30-3:45			1		1			3:30-3:45			56		41		
3:45-4:00			2	6	0	4	10	3:45-4:00			54	172	35	135	307
4:00-4:15			5		3			4:00-4:15			51		37		
4:15-4:30			4		3			4:15-4:30			41		29		
4:30-4:45			1		3			4:30-4:45			41		27		
4:45-5:00			0	10	4	13	23	4:45-5:00			38	171	25	118	289
5:00-5:15			2		4			5:00-5:15			32		33		
5:15-5:30			3		4			5:15-5:30			32		14		
5:30-5:45			2		2			5:30-5:45			31		23		
5:45-6:00			1	8	10	20	28	5:45-6:00			27	122	29	99	221
6:00-6:15			4		6			6:00-6:15			25		22		
6:15-6:30			10		15			6:15-6:30			32		14		
6:30-6:45			16		19			6:30-6:45			31		15		
6:45-7:00			33	63	22	62	125	6:45-7:00			27	115	22	73	188
7:00-7:15			9		18			7:00-7:15			23		14		
7:15-7:30			25		18			7:15-7:30			19		11		
7:30-7:45			24		26			7:30-7:45			14		16		
7:45-8:00			25	83	24	86	169	7:45-8:00			15	71	12	53	124
8:00-8:15			31		22			8:00-8:15			19		15		
8:15-8:30			34		29			8:15-8:30			17		20		
8:30-8:45			22		35			8:30-8:45			14		16		
8:45-9:00			19	106	26	112	218	8:45-9:00			11	61	10	61	122
9:00-9:15			32		30			9:00-9:15			19		7		
9:15-9:30			28		31			9:15-9:30			8		10		
9:30-9:45			22		24			9:30-9:45			9		8		
9:45-10:00			25	107	26	111	218	9:45-10:00			10	46	7	32	78
10:00-10:15			30		28			10:00-10:15			8		10		
10:15-10:30			22		34			10:15-10:30			1		3		
10:30-10:45			27		35			10:30-10:45			6		2		
10:45-11:00			22	101	30	127	228	10:45-11:00			5	20	4	19	39
11:00-11:15			26		28			11:00-11:15			6		7		
11:15-11:30			30		29			11:15-11:30			4		1		
11:30-11:45			22		30			11:30-11:45			5		2		
11:45-12:00			24	102	24	111	213	11:45-12:00			3	18	3	13	31
Total Vol.	0	0		620		664	1284		0	0		1100		896	1996
Daily Totals									0	0		1720		1560	3280

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-006

Location: Castillo St. Btwn Pueblo St & Los Olivos St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			6		0			12:00-12:15			25		25		
12:15-12:30			5		1			12:15-12:30			26		20		
12:30-12:45			3		2			12:30-12:45			32		21		
12:45-1:00			5	19	0	3	22	12:45-1:00			38	121	18	84	205
1:00-1:15			6		0			1:00-1:15			33		30		
1:15-1:30			1		0			1:15-1:30			30		22		
1:30-1:45			3		0			1:30-1:45			44		25		
1:45-2:00			1	11	0	0	11	1:45-2:00			40	147	24	101	248
2:00-2:15			4		0			2:00-2:15			35		18		
2:15-2:30			1		0			2:15-2:30			30		19		
2:30-2:45			2		0			2:30-2:45			45		25		
2:45-3:00			0	7	0	0	7	2:45-3:00			40	150	30	92	242
3:00-3:15			4		0			3:00-3:15			59		23		
3:15-3:30			2		0			3:15-3:30			84		48		
3:30-3:45			3		0			3:30-3:45			76		29		
3:45-4:00			4	13	3	3	16	3:45-4:00			57	276	32	132	408
4:00-4:15			2		1			4:00-4:15			55		42		
4:15-4:30			0		3			4:15-4:30			70		30		
4:30-4:45			1		2			4:30-4:45			54		41		
4:45-5:00			1	4	4	10	14	4:45-5:00			71	250	48	161	411
5:00-5:15			1		5			5:00-5:15			55		15		
5:15-5:30			6		1			5:15-5:30			60		20		
5:30-5:45			5		2			5:30-5:45			44		26		
5:45-6:00			6	18	8	16	34	5:45-6:00			43	202	21	82	284
6:00-6:15			19		10			6:00-6:15			36		17		
6:15-6:30			20		26			6:15-6:30			36		17		
6:30-6:45			34		26			6:30-6:45			25		24		
6:45-7:00			25	98	12	74	172	6:45-7:00			34	131	13	71	202
7:00-7:15			36		16			7:00-7:15			34		9		
7:15-7:30			65		23			7:15-7:30			32		9		
7:30-7:45			50		28			7:30-7:45			23		7		
7:45-8:00			48	199	20	87	286	7:45-8:00			39	128	9	34	162
8:00-8:15			30		40			8:00-8:15			16		9		
8:15-8:30			44		31			8:15-8:30			21		6		
8:30-8:45			51		34			8:30-8:45			14		3		
8:45-9:00			23	148	23	128	276	8:45-9:00			30	81	4	22	103
9:00-9:15			24		24			9:00-9:15			18		6		
9:15-9:30			22		20			9:15-9:30			17		5		
9:30-9:45			23		21			9:30-9:45			11		3		
9:45-10:00			27	96	18	83	179	9:45-10:00			6	52	6	20	72
10:00-10:15			25		16			10:00-10:15			4		3		
10:15-10:30			30		20			10:15-10:30			10		1		
10:30-10:45			22		21			10:30-10:45			11		4		
10:45-11:00			24	101	24	81	182	10:45-11:00			15	40	1	9	49
11:00-11:15			30		30			11:00-11:15			15		0		
11:15-11:30			22		22			11:15-11:30			6		2		
11:30-11:45			25		24			11:30-11:45			9		2		
11:45-12:00			18	95	18	94	189	11:45-12:00			9	39	3	7	46
Total Vol.	0	0		809		579	1388		0	0		1617		815	2432
Daily Totals									0	0		2426		1394	3820

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-007

Location: Fletcher Ave Btwn Quinto St & Junipero St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			1		1			12:00-12:15			6		7		
12:15-12:30			0		0			12:15-12:30			5		6		
12:30-12:45			0		0			12:30-12:45			6		5		
12:45-1:00			0	1	1	2	3	12:45-1:00			7	24	3	21	45
1:00-1:15			0		0			1:00-1:15			8		5		
1:15-1:30			0		0			1:15-1:30			6		8		
1:30-1:45			0		1			1:30-1:45			8		6		
1:45-2:00			0	0	0	1	1	1:45-2:00			6	28	7	26	54
2:00-2:15			0		0			2:00-2:15			7		6		
2:15-2:30			0		0			2:15-2:30			8		6		
2:30-2:45			0		0			2:30-2:45			9		5		
2:45-3:00			0	0	0	0		2:45-3:00			4	28	4	21	49
3:00-3:15			0		0			3:00-3:15			9		10		
3:15-3:30			0		0			3:15-3:30			5		10		
3:30-3:45			0		0			3:30-3:45			7		3		
3:45-4:00			0	0	0	0		3:45-4:00			3	24	4	27	51
4:00-4:15			0		0			4:00-4:15			5		5		
4:15-4:30			0		0			4:15-4:30			6		5		
4:30-4:45			0		0			4:30-4:45			10		5		
4:45-5:00			1	1	0	0	1	4:45-5:00			3	24	4	19	43
5:00-5:15			1		0			5:00-5:15			9		6		
5:15-5:30			0		1			5:15-5:30			3		1		
5:30-5:45			2		0			5:30-5:45			0		3		
5:45-6:00			3	6	0	1	7	5:45-6:00			2	14	3	13	27
6:00-6:15			0		1			6:00-6:15			5		3		
6:15-6:30			4		1			6:15-6:30			3		0		
6:30-6:45			5		2			6:30-6:45			4		4		
6:45-7:00			3	12	5	9	21	6:45-7:00			2	14	1	8	22
7:00-7:15			2		6			7:00-7:15			1		4		
7:15-7:30			2		4			7:15-7:30			2		0		
7:30-7:45			6		2			7:30-7:45			1		1		
7:45-8:00			2	12	7	19	31	7:45-8:00			0	4	5	10	14
8:00-8:15			4		2			8:00-8:15			1		0		
8:15-8:30			3		5			8:15-8:30			0		1		
8:30-8:45			3		7			8:30-8:45			0		0		
8:45-9:00			2	12	10	24	36	8:45-9:00			1	2	2	3	5
9:00-9:15			1		13			9:00-9:15			3		1		
9:15-9:30			2		10			9:15-9:30			0		4		
9:30-9:45			3		8			9:30-9:45			4		2		
9:45-10:00			6	12	6	37	49	9:45-10:00			1	8	0	7	15
10:00-10:15			4		9			10:00-10:15			0		1		
10:15-10:30			7		6			10:15-10:30			0		0		
10:30-10:45			6		10			10:30-10:45			0		1		
10:45-11:00			8	25	8	33	58	10:45-11:00			0	0	1	3	3
11:00-11:15			9		6			11:00-11:15			0		1		
11:15-11:30			6		5			11:15-11:30			1		1		
11:30-11:45			10		4			11:30-11:45			2		0		
11:45-12:00			8	33	6	21	54	11:45-12:00			0	3	0	2	5
Total Vol.	0	0		114		147	261		0	0		173		160	333
Daily Totals									0	0		287		307	594

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-008

Location: Oak Park Ln Btwn Junipero St & Pueblo St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			1		1			12:00-12:15			11		6		
12:15-12:30			0		0			12:15-12:30			20		8		
12:30-12:45			0		0			12:30-12:45			21		10		
12:45-1:00			0	1	0	1	2	12:45-1:00			24	76	12	36	112
1:00-1:15			0		0			1:00-1:15			30		11		
1:15-1:30			0		1			1:15-1:30			22		17		
1:30-1:45			0		0			1:30-1:45			21		18		
1:45-2:00			0	0	0	1	1	1:45-2:00			18	91	16	62	153
2:00-2:15			0		0			2:00-2:15			25		15		
2:15-2:30			0		0			2:15-2:30			21		18		
2:30-2:45			0		0			2:30-2:45			25		21		
2:45-3:00			1	1	0	0	1	2:45-3:00			22	93	29	83	176
3:00-3:15			0		0			3:00-3:15			32		21		
3:15-3:30			0		0			3:15-3:30			20		10		
3:30-3:45			0		0			3:30-3:45			17		7		
3:45-4:00			0	0	0	0		3:45-4:00			19	88	13	51	139
4:00-4:15			0		1			4:00-4:15			14		17		
4:15-4:30			0		0			4:15-4:30			11		14		
4:30-4:45			0		0			4:30-4:45			14		13		
4:45-5:00			1	1	0	1	2	4:45-5:00			15	54	11	55	109
5:00-5:15			0		0			5:00-5:15			15		7		
5:15-5:30			1		0			5:15-5:30			10		8		
5:30-5:45			0		2			5:30-5:45			3		8		
5:45-6:00			4	5	2	4	9	5:45-6:00			5	33	5	28	61
6:00-6:15			3		1			6:00-6:15			2		0		
6:15-6:30			8		22			6:15-6:30			6		1		
6:30-6:45			9		9			6:30-6:45			1		2		
6:45-7:00			1	21	9	41	62	6:45-7:00			1	10	2	5	15
7:00-7:15			5		12			7:00-7:15			2		3		
7:15-7:30			8		12			7:15-7:30			0		5		
7:30-7:45			6		14			7:30-7:45			2		6		
7:45-8:00			4	23	10	48	71	7:45-8:00			2	6	1	15	21
8:00-8:15			8		14			8:00-8:15			4		1		
8:15-8:30			1		11			8:15-8:30			3		0		
8:30-8:45			8		18			8:30-8:45			0		0		
8:45-9:00			13	30	16	59	89	8:45-9:00			3	10	6	7	17
9:00-9:15			11		18			9:00-9:15			0		3		
9:15-9:30			11		15			9:15-9:30			0		0		
9:30-9:45			13		14			9:30-9:45			0		0		
9:45-10:00			20	55	18	65	120	9:45-10:00			0	0	1	4	4
10:00-10:15			11		11			10:00-10:15			1		0		
10:15-10:30			18		15			10:15-10:30			2		0		
10:30-10:45			17		16			10:30-10:45			0		1		
10:45-11:00			18	64	18	60	124	10:45-11:00			0	3	1	2	5
11:00-11:15			16		17			11:00-11:15			1		0		
11:15-11:30			15		11			11:15-11:30			0		1		
11:30-11:45			11		8			11:30-11:45			0		2		
11:45-12:00			14	56	9	45	101	11:45-12:00			1	2	1	4	6
Total Vol.	0	0		257		325	582		0	0		466		352	818
Daily Totals									0	0		723		677	1400

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-009

Location: Oak Park Ln Btwn Pueblo St & Los Olivos St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
12:00-12:15			2		0			12:00-12:15			7		10		
12:15-12:30			1		0			12:15-12:30			15		9		
12:30-12:45			3		0			12:30-12:45			16		8		
12:45-1:00			0	6	0	0	6	12:45-1:00			16	54	10	37	91
1:00-1:15			1		0			1:00-1:15			11		15		
1:15-1:30			2		0			1:15-1:30			10		11		
1:30-1:45			0		0			1:30-1:45			8		9		
1:45-2:00			0	3	0	0	3	1:45-2:00			9	38	8	43	81
2:00-2:15			1		0			2:00-2:15			15		10		
2:15-2:30			2		0			2:15-2:30			22		15		
2:30-2:45			3		0			2:30-2:45			21		11		
2:45-3:00			2	8	0	0	8	2:45-3:00			18	76	13	49	125
3:00-3:15			4		0			3:00-3:15			15		15		
3:15-3:30			2		0			3:15-3:30			16		9		
3:30-3:45			5		1			3:30-3:45			11		8		
3:45-4:00			3	14	0	1	15	3:45-4:00			12	54	10	42	96
4:00-4:15			2		0			4:00-4:15			10		12		
4:15-4:30			4		1			4:15-4:30			8		13		
4:30-4:45			2		0			4:30-4:45			6		15		
4:45-5:00			4	12	0	1	13	4:45-5:00			5	29	11	51	80
5:00-5:15			2		4			5:00-5:15			4		8		
5:15-5:30			3		2			5:15-5:30			3		7		
5:30-5:45			5		3			5:30-5:45			2		6		
5:45-6:00			6	16	1	10	26	5:45-6:00			5	14	5	26	40
6:00-6:15			7		0			6:00-6:15			4		2		
6:15-6:30			2		0			6:15-6:30			3		9		
6:30-6:45			2		2			6:30-6:45			2		8		
6:45-7:00			2	13	6	8	21	6:45-7:00			0	9	6	25	34
7:00-7:15			5		7			7:00-7:15			1		8		
7:15-7:30			6		8			7:15-7:30			2		10		
7:30-7:45			10		6			7:30-7:45			0		6		
7:45-8:00			8	29	8	29	58	7:45-8:00			0	3	8	32	35
8:00-8:15			6		11			8:00-8:15			1		6		
8:15-8:30			8		17			8:15-8:30			2		5		
8:30-8:45			9		15			8:30-8:45			0		7		
8:45-9:00			11	34	12	55	89	8:45-9:00			0	3	6	24	27
9:00-9:15			10		11			9:00-9:15			1		5		
9:15-9:30			8		13			9:15-9:30			2		3		
9:30-9:45			6		15			9:30-9:45			0		2		
9:45-10:00			5	29	11	50	79	9:45-10:00			1	4	1	11	15
10:00-10:15			3		6			10:00-10:15			3		0		
10:15-10:30			5		8			10:15-10:30			0		1		
10:30-10:45			7		10			10:30-10:45			0		2		
10:45-11:00			8	23	15	39	62	10:45-11:00			1	4	0	3	7
11:00-11:15			9		11			11:00-11:15			2		3		
11:15-11:30			10		10			11:15-11:30			3		1		
11:30-11:45			5		9			11:30-11:45			0		0		
11:45-12:00			6	30	8	38	68	11:45-12:00			1	6	2	6	12
Total Vol.	0	0		217		231	448		0	0		294		349	643
Daily Totals									0	0		511		580	1091

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Thursday, March 11, 2004 City: Santa Barbara Project #: 04-1173-010

Location: Junipero St Btwn Mission Creek & Oak Park

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	6		5			12:00-12:15	58		30		
12:15-12:30	6		6			12:15-12:30	59		22		
12:30-12:45	6		7			12:30-12:45	62		25		
12:45-1:00	5	23	5	23	46	12:45-1:00	61	240	40	117	357
1:00-1:15	2		3			1:00-1:15	62		33		
1:15-1:30	2		5			1:15-1:30	54		35		
1:30-1:45	1		2			1:30-1:45	54		42		
1:45-2:00	1	6	0	10	16	1:45-2:00	56	226	51	161	387
2:00-2:15	2		0			2:00-2:15	58		44		
2:15-2:30	2		0			2:15-2:30	52		48		
2:30-2:45	4		2			2:30-2:45	61		50		
2:45-3:00	1	9	3	5	14	2:45-3:00	62	233	50	192	425
3:00-3:15	2		5			3:00-3:15	66		55		
3:15-3:30	0		10			3:15-3:30	65		60		
3:30-3:45	2		8			3:30-3:45	62		65		
3:45-4:00	1	5	6	29	34	3:45-4:00	64	257	48	228	485
4:00-4:15	2		2			4:00-4:15	64		40		
4:15-4:30	2		3			4:15-4:30	72		33		
4:30-4:45	3		2			4:30-4:45	79		35		
4:45-5:00	3	10	5	12	22	4:45-5:00	77	292	28	136	428
5:00-5:15	4		1			5:00-5:15	77		30		
5:15-5:30	2		2			5:15-5:30	70		22		
5:30-5:45	8		5			5:30-5:45	57		20		
5:45-6:00	12	26	6	14	40	5:45-6:00	59	263	15	87	350
6:00-6:15	14		10			6:00-6:15	54		16		
6:15-6:30	12		11			6:15-6:30	46		15		
6:30-6:45	28		15			6:30-6:45	46		10		
6:45-7:00	35	89	15	51	140	6:45-7:00	51	197	8	49	246
7:00-7:15	38		20			7:00-7:15	38		9		
7:15-7:30	53		25			7:15-7:30	36		6		
7:30-7:45	58		30			7:30-7:45	32		5		
7:45-8:00	68	217	35	110	327	7:45-8:00	31	137	7	27	164
8:00-8:15	56		40			8:00-8:15	30		8		
8:15-8:30	48		22			8:15-8:30	23		5		
8:30-8:45	53		28			8:30-8:45	23		3		
8:45-9:00	66	223	30	120	343	8:45-9:00	22	98	6	22	120
9:00-9:15	58		22			9:00-9:15	20		5		
9:15-9:30	62		25			9:15-9:30	20		7		
9:30-9:45	65		30			9:30-9:45	16		8		
9:45-10:00	66	251	25	102	353	9:45-10:00	15	71	9	29	100
10:00-10:15	62		40			10:00-10:15	15		5		
10:15-10:30	61		33			10:15-10:30	14		6		
10:30-10:45	66		30			10:30-10:45	12		7		
10:45-11:00	68	257	35	138	395	10:45-11:00	10	51	6	24	75
11:00-11:15	60		40			11:00-11:15	15		7		
11:15-11:30	54		20			11:15-11:30	8		6		
11:30-11:45	58		25			11:30-11:45	6		8		
11:45-12:00	56	228	26	111	339	11:45-12:00	8	37	6	27	64
Total Vol.	0	0	1344	725	2069		0	0	2102	1099	3201
Daily Totals							0	0	3446	1824	5270

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Thursday, March 11, 2004 City: Santa Barbara Project #: 04-1173-011

Location: Junipero St Btwn Oak Park Ln & Castillo St

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	3		5			12:00-12:15	23		26		
12:15-12:30	2		5			12:15-12:30	22		25		
12:30-12:45	2		2			12:30-12:45	25		32		
12:45-1:00	6	13	1	13	26	12:45-1:00	27	97	33	116	213
1:00-1:15	0		1			1:00-1:15	28		41		
1:15-1:30	1		1			1:15-1:30	30		37		
1:30-1:45	0		0			1:30-1:45	33		33		
1:45-2:00	0	1	0	2	3	1:45-2:00	31	122	35	146	268
2:00-2:15	0		0			2:00-2:15	30		30		
2:15-2:30	0		0			2:15-2:30	28		44		
2:30-2:45	1		3			2:30-2:45	29		40		
2:45-3:00	1	2	0	3	5	2:45-3:00	30	117	50	164	281
3:00-3:15	1		1			3:00-3:15	35		55		
3:15-3:30	0		0			3:15-3:30	35		50		
3:30-3:45	0		0			3:30-3:45	36		64		
3:45-4:00	0	1	0	1	2	3:45-4:00	42	148	40	209	357
4:00-4:15	1		0			4:00-4:15	35		48		
4:15-4:30	1		0			4:15-4:30	44		46		
4:30-4:45	2		1			4:30-4:45	39		51		
4:45-5:00	3	7	0	1	8	4:45-5:00	33	151	56	201	352
5:00-5:15	2		1			5:00-5:15	31		56		
5:15-5:30	0		3			5:15-5:30	33		44		
5:30-5:45	4		2			5:30-5:45	23		28		
5:45-6:00	8	14	7	13	27	5:45-6:00	29	116	33	161	277
6:00-6:15	17		10			6:00-6:15	16		25		
6:15-6:30	11		10			6:15-6:30	22		17		
6:30-6:45	23		20			6:30-6:45	29		21		
6:45-7:00	33	84	21	61	145	6:45-7:00	20	87	24	87	174
7:00-7:15	38		11			7:00-7:15	25		15		
7:15-7:30	43		35			7:15-7:30	19		12		
7:30-7:45	33		30			7:30-7:45	11		23		
7:45-8:00	42	156	26	102	258	7:45-8:00	24	79	12	62	141
8:00-8:15	42		38			8:00-8:15	11		12		
8:15-8:30	27		33			8:15-8:30	4		9		
8:30-8:45	38		26			8:30-8:45	9		15		
8:45-9:00	47	154	31	128	282	8:45-9:00	17	41	7	43	84
9:00-9:15	40		30			9:00-9:15	10		3		
9:15-9:30	44		33			9:15-9:30	10		10		
9:30-9:45	41		31			9:30-9:45	10		13		
9:45-10:00	30	155	28	122	277	9:45-10:00	10	40	7	33	73
10:00-10:15	35		29			10:00-10:15	7		12		
10:15-10:30	40		30			10:15-10:30	8		7		
10:30-10:45	28		33			10:30-10:45	11		5		
10:45-11:00	30	133	34	126	259	10:45-11:00	11	37	12	36	73
11:00-11:15	35		40			11:00-11:15	8		7		
11:15-11:30	40		22			11:15-11:30	6		3		
11:30-11:45	22		25			11:30-11:45	5		7		
11:45-12:00	25	122	29	116	238	11:45-12:00	4	23	2	19	42
Total Vol.	0	0	842	688	1530		0	0	1058	1277	2335
Daily Totals							0	0	1900	1965	3865

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Thursday, March 11, 2004 City: Santa Barbara Project #: 04-1173-012

Location: Junipero St Btwn Castillo St & Bath St

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	7		6			12:00-12:15	21		18		
12:15-12:30	1		3			12:15-12:30	20		16		
12:30-12:45	3		5			12:30-12:45	22		15		
12:45-1:00	3	14	1	15	29	12:45-1:00	21	84	21	70	154
1:00-1:15	3		1			1:00-1:15	18		20		
1:15-1:30	1		0			1:15-1:30	16		16		
1:30-1:45	0		1			1:30-1:45	15		18		
1:45-2:00	1	5	1	3	8	1:45-2:00	17	66	24	78	144
2:00-2:15	2		0			2:00-2:15	18		20		
2:15-2:30	0		3			2:15-2:30	11		22		
2:30-2:45	1		3			2:30-2:45	20		40		
2:45-3:00	1	4	0	6	10	2:45-3:00	21	70	35	117	187
3:00-3:15	0		2			3:00-3:15	19		30		
3:15-3:30	0		0			3:15-3:30	20		41		
3:30-3:45	0		1			3:30-3:45	32		37		
3:45-4:00	0	0	0	3	3	3:45-4:00	33	104	35	143	247
4:00-4:15	0		0			4:00-4:15	35		47		
4:15-4:30	0		0			4:15-4:30	43		36		
4:30-4:45	1		0			4:30-4:45	43		45		
4:45-5:00	2	3	2	2	5	4:45-5:00	40	161	45	173	334
5:00-5:15	4		2			5:00-5:15	20		52		
5:15-5:30	1		2			5:15-5:30	20		34		
5:30-5:45	2		2			5:30-5:45	25		33		
5:45-6:00	4	11	6	12	23	5:45-6:00	24	89	34	153	242
6:00-6:15	13		4			6:00-6:15	22		19		
6:15-6:30	11		4			6:15-6:30	24		25		
6:30-6:45	19		15			6:30-6:45	21		21		
6:45-7:00	21	64	17	40	104	6:45-7:00	23	90	18	83	173
7:00-7:15	22		11			7:00-7:15	19		14		
7:15-7:30	38		24			7:15-7:30	15		12		
7:30-7:45	27		21			7:30-7:45	14		16		
7:45-8:00	29	116	23	79	195	7:45-8:00	20	68	14	56	124
8:00-8:15	31		40			8:00-8:15	9		7		
8:15-8:30	34		32			8:15-8:30	15		11		
8:30-8:45	34		19			8:30-8:45	9		11		
8:45-9:00	28	127	35	126	253	8:45-9:00	12	45	18	47	92
9:00-9:15	22		30			9:00-9:15	0		15		
9:15-9:30	26		22			9:15-9:30	0		23		
9:30-9:45	30		24			9:30-9:45	0		20		
9:45-10:00	22	100	25	101	201	9:45-10:00	0	0	16	74	74
10:00-10:15	24		18			10:00-10:15	0		16		
10:15-10:30	28		16			10:15-10:30	0		11		
10:30-10:45	30		15			10:30-10:45	13		8		
10:45-11:00	22	104	20	69	173	10:45-11:00	6	19	11	46	65
11:00-11:15	24		21			11:00-11:15	7		6		
11:15-11:30	28		15			11:15-11:30	6		4		
11:30-11:45	18		17			11:30-11:45	4		7		
11:45-12:00	22	92	18	71	163	11:45-12:00	7	24	5	22	46
Total Vol.	0	0	640	527	1167		0	0	820	1062	1882
Daily Totals							0	0	1460	1589	3049

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Thursday, March 11, 2004 City: Santa Barbara Project #: 04-1173-013

Location: Pueblo St Btwn Mission Creek & Oak Park Ln

AM Period	NB		SB		EB		WB		PM Period	NB		SB		EB		WB	
12:00-12:15	3		3						12:00-12:15	40		22					
12:15-12:30	1		1						12:15-12:30	45		23					
12:30-12:45	5		2						12:30-12:45	50		24					
12:45-1:00	1	10	4	10				20	12:45-1:00	55	190	25	94				284
1:00-1:15	4		1						1:00-1:15	40		32					
1:15-1:30	3		3						1:15-1:30	51		28					
1:30-1:45	0		0						1:30-1:45	40		42					
1:45-2:00	4	11	1	5				16	1:45-2:00	45	176	40	142				318
2:00-2:15	1		0						2:00-2:15	35		36					
2:15-2:30	0		0						2:15-2:30	44		33					
2:30-2:45	0		1						2:30-2:45	45		39					
2:45-3:00	0	1	0	1				2	2:45-3:00	50	174	33	141				315
3:00-3:15	0		1						3:00-3:15	51		50					
3:15-3:30	2		0						3:15-3:30	44		45					
3:30-3:45	2		0						3:30-3:45	48		44					
3:45-4:00	1	5	0	1				6	3:45-4:00	53	196	43	182				378
4:00-4:15	2		0						4:00-4:15	83		42					
4:15-4:30	0		1						4:15-4:30	68		37					
4:30-4:45	5		0						4:30-4:45	76		60					
4:45-5:00	10	17	0	1				18	4:45-5:00	72	299	34	173				472
5:00-5:15	3		0						5:00-5:15	61		47					
5:15-5:30	3		2						5:15-5:30	54		33					
5:30-5:45	5		2						5:30-5:45	55		34					
5:45-6:00	28	39	1	5				44	5:45-6:00	62	232	23	137				369
6:00-6:15	24		3						6:00-6:15	44		27					
6:15-6:30	46		6						6:15-6:30	40		20					
6:30-6:45	59		3						6:30-6:45	46		22					
6:45-7:00	128	257	10	22				279	6:45-7:00	68	198	19	88				286
7:00-7:15	78		11						7:00-7:15	36		12					
7:15-7:30	62		13						7:15-7:30	36		26					
7:30-7:45	82		16						7:30-7:45	25		36					
7:45-8:00	120	342	31	71				413	7:45-8:00	18	115	31	105				220
8:00-8:15	84		23						8:00-8:15	31		11					
8:15-8:30	118		17						8:15-8:30	20		16					
8:30-8:45	101		37						8:30-8:45	12		11					
8:45-9:00	96	399	23	100				499	8:45-9:00	18	81	11	49				130
9:00-9:15	87		30						9:00-9:15	15		9					
9:15-9:30	70		29						9:15-9:30	12		15					
9:30-9:45	60		30						9:30-9:45	11		9					
9:45-10:00	67	284	33	122				406	9:45-10:00	13	51	5	38				89
10:00-10:15	77		35						10:00-10:15	14		7					
10:15-10:30	60		40						10:15-10:30	13		7					
10:30-10:45	68		22						10:30-10:45	11		8					
10:45-11:00	77	282	28	125				407	10:45-11:00	12	50	3	25				75
11:00-11:15	75		33						11:00-11:15	12		7					
11:15-11:30	60		40						11:15-11:30	11		5					
11:30-11:45	65		35						11:30-11:45	4		7					
11:45-12:00	58	258	30	138				396	11:45-12:00	5	32	9	28				60
Total Vol.		1905		601	0		0	2506			1794		1202	0		0	2996
Daily Totals											3699		1803	0		0	5502

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Thursday, March 11, 2004 City: Santa Barbara Project #: 04-1173-014

Location: Pueblo St Btwn Oak Park Ln & Castillo St

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	3		2			12:00-12:15	49		32		
12:15-12:30	1		2			12:15-12:30	50		36		
12:30-12:45	2		3			12:30-12:45	51		35		
12:45-1:00	2	8	1	8	16	12:45-1:00	44	194	30	133	327
1:00-1:15	1		2			1:00-1:15	48		40		
1:15-1:30	0		1			1:15-1:30	50		51		
1:30-1:45	2		0			1:30-1:45	60		48		
1:45-2:00	0	3	0	3	6	1:45-2:00	65	223	44	183	406
2:00-2:15	0		0			2:00-2:15	70		40		
2:15-2:30	0		2			2:15-2:30	66		54		
2:30-2:45	0		2			2:30-2:45	68		55		
2:45-3:00	0	0	0	4	4	2:45-3:00	70	274	65	214	488
3:00-3:15	4		0			3:00-3:15	55		54		
3:15-3:30	2		0			3:15-3:30	60		50		
3:30-3:45	1		0			3:30-3:45	69		50		
3:45-4:00	1	8	0	0	8	3:45-4:00	74	258	47	201	459
4:00-4:15	1		1			4:00-4:15	74		64		
4:15-4:30	7		0			4:15-4:30	71		50		
4:30-4:45	11		0			4:30-4:45	67		37		
4:45-5:00	2	21	1	2	23	4:45-5:00	56	268	50	201	469
5:00-5:15	4		2			5:00-5:15	48		44		
5:15-5:30	13		1			5:15-5:30	61		39		
5:30-5:45	34		3			5:30-5:45	48		30		
5:45-6:00	28	79	3	9	88	5:45-6:00	44	201	16	129	330
6:00-6:15	37		4			6:00-6:15	33		21		
6:15-6:30	84		7			6:15-6:30	44		10		
6:30-6:45	116		6			6:30-6:45	49		9		
6:45-7:00	51	288	23	40	328	6:45-7:00	28	154	18	58	212
7:00-7:15	65		21			7:00-7:15	30		29		
7:15-7:30	96		20			7:15-7:30	13		34		
7:30-7:45	113		31			7:30-7:45	21		19		
7:45-8:00	77	351	24	96	447	7:45-8:00	16	80	11	93	173
8:00-8:15	110		24			8:00-8:15	14		17		
8:15-8:30	84		29			8:15-8:30	15		12		
8:30-8:45	96		29			8:30-8:45	19		12		
8:45-9:00	59	349	36	118	467	8:45-9:00	6	54	14	55	109
9:00-9:15	56		40			9:00-9:15	6		10		
9:15-9:30	60		44			9:15-9:30	12		10		
9:30-9:45	66		30			9:30-9:45	9		4		
9:45-10:00	67	249	35	149	398	9:45-10:00	14	41	8	32	73
10:00-10:15	71		40			10:00-10:15	8		7		
10:15-10:30	77		28			10:15-10:30	9		6		
10:30-10:45	76		30			10:30-10:45	14		3		
10:45-11:00	60	284	35	133	417	10:45-11:00	8	39	6	22	61
11:00-11:15	65		40			11:00-11:15	6		3		
11:15-11:30	51		44			11:15-11:30	2		5		
11:30-11:45	60		42			11:30-11:45	4		2		
11:45-12:00	56	232	36	162	394	11:45-12:00	0	12	3	13	25
Total Vol.	0	0	1872	724	2596		0	0	1798	1334	3132
Daily Totals							0	0	3670	2058	5728

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, March 17, 2004 City: Santa Barbara Project #: 04-1173-015

Location: Pueblo St Btwn Castillo St & Bath St

AM Period	NB		SB		EB		WB		PM Period	NB		SB		EB		WB	
12:00-12:15	5		2						12:00-12:15	54		30					
12:15-12:30	2		1						12:15-12:30	54		29					
12:30-12:45	0		1						12:30-12:45	47		35					
12:45-1:00	1	8	1	5				13	12:45-1:00	54	209	37	131				340
1:00-1:15	2		1						1:00-1:15	53		39					
1:15-1:30	0		2						1:15-1:30	53		45					
1:30-1:45	0		0						1:30-1:45	58		50					
1:45-2:00	2	4	0	3				7	1:45-2:00	59	223	51	185				408
2:00-2:15	0		1						2:00-2:15	54		41					
2:15-2:30	0		0						2:15-2:30	65		50					
2:30-2:45	0		0						2:30-2:45	63		50					
2:45-3:00	0	0	1	2				2	2:45-3:00	69	251	60	201				452
3:00-3:15	0		0						3:00-3:15	72		60					
3:15-3:30	0		0						3:15-3:30	67		50					
3:30-3:45	0		0						3:30-3:45	74		51					
3:45-4:00	2	2	0	0				2	3:45-4:00	61	274	51	212				486
4:00-4:15	2		2						4:00-4:15	55		60					
4:15-4:30	2		1						4:15-4:30	62		71					
4:30-4:45	5		3						4:30-4:45	56		41					
4:45-5:00	8	17	1	7				24	4:45-5:00	47	220	51	223				443
5:00-5:15	1		2						5:00-5:15	63		47					
5:15-5:30	4		2						5:15-5:30	44		41					
5:30-5:45	3		1						5:30-5:45	37		30					
5:45-6:00	8	16	4	9				25	5:45-6:00	28	172	31	149				321
6:00-6:15	5		7						6:00-6:15	29		20					
6:15-6:30	21		8						6:15-6:30	32		11					
6:30-6:45	34		15						6:30-6:45	22		15					
6:45-7:00	38	98	18	48				146	6:45-7:00	22	105	10	56				161
7:00-7:15	38		22						7:00-7:15	25		20					
7:15-7:30	56		23						7:15-7:30	22		11					
7:30-7:45	42		33						7:30-7:45	19		15					
7:45-8:00	75	211	24	102				313	7:45-8:00	10	76	11	57				133
8:00-8:15	83		26						8:00-8:15	11		17					
8:15-8:30	77		29						8:15-8:30	11		11					
8:30-8:45	83		31						8:30-8:45	13		12					
8:45-9:00	86	329	33	119				448	8:45-9:00	8	43	10	50				93
9:00-9:15	88		40						9:00-9:15	11		10					
9:15-9:30	78		41						9:15-9:30	7		8					
9:30-9:45	99		48						9:30-9:45	7		7					
9:45-10:00	92	357	37	166				523	9:45-10:00	11	36	8	33				69
10:00-10:15	86		42						10:00-10:15	4		7					
10:15-10:30	86		30						10:15-10:30	7		2					
10:30-10:45	84		37						10:30-10:45	5		4					
10:45-11:00	87	343	42	151				494	10:45-11:00	7	23	4	17				40
11:00-11:15	72		41						11:00-11:15	7		4					
11:15-11:30	62		30						11:15-11:30	4		2					
11:30-11:45	62		39						11:30-11:45	2		3					
11:45-12:00	64	260	41	151				411	11:45-12:00	2	15	1	10				25
Total Vol.		1645		763	0		0	2408			1647		1324	0		0	2971
Daily Totals											3292		2087	0		0	5379

APPENDIX B

EXISTING LEVEL OF SERVICE WORKSHEETS

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.758
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			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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	2	4	222	1	940	240	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	222	1	940	240	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	2	4	222	1	940	240	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	222	1	940	240	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	56	3130	14	1600	1574	26
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.59	0.15	0.15
Crit Moves:					****			****		****		

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.734
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:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	4	2	8	479	7	757	300	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	8	479	7	757	300	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	4	2	8	479	7	757	300	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	8	479	7	757	300	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	52	3103	45	1600	1595	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.15	0.15	0.47	0.19	0.19
Crit Moves:					****			****		****		

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

Intersection #2 Las Positas Rd/Tallant Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[24.0]

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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	958	128	54	1050	4	3	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	958	128	54	1050	4	3	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	958	128	54	1050	4	3	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1054	xxxx	xxxxx	1086	xxxx	xxxxx	1661	xxxx	527	xxxx	xxxx	xxxxx
Potent Cap.:	668	xxxx	xxxxx	650	xxxx	xxxxx	90	xxxx	501	xxxx	xxxx	xxxxx
Move Cap.:	668	xxxx	xxxxx	650	xxxx	xxxxx	83	xxxx	501	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.08	xxxx	xxxx	0.04	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	10.5	xxxx	xxxxx	11.0	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	199	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	10.5	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	24.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	B	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			24.0			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Intersection #2 Las Positas Rd/Tallant Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: E[35.2]

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 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	775	129	19	1428	10	3	0	10	2	0	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:	14	775	129	19	1428	10	3	0	10	2	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	14	775	129	19	1428	10	3	0	10	2	0	5
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:	1438	xxxx	xxxxx	904	xxxx	xxxxx	1887	xxxx	719	1620	xxxx	452
Potent Cap.:	478	xxxx	xxxxx	761	xxxx	xxxxx	44	xxxx	375	70	xxxx	560
Move Cap.:	478	xxxx	xxxxx	761	xxxx	xxxxx	42	xxxx	375	65	xxxx	560
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.07	xxxx	0.03	0.03	xxxx	0.01
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	12.8	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	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	132	xxxxx	xxxx	177	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	12.8	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	35.2	xxxxx	xxxxx	26.2	xxxxx
Shared LOS:	B	*	*	A	*	*	*	E	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			35.2			26.2		
ApproachLOS:	*			*			E			D		

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

Intersection #3 Las Positas Rd/Calle Real

Cycle (sec):	100	Critical Vol./Cap. (X):	0.660
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	536	879	0	0	568	332	158	0	58	293	138	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:	536	879	0	0	568	332	158	0	58	293	138	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	879	0	0	568	332	158	0	58	293	138	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.:	536	879	0	0	568	332	158	0	58	293	138	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:	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:	0.17	0.27	0.00	0.00	0.18	0.21	0.10	0.00	0.04	0.09	0.09	0.04
Crit Moves:	****					****	****				****	

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

Intersection #3 Las Positas Rd/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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:	1.00	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	816	0	0	984	351	106	0	140	413	149	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:	553	816	0	0	984	351	106	0	140	413	149	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	816	0	0	984	351	106	0	140	413	149	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.:	553	816	0	0	984	351	106	0	140	413	149	56
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:	0.17	0.26	0.00	0.00	0.31	0.22	0.07	0.00	0.09	0.13	0.09	0.04
Crit Moves:	****				****		****			****		

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.875
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			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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1206	214	502	488	0	386	0	281	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	1206	214	502	488	0	386	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1206	214	502	488	0	386	0	281	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	1206	214	502	488	0	386	0	281	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	0.38	0.13	0.16	0.15	0.00	0.24	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.840
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	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			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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	799	147	543	981	0	513	0	281	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	799	147	543	981	0	513	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	799	147	543	981	0	513	0	281	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	799	147	543	981	0	513	0	281	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	0.25	0.09	0.17	0.31	0.00	0.32	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #5 Las Positas Rd/Mudoc Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	811	21	78	549	139	241	103	92	18	135	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	811	21	78	549	139	241	103	92	18	135	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	811	21	78	549	139	241	103	92	18	135	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	811	21	78	549	139	241	103	92	18	135	361
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	1.95	0.05	1.00	1.60	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3119	81	1600	2553	647	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.05	0.22	0.21	0.15	0.06	0.06	0.01	0.08	0.23
Crit Moves:		****		****			****					****

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

Intersection #5 Las Positas Rd/Mudoc Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.730
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:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	471	22	370	660	247	211	190	147	34	142	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	471	22	370	660	247	211	190	147	34	142	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	471	22	370	660	247	211	190	147	34	142	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	155	471	22	370	660	247	211	190	147	34	142	181
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	1.91	0.09	1.00	1.46	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3057	143	1600	2329	871	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.23	0.28	0.28	0.13	0.12	0.09	0.02	0.09	0.11
Crit Moves:		****		****			****					****

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

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

Average Delay (sec/veh): 11.9 Worst Case Level Of Service: B[13.1]

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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	524	0	0	0	0	0	0	0	0	0	49	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:	524	0	0	0	0	0	0	0	0	0	49	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	524	0	0	0	0	0	0	0	0	0	49	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:	49	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	965	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	965	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.54	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	13.1	xxxx	xxxxx	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:		13.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: B[14.4]

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
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	553		0		0	0		0		0	0		0		0	0		77		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	553		0		0	0		0		0	0		0		0	0		77		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:	77	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.59	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	4.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	14.4	xxxx	xxxxx	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:		14.4			xxxxxx				xxxxxx				xxxxxx							
ApproachLOS:		B				*				*				*						

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

Intersection #7 Junipero St/Bath St

Average Delay (sec/veh): 3.9 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:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	50	0	0	0	0	114	21	38	49	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	50	0	0	0	0	114	21	38	49	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	45	0	50	0	0	0	0	114	21	38	49	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:	250	xxxx	125	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	135	xxxx	xxxxx
Potent Cap.:	743	xxxx	932	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1462	xxxx	xxxxx
Move Cap.:	728	xxxx	932	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1462	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	823	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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Intersection #7 Junipero St/Bath St

****

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[10.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	82	0	0	0	0	55	42	108	154	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:	39	0	82	0	0	0	0	55	42	108	154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	39	0	82	0	0	0	0	55	42	108	154	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:	446	xxxx	76	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	574	xxxx	991	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	540	xxxx	991	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	0.08	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	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	781	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

Intersection #8 Junipero St/Castillo St

Average Delay (sec/veh): 5.8 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	88	35	25	76	12	23	58	27	40	29	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	88	35	25	76	12	23	58	27	40	29	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	88	35	25	76	12	23	58	27	40	29	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	88	xxxx	xxxxx	123	xxxx	xxxxx	308	299	82	324	288	106
Potent Cap.:	1520	xxxx	xxxxx	1477	xxxx	xxxxx	649	616	983	633	626	954
Move Cap.:	1520	xxxx	xxxxx	1477	xxxx	xxxxx	595	597	983	556	606	954
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.04	0.10	0.03	0.07	0.05	0.02
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	662	xxxxx	xxxx	639	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.5	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	11.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.5			11.6		
ApproachLOS:	*			*			B			B		

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

Intersection #8 Junipero St/Castillo St

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[12.3]

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:	19	88	47	29	129	10	16	72	31	42	28	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	88	47	29	129	10	16	72	31	42	28	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	88	47	29	129	10	16	72	31	42	28	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	88	47	29	129	10	16	72	31	42	28	27
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	139	xxxx	xxxxx	135	xxxx	xxxxx	369	365	134	393	347	112
Potent Cap.:	1457	xxxx	xxxxx	1462	xxxx	xxxxx	591	566	920	570	580	947
Move Cap.:	1457	xxxx	xxxxx	1462	xxxx	xxxxx	539	548	920	483	561	947
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.03	0.13	0.03	0.09	0.05	0.03
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	611	xxxxx	xxxx	587	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	0.6	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.3			12.3		
ApproachLOS:	*			*			B			B		

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

Intersection #9 Junipero St/Oak Park Ln

Average Delay (sec/veh): 1.3 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 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	8	13	113	0	0	0	0	12	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	155	8	13	113	0	0	0	0	12	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	155	8	13	113	0	0	0	0	12	0	21
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	163	xxxx	xxxxx	xxxx	xxxx	xxxxx	298	xxxx	159
Potent Cap.:	xxxx	xxxx	xxxxx	1428	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	xxxx	892
Move Cap.:	xxxx	xxxx	xxxxx	1428	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	892
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	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	7.5	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	807	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base 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[10.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	141	21	9	212	0	0	0	0	26	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	141	21	9	212	0	0	0	0	26	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	141	21	9	212	0	0	0	0	26	0	14
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	162	xxxx	xxxxx	xxxx	xxxx	xxxxx	382	xxxx	152
Potent Cap.:	xxxx	xxxx	xxxxx	1429	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	900
Move Cap.:	xxxx	xxxx	xxxxx	1429	xxxx	xxxxx	xxxx	xxxx	xxxxx	622	xxxx	900
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	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	7.5	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	697	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.5		
ApproachLOS:	*			*			*			B		

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

Intersection #10 Junipero St/Calle Real

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	158	27	9	0	0	158	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	158	27	9	0	0	158	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	4	0	158	27	9	0	0	158	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	4	0	158	27	9	0	0	158	258
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	20	0	772	538	179	0	0	341	558
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.20	xxxx	0.20	0.05	0.05	xxxx	xxxx	0.46	0.46
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	8.2	0.0	8.2	8.0	8.0	0.0	0.0	10.1	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	0.0	0.0	8.2	0.0	8.2	8.0	8.0	0.0	0.0	10.1	10.1
LOS by Move:	*	*	*	A	*	A	A	A	*	*	B	B
ApproachDel:	xxxxxx				8.2			8.0			10.1	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.2			8.0			10.1	
LOS by Appr:	*				A			A			B	

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

Intersection #10 Junipero St/Calle Real

Cycle (sec):	100	Critical Vol./Cap. (X):	0.573
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.4
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	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	297	17	23	0	0	243	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	297	17	23	0	0	243	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	7	0	297	17	23	0	0	243	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	7	0	297	17	23	0	0	243	216
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	18	0	750	275	373	0	0	424	377
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.40	xxxx	0.40	0.06	0.06	xxxx	xxxx	0.57	0.57
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.0	0.0	10.0	8.5	8.5	0.0	0.0	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:	0.0	0.0	0.0	10.0	0.0	10.0	8.5	8.5	0.0	0.0	12.7	12.7
LOS by Move:	*	*	*	A	*	A	A	A	*	*	B	B
ApproachDel:	xxxxxx				10.0			8.5			12.7	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				10.0			8.5			12.7	
LOS by Appr:	*				A			A			B	

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

Intersection #11 Nogales Ave/De La Vina St

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.5]

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 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	34	0	0	0	0	681	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:	0	0	34	0	0	0	0	681	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	34	0	0	0	0	681	31	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	356	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	693	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	693	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.05	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	10.5	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:		10.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

****
Intersection #11 Nogales Ave/De La Vina St
****
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.2]
****

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 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	67	0	0	0	0	784	29	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	67	0	0	0	0	784	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	67	0	0	0	0	784	29	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	407	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	649	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	649	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	11.2	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:		11.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Intersection #12 Pueblo St/De La Vina St

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[17.9]

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	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:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	49		40		14	68		0		29	584		108		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	49		40		14	68		0		29	584		108		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	49		40		14	68		0		29	584		108		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	696		346		375	750		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	368		702		586	342		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	368		702		496	342		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.13		0.06		0.03	0.20		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		468		362	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		0.7		0.9	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		14.5		17.9	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		B		C	*		*		A	*		*		*	*		*	
ApproachDel:		14.5					17.9					xxxxxx					xxxxxx			
ApproachLOS:		B					C					*					*			

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

Intersection #12 Pueblo St/De La Vina St

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: C[22.2]

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	94		77		16	58		0		52	744		62		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	94		77		16	58		0		52	744		62		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	94		77		16	58		0		52	744		62		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	94		77		16	58		0		52	744		62		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	879		403		523	910		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	288		652		468	277		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	288		652		308	277		xxxxx		0	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	0.33		0.12		0.05	0.21		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		385		283	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		2.2		1.0	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		21.6		22.2	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		C		C	*		*		A	*		*		*	*		*	
ApproachDel:		21.6					22.2					xxxxxx					xxxxxx			
ApproachLOS:		C					C					*					*			

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

Intersection #13 Pueblo St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.321
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	78	37	25	95	56	15	49	19	48	148	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	78	37	25	95	56	15	49	19	48	148	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	78	37	25	95	56	15	49	19	48	148	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	78	37	25	95	56	15	49	19	48	148	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.39	0.18	0.14	0.54	0.32	0.18	0.59	0.23	0.21	0.66	0.13
Final Sat.:	302	274	130	102	386	228	120	392	152	149	461	90
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.25	0.25	0.25	0.12	0.12	0.12	0.32	0.32	0.32
Crit Moves:	****					****			****			****
Delay/Veh:	9.6	9.6	9.6	9.2	9.2	9.2	8.6	8.6	8.6	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	9.2	9.2	9.2	8.6	8.6	8.6	10.0	10.0	10.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.6			9.2			8.6			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			9.2			8.6			10.0		
LOS by Appr:	A			A			A			A		

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

Intersection #13 Pueblo St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	34	126	71	41	81	23	32	11	30	57	204	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	126	71	41	81	23	32	11	30	57	204	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	126	71	41	81	23	32	11	30	57	204	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	126	71	41	81	23	32	11	30	57	204	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	34	126	71	41	81	23	32	11	30	57	204	36
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.:	103	382	215	187	370	105	286	98	268	135	484	85
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.22	0.22	0.22	0.11	0.11	0.11	0.42	0.42	0.42
Crit Moves:			****		****		****			****		
Delay/Veh:	10.0	10.0	10.0	9.4	9.4	9.4	8.6	8.6	8.6	11.1	11.1	11.1
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:	10.0	10.0	10.0	9.4	9.4	9.4	8.6	8.6	8.6	11.1	11.1	11.1
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:		10.0			9.4			8.6			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.4			8.6			11.1	
LOS by Appr:		B			A			A			B	

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

Intersection #14 Pueblo St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.498
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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	229	96	34	78	28	19	80	23	44	42	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	229	96	34	78	28	19	80	23	44	42	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	229	96	34	78	28	19	80	23	44	42	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	229	96	34	78	28	19	80	23	44	42	35
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	0.61	0.25	0.24	0.56	0.20	0.15	0.66	0.19	0.36	0.35	0.29
Final Sat.:	110	460	193	168	386	139	99	417	120	232	221	184
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.20	0.20	0.20	0.19	0.19	0.19	0.19	0.19	0.19
Crit Moves:		****			****			****			****	
Delay/Veh:	11.8	11.8	11.8	9.0	9.0	9.0	9.3	9.3	9.3	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	11.8	9.0	9.0	9.0	9.3	9.3	9.3	9.2	9.2	9.2
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		11.8			9.0			9.3			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			9.0			9.3			9.2	
LOS by Appr:		B			A			A			A	

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

Intersection #14 Pueblo St/Castillo St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390
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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	163	64	48	98	38	36	128	11	61	56	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:	49	163	64	48	98	38	36	128	11	61	56	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	163	64	48	98	38	36	128	11	61	56	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	163	64	48	98	38	36	128	11	61	56	24
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:	0.18	0.59	0.23	0.26	0.53	0.21	0.21	0.73	0.06	0.43	0.40	0.17
Final Sat.:	126	418	164	176	360	140	132	469	40	273	251	108
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.27	0.27	0.27	0.27	0.27	0.27	0.22	0.22	0.22
Crit Moves:		****			****			****		****		
Delay/Veh:	10.7	10.7	10.7	9.7	9.7	9.7	10.0	10.0	10.0	9.6	9.6	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:	10.7	10.7	10.7	9.7	9.7	9.7	10.0	10.0	10.0	9.6	9.6	9.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.7			9.7			10.0			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			9.7			10.0			9.6	
LOS by Appr:		B			A			A			A	

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

Intersection #15 Pueblo St/Oak Park Ln

Cycle (sec):	100	Critical Vol./Cap. (X):	0.454
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	363	12	20	83	15	12	1	7	8	9	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:	19	363	12	20	83	15	12	1	7	8	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	363	12	20	83	15	12	1	7	8	9	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.:	19	363	12	20	83	15	12	1	7	8	9	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:	0.05	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	800	26	138	573	104	403	34	235	254	285	127
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.14	0.14	0.14	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:	****				****		****			****		
Delay/Veh:	10.4	10.4	10.4	8.0	8.0	8.0	8.0	8.0	8.0	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.4	10.4	8.0	8.0	8.0	8.0	8.0	8.0	8.1	8.1	8.1
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.4			8.0			8.0			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			8.0			8.0			8.1	
LOS by Appr:		B			A			A			A	

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

Intersection #15 Pueblo St/Oak Park Ln

Cycle (sec):	100	Critical Vol./Cap. (X):	0.353
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	233	42	16	145	11	12	9	12	13	9	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	233	42	16	145	11	12	9	12	13	9	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	233	42	16	145	11	12	9	12	13	9	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	233	42	16	145	11	12	9	12	13	9	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	26	233	42	16	145	11	12	9	12	13	9	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	74	660	119	76	687	52	252	189	252	295	204	182
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.21	0.21	0.21	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:	****				****			****			****	
Delay/Veh:	9.4	9.4	9.4	8.4	8.4	8.4	8.0	8.0	8.0	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	8.4	8.4	8.4	8.0	8.0	8.0	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.4			8.4			8.0			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			8.4			8.0			8.0	
LOS by Appr:		A			A			A			A	

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

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Intersection #16 Pueblo St/Calle Real

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.4]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	0	0	0	0	0	0	76	11	0	0	0	0	0	327	380		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	0	0	0	0	0	76	11	0	0	0	0	0	327	380		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Final Vol.:	0	0	0	0	0	0	0	0	0	76	11	0	0	0	0	0	327	380		
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	517	707	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	562	901	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	562	901	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.01	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.4	9.0	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			12.4			xxxxxx				xxxxxx									
ApproachLOS:	*			B			*				*									

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

****

Intersection #16 Pueblo St/Calle Real

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[12.3]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	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	0	292	183	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	0	0	173	46	0	0	0	0	0	0	292	183	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	0	0	173	46	0	0	0	0	0	0	292	183	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	0	0	0	0	0	0	0	0	173	46	0	0	0	0	0	0	292	183	
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					384	475	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx					668	1098	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx					668	1098	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx					0.26	0.04	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx					1.0	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx					12.3	8.4	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					12.3					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

Intersection #17 Mission St/De La Vina St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	705	393	27	588	0	54	453	268	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	393	27	588	0	54	453	268	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	705	393	27	588	0	54	453	268	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	393	27	588	0	54	453	268	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	0.09	1.91	0.00	0.14	1.17	0.69	0.00	0.00	0.00
Final Sat.:	0	2055	1145	140	3060	0	223	1870	1107	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.02	0.19	0.00	0.03	0.24	0.24	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #17 Mission St/De La Vina St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	635	361	78	893	0	70	736	241	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	635	361	78	893	0	70	736	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	361	78	893	0	70	736	241	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	635	361	78	893	0	70	736	241	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	2040	1160	257	2943	0	214	2249	737	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.30	0.00	0.04	0.33	0.33	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #18 Mission St/Bath St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.657
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1037	0	0	847	70	47	0	83	212	139	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1037	0	0	847	70	47	0	83	212	139	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1037	0	0	847	70	47	0	83	212	139	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	137	1037	0	0	847	70	47	0	83	212	139	52
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.:	373	2827	0	0	2956	244	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.00	0.00	0.29	0.29	0.03	0.00	0.05	0.13	0.09	0.03
Crit Moves:	****				****				****	****		

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

Intersection #18 Mission St/Bath St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	126	872	0	0	1018	51	70	0	175	282	139	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	872	0	0	1018	51	70	0	175	282	139	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	872	0	0	1018	51	70	0	175	282	139	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	872	0	0	1018	51	70	0	175	282	139	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	872	0	0	1018	51	70	0	175	282	139	26
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	1.90	0.10	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	404	2796	0	0	3047	153	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.00	0.00	0.33	0.33	0.04	0.00	0.11	0.18	0.09	0.02
Crit Moves:	****				****				****	****		

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

Intersection #19 Mission St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.715
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1152	212	26	1079	27	24	65	201	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:	149	1152	212	26	1079	27	24	65	201	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1152	212	26	1079	27	24	65	201	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.:	149	1152	212	26	1079	27	24	65	201	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:	0.20	1.52	0.28	0.04	1.91	0.05	0.27	0.73	1.00	0.00	0.00	0.00
Final Sat.:	315	2436	448	73	3050	76	431	1169	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.47	0.02	0.35	0.35	0.02	0.06	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			

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

Intersection #19 Mission St/Castillo St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.795
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1015	228	38	1456	21	42	124	250	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:	105	1015	228	38	1456	21	42	124	250	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1015	228	38	1456	21	42	124	250	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.:	105	1015	228	38	1456	21	42	124	250	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.:	249	2409	541	80	3075	44	405	1195	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.42	0.02	0.47	0.47	0.03	0.10	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #20 Mission St/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.118
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	1088	0	0	559	671	0	0	0	140	2	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	1088	0	0	559	671	0	0	0	140	2	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	1088	0	0	559	671	0	0	0	140	2	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	589	1088	0	0	559	671	0	0	0	140	2	368
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	1124	2076	0	0	3200	1600	0	0	0	1577	23	1600
Capacity Analysis Module:												
Vol/Sat:	0.37	0.52	0.00	0.00	0.17	0.42	0.00	0.00	0.00	0.09	0.09	0.23
Crit Moves:	****					****						****

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

Intersection #20 Mission St/US-101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.088
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	996	0	0	774	856	0	0	0	200	0	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	996	0	0	774	856	0	0	0	200	0	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	996	0	0	774	856	0	0	0	200	0	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	367	996	0	0	774	856	0	0	0	200	0	358
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.:	862	2338	0	0	3200	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.43	0.00	0.00	0.24	0.54	0.00	0.00	0.00	0.13	0.00	0.22
Crit Moves:	****					****						****

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

Intersection #21 Mission St/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.953
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	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 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	582	176	401	292	0	1086	0	84	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	582	176	401	292	0	1086	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	582	176	401	292	0	1086	0	84	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	582	176	401	292	0	1086	0	84	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	1.86	0.00	0.14	0.00	0.00	0.00
Final Sat.:	0	2457	743	1600	1600	0	2970	0	230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.25	0.18	0.00	0.37	0.00	0.37	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #21 Mission St/US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.940
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	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 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	506	150	449	525	0	834	1	298	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	506	150	449	525	0	834	1	298	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	506	150	449	525	0	834	1	298	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	506	150	449	525	0	834	1	298	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	0.92	1.08	0.00	1.47	0.01	0.52	0.00	0.00	0.00
Final Sat.:	0	2468	732	1475	1725	0	2356	3	842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.20	0.28	0.30	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #22 Mission St/Mudoc St

Average Delay (sec/veh): 42.4 Worst Case Level Of Service: F[162.0]

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:	180	533	0	0	277	160	258	0	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	533	0	0	277	160	258	0	137	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:	180	533	0	0	277	160	258	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	180	533	0	0	277	160	258	0	137	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:	437	xxxx	xxxxx	xxxx	xxxx	xxxxx	1170	xxxx	277	xxxx	xxxx	xxxxx
Potent Cap.:	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	215	xxxx	767	xxxx	xxxx	xxxxx
Move Cap.:	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	189	xxxx	767	xxxx	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	1.37	xxxx	0.18	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	0.6	xxxxx	xxxx	xxxxx
Stopped Del:	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	242.3	xxxx	10.7	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			162.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Intersection #22 Mission St/Mudoc St

Average Delay (sec/veh): 24.6 Worst Case Level Of Service: F[119.2]

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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	437	0	0	577	269	186	0	170	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:	153	437	0	0	577	269	186	0	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	153	437	0	0	577	269	186	0	170	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:	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	1320	xxxx	577	xxxx	xxxx	xxxxx
Potent Cap.:	800	xxxx	xxxxx	xxxx	xxxx	xxxxx	175	xxxx	520	xxxx	xxxx	xxxxx
Move Cap.:	800	xxxx	xxxxx	xxxx	xxxx	xxxxx	149	xxxx	520	xxxx	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	1.25	xxxx	0.33	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	1.4	xxxxx	xxxx	xxxxx
Stopped Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	214.2	xxxx	15.2	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			119.2			xxxxxx		
ApproachLOS:	*			*			F			*		

APPENDIX C

CUMULATIVE PROJECTS LIST

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

1) 1221 ANACAPA ST (MST2003-00908)

APN #: 039-183-034 **Zone:** C-2 **Contact:** Trish Allen

This is a revised project. The proposal is to construct a new parking structure composed of two floors below grade and four floors above grade. The project would provide approximately 575 parking stalls and would include approximately 10,000 square feet of parking staff offices, in addition to public restrooms and a bicycle parking station in Parking Lot No. 6, located at the rear of the Granada Theater building.

Measure E Allocations	Square Feet	Square Footage Totals		
Community Priority:	7,810	Existing:	0	Demo: 0
Minor Addition	1,000	Net New	8,810	
		Total:	8,810	

2) 2431 CASTILLO ST (MST2003-00518)

APN #: 025-052-004 **Zone:** C-O **Contact:** Modification Hearing Officer

Proposal to demolish existing 1,450 square foot duplex and attached two-car garage, and to construct a new 2,875 square foot medical office building; above a 3,090 square foot garage. Eight covered and three uncovered parking spaces are proposed. Modifications are requested for the building to encroach into the interior yards, parking off the front-yard (public alley), and to provide 11 of the 12 required parking spaces.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition	1,875	Existing:	0	Demo: 0
Minor Addition	1,000	Net New	2,875	
		Total:	2,875	

3) 601 E MICHELTORENA ST (MST97-00507)

APN #: 027-270-030 **Zone:** C-O **Contact:** Beatriz Ramirez

Proposal for a new 30,000 square foot medical office building (Ambulatory Care Center) to be added to an existing 186,000 square foot hospital on a 322,012 square foot lot. The project includes a new parking deck that will result in 74 net new parking spaces for the hospital campus, new landscaping and public street improvements. A new park is proposed on a vacant parcel that fronts on Grand Avenue.

Measure E Allocations	Square Feet	Square Footage Totals		
Community Priority	30,000	Existing:	0	Demo: 0
		Net New	30,000	
		Total:	0	

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

4) 3721 MODOC RD (MST99-00510)

APN #: 049-030-018 **Zone:** E-3/R-2 **Contact:** Kathleen Kennedy

Proposal to install six temporary classroom buildings totaling 9,120 square feet. Minor landscaping improvements are also proposed. The existing church and school facility consists of structures which total 18,750 square feet and 131 parking spaces on a 4.3 acre lot. The project description has been changed to reflect the revised project.

Measure E Allocations	Square Feet	Square Footage Totals		
Community Priority:	8,120	Existing:	18,750	Demo: 0
Minor Addition:	1,000	Net New	9,120	
		Total:	27,870	

5) 225 W PUEBLO ST (MST2004-00126)

APN #: 025-181-029 **Zone:** C-O **Contact:** ABR Staff

Proposal to construct a 1,855 square foot second-floor addition to an existing 6,986 square foot one and partial two-story medical office building. The proposal includes a remodel of the first floor. The proposal includes the reconfiguration of the parking lot to add seven additional uncovered spaces for a total of 31 spaces. The project requires Development Plan Approval by the Architectural Board of Review for small additions between 1,000 and 3,000 square feet.

Measure E Allocations	Square Feet	Square Footage Totals		
Minor Addition:	1,000	Existing:	5,965	Demo:
Small Addition	855	Net New	1,778	
		Total:	7,743	

6) 3305 STATE ST (MST2000-00002)

APN #: 051-100-001 **Zone:** C-1/C-P/SD-2 **Contact:** ABR Staff

SEE NOTES ON THE NOTES TAB (BOTTOM OF THE TABS TO THE RIGHT).
Proposal for a 2,450 square foot one-story addition to an existing 84,434 square foot one-story commercial building with 417 existing parking spaces on a 289,198 square foot lot. The project also includes a proposed facade remodel which has previously been reviewed under MST1999-00945.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition:	1,770	Existing:	84,434	Demo: 0
Minor Addition:	680	Net New	2,450	
		Total:	86,884	

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

[redacted]

7) 26 W ANAPAMU ST (MST2000-00179)

APN #: 039-181-021 **Zone:** C-2 **Contact:** HLC Staff

A proposal to create a three-story building by relocating 2,094 square feet from the basement and combining it with the existing mezzanine square footage to create a second floor and adding 3,000 square feet to create a third floor. Project square footage will be increased from 7,775 square feet to 10,775 square feet.

Measure E Allocations	Square Feet
Demolished:	2,096
Small Addition:	2,000
Minor Addition	1,000

Square Footage Totals		
Existing:	7,775	Demo: 2,096
Net New	3,904	
Total:	11,679	

8) 1221 CHAPALA ST (MST1999-01018)

APN #: 039-172-002 **Zone:** C-2 **Contact:** HLC Staff

Proposed conversion of an existing 2,013 square foot residential unit on the third floor of a mixed use building to commercial office space. There will be no new floor area added to the 8,043 square foot building and no exterior alterations.

Measure E Allocations	Square Feet
Small Addition	1,233
Minor Addition	700

Square Footage Totals		
Existing:	6,110	Demo: 0
Net New	1,933	
Total:	8,043	

9) 21 E VICTORIA ST (MST2000-00197)

APN #: 039-133-013 **Zone:** C-2 **Contact:** HLC Staff

A proposal for a 305 square foot addition by enclosing the third floor balconies. A 2,548 square foot addition to the existing 11,169 square foot, three-story office building was previously approved. The result will be a total of 14,022 square feet on a 12,500 square foot lot.

Measure E Allocations	Square Feet
Small Addition	1,584
Minor Addition	1,000

Square Footage Totals		
Existing:	11,169	Demo: 0
Net New	2,548	
Total:	13,717	

[redacted]

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

[redacted]

10) 602 W ANAPAMU ST (MST90-02931)

APN #: 039-151-014 **Zone:** P-R **Contact:**

DUMMY CASE CREATED ON 5/9/95 BY DYK FOR GROUPING TO GPU90-0002

Measure E Allocations	Square Feet	Square Footage Totals		
Community Priority:	4,800	Existing:	0	Demo: 0
		Net New	4,800	
		Total:	0	

11) 1035 CHAPALA ST (MST98-00051)

APN #: 039-272-006 **Zone:** C-2 **Contact:** Bill Jacobs

Request for economic development for a new 35,000 square foot commercial office building including a 50 space underground parking structure.

Measure E Allocations	Square Feet	Square Footage Totals		
Economic Development:	30,257	Existing:	0	Demo: 0
Vacant:	4,743	Net New	35,000	
		Total:	35,000	

12) 2215 DE LA VINA ST (MST2000-00117)

APN #: 025-181-013 **Zone:** R-4 **Contact:** Marisela G. Salinas

Proposal to change two residential units at the Encina Lodge Hotel to hotel units. A lot merger is proposed as part of the application.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition.	6,000	Existing:	7,090	Demo.
Minor Addition:	3,000	Net New	1,578	
		Total:	8,668	

13) 2912 DE LA VINA ST (MST2004-00033)

APN #: 051-180-029 **Zone:** C-2/SD-2 **Contact:** ABR Staff

Proposal for a 1,164 square foot addition to an existing 1,288 square foot commercial building on an 18,000 square foot lot. There is currently an 80 square foot storage shed on the lot which is proposed to remain. A 28-space parking lot is also proposed.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition.	2,000	Existing:	1,368	Demo: 0
		Net New	1,165	
		Total:	2,533	

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

14) 301 S HOPE AVE (MST2003-00135)

APN #: 051-240-019 **Zone:** E-3/P-D/SP-4/SD-2 **Contact:** Kathleen Kennedy

Proposal for changes to Graham Chevrolet Cadillac including conversion of 466 sq. ft. of second story storage area to office space, addition of four service bays, relocation of existing wash bay, addition of second wash bay, conversion of existing 408 sq. ft. storage area into training area, new 99,100 sq. ft. open parking structure with four tiers and a car lift enclosed by a tower. The existing development consists of a two-story, 25,207 sq. ft. auto dealership/service bay area and 60 parking spaces on a 3.4 acre lot.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition:	258	Existing:	25,207	Demo: 0
Minor Addition	172	Net New	99,566	
		Total:	124,773	

15) 1298 LAS POSITAS RD (MST2001-00007)

APN #: 047-010-034 **Zone:** A-1 **Contact:** Brent Hurwitz

Proposal to rezone the 94-acre Elings Park from the One Family Residence Zone (A-1) to the Parks and Recreation Zone (P-R) with a "Regional Park" designation. Also proposed is the development of approximately 23 vacant acres on the lower plateau near the park entrance off of Las Positas Road. The project would include a new soccer field, permanent lighted BMX facility, community building including community facilities, banquet room, foundation and non-profit offices, picnic areas, trails, passive recreation areas, and a parking lot. The project would also include new pedestrian connections and lighting for an existing soccer field.

Measure E Allocations	Square Feet	Square Footage Totals		
Community Priority:	12,190	Existing:	0	Demo: 0
Minor Addition:	760	Net New	12,950	
		Total:	12,950	

16) 1600 OLIVE ST (MST99-00006)

APN #: 027-132-021 **Zone:** R-3 **Contact:** Unassigned

Proposed "as-built" conversion of a 2,578 square foot residence to a Bed & Breakfast Inn with six guest hotel rooms.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition:	2,000	Existing:	0	Demo: 0
Minor Addition:	1,000	Net New	3,000	
		Total:	3,000	

17) 1604 OLIVE ST (MST99-00012)

APN #: 027-132-020 **Zone:** R-3 **Contact:** ABR Staff

Proposal for the "as-built" conversion of an existing 3,225 square foot two-story residence to a Bed & Breakfast inn. The 2,789 square foot portion to be converted to commercial use consists of six guest hotel rooms with baths. The remaining 436 square feet will be retained as the manager's residence. Two covered and four uncovered parking spaces are proposed.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition:	1,789	Existing:	0	Demo: 0
Minor Addition:	1,000	Net New	2,789	
		Total:	2,789	

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

18) 320 W PUEBLO ST (MST2003-00152)

APN #: 025-102-001 **Zone:** C-O **Contact:** Irma Unzueta

Proposed Cottage Hospital Master Plan. The project involves the demolition of 280,090 square feet including the main hospital building, Eye Center and structures on the adjacent west block. Also proposed is 434,955 square feet of new construction. Two new parking structures are also proposed. One of the parking structures will be located behind the Knapp Building at 2400 Bath Street, and the other will be located at the northeast corner of Pueblo and Castillo Streets. The one-block section of Castillo Street that borders on the west side of the hospital that is located between Pueblo and Junipero Streets is proposed to be closed to allow the construction of the new hospital facility. The project requires Planning Commission approval of the Development Plan and City Council approval of the Specific Plan, Development Agreement, and Castillo Street Abandonment.

Measure E Allocations	Square Feet	Square Footage Totals		
Economic Development	140,000	Existing:		Demo:
		Net New	140,000	
		Total:		

19) 427 W PUEBLO ST (MST2003-00751)

APN #: 025-171-040 **Zone:** C-O **Contact:** Roxanne Milazzo

Proposal for conceptual ABR Site Design Review involving two lots (427 W. Pueblo St. & 510 W. Pueblo St.) and consisting of a 2,497 square foot second-floor addition to an existing 4,925 square foot medical office building and the demolition of an existing 976 square foot one-story residence. Also proposed are 26 uncovered parking spaces with eight of the spaces to be provided at 510 W. Pueblo Street. The project requires Development Plan Approval and a modification for a reduction in the required parking.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition:	1,575	Existing:	4,606	Demo: 0
Minor Addition:	1,000	Net New	2,575	
		Total:	7,181	

20) 427 W PUEBLO ST (MST2004-00025)

APN #: 025-171-040 **Zone:** C-O **Contact:** Roxanne Milazzo

Proposal to construct a 2,497 square foot, second story addition to an existing 4,925 square foot office building. Employee parking to be provided offsite. A modification will be required for parking.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition:	1,497	Existing:	4,925	Demo: 0
Minor Addition:	1,000	Net New	2,497	
		Total:	7,422	

21) 1135 SAN PASCUAL ST (MST2001-00113)

APN #: 039-201-003 **Zone:** R-3 **Contact:** Susie Reardon

Proposal to demolish an existing 1,188 square foot, single-family residence and a 360 square foot, detached garage, and to construct a 3,988 square foot commercial building to be used by the United Boys & Girls Club as day-care facility and community center.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition:	2,000	Existing:	0	Demo: 0
Minor Addition:	1,000	Net New	3,988	
		Total:	3,988	

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

22) 3815 STATE G-29 (MST2001-00001)

APN #: 051-010-014 **Zone:** C-2/SD-2 **Contact:** Susie Reardon

Proposed 6,000 square foot addition to Buildings G and H at La Cumbre Plaza Shopping Center. Parcel numbers 051-010-014, 051-101-012 and 051-010-013 are included in the project.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition	4,000	Existing:	477,726	Demo: 0
Minor Addition:	1,979	Net New	5,979	
		Total:	483,705	

23) 1216 STATE ST (MST2004-00005)

APN #: 039-183-019 **Zone:** C-2 **Contact:** Jessica W. Grant

The proposed project involves restoration of the Granada Theatre to accommodate larger touring shows, including an addition of 16,634 square feet. Of the 16,634 square feet proposed, 6,634 square feet would be added to the building's footprint. The addition to the north side of the theater would accommodate more stage space, exiting, storage and equipment as well as a fully accessible dressing room and toilet. The addition to the east side of the theater would provide more stage space and stage rigging needs. The south side addition would accommodate access ramps inside the building. The remaining 10,000 square feet would be for the construction of a basement level to provide a lounge, restrooms and dressing rooms for the performers.

Measure E Allocations	Square Feet	Square Footage Totals		
Economic Development:	16,634	Existing:		Demo:
		Net New	16,634	
		Total:		

24) 3869 STATE ST (MST2002-00161)

APN #: 051-022-037 **Zone:** C-2/SD-2 **Contact:** Roxanne Milazzo

Proposal for a 2,858 square foot addition to the rear of Stroud's Retail store for a new childcare center and playground for the Grace Lutheran Church. The lot is currently developed with the 13,041 square foot Grace Lutheran Church, Stroud's Retail store, and 31 parking spaces.

Measure E Allocations	Square Feet	Square Footage Totals		
Small Addition:	1,858	Existing:	18,714	Demo: 0
Minor Addition:	1,000	Net New	2,858	
		Total:	21,572	

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

[redacted]

1) **1221 ANACAPA ST** (MST2003-00908) **Contact:** Trish Allen

APN #: 039-183-034 **Zone:** C-2 **Residential Units:** Net New: 8 Total: 8

This is a revised project. The proposal is to construct a new parking structure composed of two floors below grade and four floors above grade. The project would provide approximately 575 parking stalls and would include approximately 10,000 square feet of parking staff offices, in addition to public restrooms and a bicycle parking station in Parking Lot No. 6, located at the rear of the Granada Theater building.

2) **504 E ARRELLAGA ST** (MST2002-00241) **Contact:** Roxanne Milazzo

APN #: 027-260-001 **Zone:** R-3 **Residential Units:** Existing: 1 Net New: 2 Total: 3

Proposal to demolish an existing one-car garage, construct a 2,009 square foot three-story duplex with an attached three-car garage, grade four feet below an existing 1,472 square foot two-story residence, and construct a 793 square foot subterranean garage on a 7,500 square foot lot.

3) **514 W ARRELLAGA ST** (MST2002-00758) **Contact:** Roxanne Milazzo

APN #: 043-223-018 **Zone:** R-3 **Residential Units:** Existing: 1 Net New: 1 Total: 2

This is a revised project. Proposal to construct an additional 1,923 square foot two-story residential unit with an attached 481 square foot two-car garage on a 6,772 square foot lot. The proposal includes the demolition of a 240 square foot detached garage. There is an existing 1,049 square foot one-story residence. A modification is required to allow the uncovered parking spaces to encroach into the required interior yard setbacks.

4) **1211 BATH ST** (MST2002-00336) **Contact:** ABR Staff

APN #: 039-162-014 **Zone:** R-4 **Residential Units:** Existing: 4 Demolished: 2 Net New: 1 Total: 5

Proposal to construct a 5,978 square foot, three-unit, two-story triplex with three attached two-car garages and a two-car carport on an 11,250 square foot lot with an existing 2,300 square foot, two-story triplex. The proposal includes the reconfiguration of a triplex to a duplex; and the demolition of a 713 square foot single-family residence, one-car garage, and 120 square foot storage shed at the rear of the lot. The project includes eight covered and one uncovered parking spaces.

5) **1924 BATH ST** (MST2003-00008) **Contact:** Modification Hearing Officer

APN #: 025-361-009 **Zone:** R-4 **Residential Units:** Existing: 2 Net New: 2 Total: 4

Proposal to construct two detached, two-story residential units of approximately 1,600 square feet with attached two-car garages on a 10,800 square foot lot. The site is currently developed with two single-story residential units, which are 690 and 855 square feet, respectively. The proposal includes four uncovered parking spaces and the demolition of a 320 square foot barn.

6) **420 CALLE LAS CALERAS** (MST2000-00838) **Contact:** Trish Allen

APN #: 047-021-027 **Zone:** A-1/SD-3 **Residential Units:** Net New: 1 Total: 1

Proposal for a new one-story 3,530 square foot residence including an attached two-car garage on a vacant 51,400 square foot lot, located in the Hillside Design District. This project has been revised to propose a reduction in the amount of grading on site. There are 2,245 cubic yards of cut and 3,000 cubic yards of fill proposed for a total import calculation of 755 cubic yards of grading. The new grading calculations have a 71 percent import reduction from the previously reviewed plan. Other proposed changes include the reduction of an uncovered guest parking (from three spaces to two spaces) and alteration of the existing driveway to be serpentine.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

7) **1611 CASTILLO ST** (MST2002-00298) **Contact:** ABR Staff

APN #: 027-161-010 **Zone:** R-4 **Residential Units:** Existing: 2 Net New: 1 Total: 3

Proposal to construct a 2,437 square foot, three-story, single-family residence with an attached 471 square foot, two-car garage on a 16,437 square foot lot. The lot is currently developed with a 1,790 square foot, two-story duplex with three covered parking spaces and one uncovered parking space.

8) **1732 CHAPALA ST** (MST2003-00071) **Contact:** Modification Hearing Officer

APN #: 027-101-001 **Zone:** R-4 **Residential Units:** Existing: 3 Net New: 1 Total: 4

This is a revised project. Proposal for a new 600 square foot second-story detached residential unit above a new 800 square foot four-car garage. Also proposed is a 110 square foot laundry room on the ground floor. There is an existing 1,661 square foot one-story triplex on the 7,500 square foot lot. The project includes the demolition of a 645 square foot garage at the rear of the lot.

9) **1001 CHINO ST** (MST95-00294) **Contact:** Beatriz Ramirez

APN #: 039-241-011 **Zone:** A-1/R-2 **Residential Units:** Net New: 4 Total: 4

Proposal for a four-unit, condominium project with three guest-parking spaces on a 2.05 acre lot. The units vary from 1,526 to 2,282 square feet and include attached two-car garages. The project received Planning Commission approval with a Conditional Use Permit for a PUD development, on July 6, 1995. The Planning Commission forwarded a recommendation for the rezoning of the A-1 portion of the lot to be A-1/PUD.

10) **1727 CHINO ST** (MST2004-00003) **Contact:** Roxanne Milazzo

APN #: 043-182-004 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal for a 600 square foot accessory dwelling unit, to remodel the existing one-car garage/accessory space, to construct a one-car carport and an additional uncovered parking space. The lot is currently developed with an existing one-story 1,049 square foot residence on a 5,000 square foot lot. The proposal includes the removal of an existing fruit tree and eucalyptus tree. A modification is requested to allow the uncovered parking space to encroach into the required interior yard setback.

11) **3149 CLIFF DR** (MST2001-00358) **Contact:** Beatriz Ramirez

APN #: 047-092-003 **Zone:** A-1/SD-3 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a 5,692 square foot, two-story residence with an attached 786 square foot, three-car garage on a 1.35 acre lot, located in the Hillside Design District. There are 246 cubic yards of cut and 246 cubic yards of fill proposed.

12) **3535 CLIFF DR** (MST2000-00717) **Contact:** Renee Brooks

APN #: 047-082-002 **Zone:** A-1/SD-3 **Residential Units:** Net New: 1 Total: 1

Proposal for a new 2,524 square foot single-story residence with an attached 625 square foot garage on a vacant lot located in the Hillside Design District with a slope of 53 percent. The project includes a total of 2,000 cubic yards of grading.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

13) **1516 DE LA VINA ST** (MST2003-00558) **Contact:** ABR Staff

APN #: 027-222-021 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 2 Total: 3

Proposal to construct a 2,184 square foot three-story, two-unit residential building above a four-car garage at the rear of an existing 2,551 square foot two-story residence with a carport, located on an 8,607 square foot lot. There is an existing 308 square foot garage that is to be demolished.

14) **1819 DE LA VINA ST** (MST2002-00242) **Contact:** Modification Hearing Officer

APN #: 027-021-012 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 4 Total: 5

Proposal for four new residential units consisting of a new 2,050 square foot, two-story duplex to the rear and a new 1,217 square foot, two-story duplex behind the 1,059 square foot existing one-story, single-family residence on a 10,750 square foot lot. The new two-story buildings are proposed with a total of six covered and four uncovered parking spaces and new landscaping. No grading is proposed for the project. Modifications are requested for rear-yard setback, building separation, and private outdoor living space.

15) **1827 DE LA VINA ST** (MST2003-00789) **Contact:** ABR Staff

APN #: 027-021-010 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 2 Total: 3

Proposal to construct two new duplex units to create a triplex. Unit B is proposed to be 924 square feet and Unit C 1,175 square feet. Three 427 square feet garages are proposed. The existing 1,295 square foot single-family residence located at the front is proposed to remain, and the existing two-car garage and one-car carport are proposed to be demolished. The two proposed two-bedroom units with three two-car garages below are located on a 7,500 square foot lot.

16) **1628 GARDEN ST** (MST2003-00749) **Contact:** Roxanne Milazzo

APN #: 027-201-001 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to construct a new detached three-car garage with a 732 square foot second-story one-bedroom unit above the garage. The existing 2,718 square foot front dwelling is proposed to remain. Modifications are requested to allow the uncovered parking space to encroach into the interior-yard setback and a reduction in the open-yard requirement.

17) **1435 GILLESPIE ST** (MST2003-00657) **Contact:** Modification Hearing Officer

APN #: 039-023-001 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to convert a SFR and garage into a new single story duplex. Three modifications are requested for a fence, open yard, and front yard requirements.

18) **1225 MANITOU LANE** (MST2003-00313) **Contact:** ABR Staff

APN #: 041-010-036 **Zone:** R-1 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a new 3,450 square foot two-story single-family residence with an attached 620 square foot two-car garage on a 1.42 acre vacant lot in the Hillside Design District. The proposal includes approximately 100 cubic yards of grading outside the main building footprint.

19) **14 W MICHELTORENA ST** (MST2002-00792) **Contact:** HLC Staff

APN #: 027-231-013 **Zone:** C-2 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a two-story addition consisting of a 904 square foot residential unit above a 937 square foot garage to an existing 910 square foot commercial building on a 3,808 square foot lot.

20) **315 W MISSION ST** (MST2002-00693) **Contact:** Modification Hearing Officer

APN #: 025-352-005 **Zone:** R-4 **Residential Units:** Existing: 2 Demolished: 1 Net New: 2 Total: 4

Proposal to construct a 1,945 square foot, two-story building with an attached, three-car garage resulting in three new units, and to remodel an existing 1,200 square foot, one-story unit and detached, three-car garage on an existing 7,879 square foot lot. The proposal includes the demolition of an 800 square foot, one-story unit at the rear of the lot, and a one-car garage.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

21) 1523 OLIVE ST (MST2000-00114) **Contact:** Colette Phillippi

APN #: 027-252-008 **Zone:** R-3 **Residential Units:** Existing: 2 Demolished: 2 Net New: 4 Total: 6

Proposal for a condominium subdivision comprising six new three-story condominiums with six two-car garages and two uncovered parking spaces on a 16,421 square foot lot. Included in the proposal are 1,139 cubic yards of grading and the demolition of two existing residences. Modifications are requested for encroachments into the required interior and front yard setbacks.

22) 318 W PEDREGOSA ST (MST2002-00817) **Contact:** ABR Staff

APN #: 025-352-017 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 3 Total: 4

Proposal to construct a 1,983 square foot one- and two-story addition to an existing 1,420 square foot one-story residence on a 9,597 square foot lot. The addition will result in three additional residential units above the three proposed two-car garages. There is an existing two-car garage at the rear of the lot, which is proposed to remain.

23) 319 W PEDREGOSA ST (MST2002-00464) **Contact:** Jessica Grant

APN #: 027-012-003 **Zone:** R-4 **Residential Units:** Existing: 1 Demolished: 1 Net New: 5 Total: 6

The proposed project involves the construction of six condominiums consisting of three two-bedroom units and three one-bedroom units on 12,864 square foot lot. The proposal includes twelve parking spaces and the demolition of the existing single-family residence and garage.

24) 328 W PEDREGOSA ST (MST2002-00152) **Contact:** Roxanne Milazzo

APN #: 025-352-019 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 1 Total: 2

This is a revised project. Proposal to construct a 613 square foot second-story residence above a new 468 square foot two-car garage and a new 200 square foot one-car carport on a 4,260 square foot lot. There is an existing 1,030 square foot single-story residence on site. The project includes the demolition of the existing garage. A modification is requested for the reduction of one parking space.

25) 1318 SAN ANDRES ST (MST2002-00190) **Contact:** Trish Allen

APN #: 039-101-008 **Zone:** R-3 **Residential Units:** Existing: 2 Demolished: 2 Net New: 3 Total: 5

Proposal to construct five, two-story, condominium units, ranging in size from 583 square feet to 1,151 square feet. There are four, two-car garages and one, one-car garage proposed. The project was approved by the Planning Commission, granting front-yard setback and parking modifications.

26) 624 W SOLA ST (MST2001-00355) **Contact:** Renee Brooke

APN #: 039-041-010 **Zone:** C-P **Residential Units:** Existing: 1 Net New: 2 Total: 3

Proposal to merge two lots (APNs 039-041-011 and 039-041-010) resulting in a one-lot subdivision of a 7,500 square foot lot for three condominium units. A 60 square foot addition is proposed for the existing 875 square foot residence at 1402 San Andres, which would be converted into a condominium. This proposal also includes two new condominium units at the rear of the lot of approximately 1,000 square feet each with an attached 400 square-foot two-car garage. Four uncovered parking spaces are also proposed.

27) 411 W VALERIO ST (MST2003-00521) **Contact:** Roxanne Milazzo

APN #: 027-161-002 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to demolish the existing 200 square foot, one-car garage; and construct a four-car carport and new 1,036 square foot, two-bedroom unit above the carport. The new unit will be attached to the rear of the existing 742 square foot, one-story residence on a 5,000 square foot lot.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

28) **210 W VICTORIA ST (MST2002-00380)** **Contact:** Beatriz Ramirez

APN #: 039-121-013 **Zone:** C-2 **Residential Units:** Existing: 10 Net New: 6 Total: 16

Proposal to construct a 4,361 square foot, two-story, multi-family residential structure resulting in six new affordable units to the rear of a 21,384 square foot lot. The lot is currently developed with ten one-bedroom residential units totaling 6,660 square feet. The project includes a 20-space parking lot to be accessed from a private alley off of West Sola Street.

[redacted]	[redacted]

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

[redacted]

29) **26 W ANAPAMU ST** (MST2001-00661) **Contact:** Marisela G. Salinas

APN #: 039-181-021 **Zone:** C-2 **Residential Units:** Net New: 1 Total: 1

Proposal to convert 1,616 square feet of a commercial addition, which is currently under construction, to a condo. The 1,616 square feet of commercial square footage from the fourth floor will be transferred to the basement area, which was supposed to be infilled under MST2000-00179. The basement will be used as office space. Part of the basement will still have to be infilled so the property does not exceed the 3,000 square foot maximum per Measure E. There is no net new commercial square footage proposed with this project.

30) **1727 CALLE BOCA DEL CANON** (MST2001-00106) **Contact:** Jaime Limón

APN #: 041-052-065 **Zone:** R-1 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a new 941 square foot, two-story residence with an attached 242 square foot, one-car garage and a detached one-car carport on a 6 640 square foot vacant lot in the Hillside Design District.

31) **3235 CAMPANIL DR** (MST2002-00263) **Contact:** ABR Staff

APN #: 047-104-011 **Zone:** A-1 **Residential Units:** Net New: 1 Total: 1

This is a revised project. Proposal to construct a 4,610 square foot, two-story residence with a finished understory and an attached 750 square foot garage located on a vacant 40,708 square foot lot located in the Hillside Design District. The proposal also includes a swimming pool and 325 cubic yards of grading outside the building footprint.

32) **3335 CLIFF DR** (MST2002-00822) **Contact:** Renee Brooke

APN #: 047-082-016 **Zone:** A-1/SD-3 **Residential Units:** Net New: 1 Total: 1

Review After Final changes including upper story deck, railing, and hot tub. The previously approved project was for the construction of a 3,420 square foot two-story single-family residence and an attached 750 square foot three-car garage on a 63,162 square foot lot in the Hillside Design District and Appealable Jurisdiction of the Coastal Zone. The proposal includes the demolition of two storage sheds within the interior-yard setback. The site is currently developed with a 1,050 square foot barn, which is proposed to remain. Planning Commission approval for a Coastal Development Permit is required.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

33) **1708 DE LA VINA ST** (MST2001-00205) **Contact:** ABR Staff

APN #: 027-092-018 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 2 Total: 3

This is a proposal to demolish an existing detached garage and to construct a 2,791 square foot, two-unit condominium with an attached 800 square foot garage, located on a 7,750 square foot lot that also contains an existing 1,357 square foot residence that will be converted into a condominium.

34) **2127 DE LA VINA ST** (MST2001-00899) **Contact:** ABR Staff

APN #: 025-232-003 **Zone:** R-4 **Residential Units:** Existing: 3 Net New: 1 Total: 4

Proposal for a new 1,734 square foot second-story residential unit and 228 square feet of first-story additions. The new unit will be built over the existing 1,476 square foot residence in the front of the 11,950 square foot lot. The property is also developed with a 2,658 square foot duplex in the rear of the lot. Eight parking spaces will be provided on site.

35) **2316 DE LA VINA ST** (MST2002-00412) **Contact:** Trish Allen

APN #: 025-113-020 **Zone:** R-4 **Residential Units:** Existing: 1 Demolished: 1 Net New: 3 Total: 4

Proposal to demolish the existing 1,414 square foot, single-story residence and 400 square foot, two-car garage and to construct four new 741 square foot, two-story condominiums with six covered parking spaces. The six parking spaces will be provided by three 473 square foot, two-car garages.

36) **2420 DE LA VINA ST** (MST2002-00234) **Contact:** ABR Staff

APN #: 025-062-018 **Zone:** R-4 **Residential Units:** Existing: 1 Demolished: 1 Net New: 2 Total: 3

Proposal to demolish a 1,818 square foot single-family residence and construct a 3,930 square foot two-story triplex on an 8,629 square foot lot. The proposal includes a 460 square foot garage, a 230 square foot carport, and three uncovered parking spaces accessed from the public alley at the rear of the lot.

37) **2527 DE LA VINA ST** (MST2001-00820) **Contact:** Jacqueline Ellis

APN #: 025-022-005 **Zone:** R-4 **Residential Units:** Existing: 1 Demolished: 1 Net New: 2 Total: 3

Proposal to demolish an 849 square foot residential unit and to construct three two-story, single-family condominium units of approximately 1,120 square feet each with attached two-car garages on a 7,958 square foot lot.

38) **2307 EDGEWATER WAY** (MST2000-00494) **Contact:** Renee Brooke

APN #: 041-350-012 **Zone:** E-3/SD-3 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a new 2,831 square foot, two-story residence with attached two-car garage on a vacant 7,640 square foot property located in the Hillside Design District.

39) **8 E FIGUEROA ST** (MST2002-00751) **Contact:** HLC Staff

APN #: 039-282-001 **Zone:** C-2 **Residential Units:** Net New: 2 Total: 2

Proposed conversion of 1,498 square feet of commercial space to a residential unit on the fourth floor of an existing 48,298 square foot building on a 10,700 square foot lot. An additional 3,190 square foot unit is proposed on the fourth floor. This structure is on the City Potential Historic Resources List.

40) **1734 GILLESPIE ST** (MST2002-00760) **Contact:** Roxanne Milazzo

APN #: 043-181-001 **Zone:** R-2 **Residential Units:** Net New: 2 Total: 2

Proposal to construct a 3,244 square foot, two-story duplex with two attached, two-car garages on a 6,000 square foot vacant lot. Modifications are requested for a reduction in the required open-yard area and to have one of the two-car garages encroach into the required front-yard setback.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

41) **22 W ISLAY ST** (MST2002-00132) **Contact:** ABR Staff

APN #: 027-031-017 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to construct a two-story structure consisting of a 1,005 square foot residence above a 956 square foot, four-car garage located at the back of an 8,750 square foot lot. The existing 1,330 square foot, single-story residence is proposed to remain.

42) **234 W ISLAY ST** (MST2002-00321) **Contact:** ABR Staff

APN #: 027-021-021 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to alter a 2,786 square foot duplex that was created within a single-family residence on a 9,067 square foot lot. The exterior alterations on the site include two uncovered parking spaces and two covered parking spaces.

43) **1618 LAGUNA ST** (MST2001-00574) **Contact:** Renee Brooke

APN #: 027-202-024 **Zone:** R-3 **Residential Units:** Existing: 2 Demolished: 1 Net New: 1 Total: 3

Proposal to remodel an existing duplex into a single-condominium unit and add two units of approximately 1,600 square feet each, for a three-unit condominium project (net increase of one unit). An existing two-car garage would be removed and a total of six parking spaces would be provided, five covered and one uncovered, on a 12,401 square foot lot.

44) **1221 MANITOU LN** (MST2003-00423) **Contact:** ABR Staff

APN #: 041-010-037 **Zone:** **Residential Units:** Net New: 1 Total: 1

Proposal for a new 2,430 square foot single-story residence with an attached 483 square foot two-car garage on a 21,785 square foot vacant lot located in the Hillside Design District.

45) **1223 MANITOU LN** (MST2003-00102) **Contact:** ABR Staff

APN #: 041-010-038 **Zone:** R-1 **Residential Units:** Net New: 1 Total: 1

This is a revised project. Proposal to construct a new 3,000 square foot, two-story residence with an attached 525 square foot garage on a 12,497 square foot vacant lot located in the Hillside Design District. A modification is requested to allow the garage to exceed 500 square feet.

46) **3475 MARINA DR** (MST2000-00300) **Contact:** Laurie Owens

APN #: 047-022-003 **Zone:** A-1/SD-3 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a new 5,520 square foot, one-story residence with an attached three-car garage, new swimming pool and tennis court on a vacant 58,830 square foot lot.

47) **2520 MODOC RD** (MST2000-00241) **Contact:** Mariscla G. Salinas

APN #: 049-091-008 **Zone:** E-3/PUD **Residential Units:** Existing: 7 Demolished: 7 Net New: 18 Total: 25

Proposal for a lot merger and 28-lot subdivision/planned residence development. The proposed lot sizes range from 6,400 to 9,800 square feet. Common open space areas are also proposed in three additional lots. The project requires Planning Commission approval for a Tentative Subdivision Map, several modifications including front-yard encroachments, and a reduction in the distance between the buildings located on lot Nos. 1 and 2.

48) **612 MULBERRY AVE** (MST2000-00837) **Contact:** Modification Hearing Officer

APN #: 043-221-012 **Zone:** R-3 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to demolish an existing one-car garage and a laundry room, and to construct a new, 400 square foot, two-car garage with a new 400 square foot studio residential unit above, with a breezeway connecting the new structure to the existing house.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

49) 327 W PADRE ST (MST2002-00459) **Contact:** Modification Hearing Officer

APN #: 025-292-002 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 1 Total: 2

This is a revised project. Proposal to construct a 704 square foot, second-story addition resulting in a second residential unit above an existing three-car garage. The new additions will be attached by a one-car carport to the existing 1,277 square foot, single-story residence to create a duplex on a 4,950 square foot lot. A modification of the required 10-percent open space is being requested. A previous project was reviewed under MST2000-00239.

50) 715 E PEDREGOSA ST (MST2001-00602) **Contact:** Modification Hearing Officer

APN #: 025-404-017 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to remodel and to construct an addition of 1,853 square feet to an existing 1,576 square foot residence with a 974 square foot garage to remain on a 9,041 square foot lot located in the Hillside Design District. A new 1,575 square foot residence and 406 square foot garage is also included in the proposal.

51) 1108 SAN ANDRES ST (MST2002-00105) **Contact:** ABR Staff

APN #: 039-201-014 **Zone:** R-3 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to construct a 2,068 square foot, two-story residence with an attached 507 square foot, two-car garage at the rear of a 7,200 square foot lot. The site is currently developed with an existing 950 square foot residence. The project includes the demolition of an existing detached one-car garage. Two uncovered parking spaces are proposed as part of the project.

52) 1349 SKYLINE WY (MST2003-00837) **Contact:** Adam Nares

APN #: 041-155-003 **Zone:** E-1 **Residential Units:** Net New: 1 Total: 1

Dummy case to track New SFR.

53) 808 W VALERIO ST (MST2003-00842) **Contact:** ABR Staff

APN #: 043-182-010 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to convert 692 square feet of an existing single family dwelling to an accessory dwelling unit on a 5,275 square foot lot. The proposal includes upgrading utilities to allow separate meters for the new unit.

Approved/Building Permit Issued/Pending

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

Projects Status: Pending

54) **1225 ANACAPA** (MST2002-00373) **Contact:** Trish Allen

APN #: 039-183-034 **Zone:** C-2 **Residential Units:** Net New: 8 Total: 8

Revised proposal for eight new 526 square foot and four new 506 square foot residential units adjacent to Parking Lot 6. The proposal has changed from a two-story to a three-story project. The total square footage for the residential portion has increased from 4,528 to 6,870 square feet.

55) **1924 BATH ST** (MST2003-00637) **Contact:** Jessica W Grant

APN #: 025-361-009 **Zone:** R-4 **Residential Units:** Existing: 2 Net New: 2 Total: 4

The project consists of a proposal to construct two new condominiums and convert two existing single family residences to condominiums on a 10,310 square foot lot. The two proposed units are currently in plan check as rental units (MST2003-00008/BLD2003-01162). Building permits, BLD2003-01873 and BLD2003-02194, have been issued for remodels of the existing units, A & B.

56) **1935 BATH ST** (MST2002-00620) **Contact:** ABR Staff

APN #: 025-352-006 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 3 Total: 4

Demolish existing 132 square foot garage and construct a two story addition to an existing 1,332 square foot single-family residence on a 3,630 square foot lot. The addition will result in three new apartments constructed over five carports. Two additional uncovered parking spaces are proposed.

57) **1729 CALLE BOCA DEL CANON** (MST96-00207) **Contact:** ABR Staff

APN #: 041-052-007 **Zone:** RETIRED **Residential Units:** Net New: 1 Total: 1

Proposed new 2,510 square foot, two-story residential unit with attached garage addition on an 8,671 square foot lot at 1727 Calle Boca del Canon (APN# 41-052-08). This project also includes the conversion of a 632 square foot residence to a two-car garage and accessory space over a property line at 1729 Calle Boca del Canon (APN# 41-052-07). Both lots are located in the Hillside Design District.

58) **1642 CALLE CANON** (MST2003-00674) **Contact:** Trish Allen

APN #: 041-140-008 **Zone:** A-2 **Residential Units:** Net New: 1 Total: 1

SEE MST 99-00606 FOR PLANNING COMMISSION REVIEWS AND APPROVALS FOR THE SUBDIVISION.
Proposal for a new 3,801 square foot residence with a 443 square foot attached garage on a 2.85 acre lot located in the Hillside Design District.

59) **1654 CALLE CANON** (MST2003-00675) **Contact:** Trish Allen

APN #: 041-140-009 **Zone:** A-2 **Residential Units:** Net New: 1 Total: 1

SEE MST 99-00606 FOR PLANNING COMMISSION REVIEWS AND APPROVALS FOR THE SUBDIVISION.
Proposal for a new 3,161 square foot residence with an attached 525 square foot garage on a 3.05 acre lot in the Hillside Design District.

60) **29 W CALLE LAURELES** (MST2002-00575) **Contact:** Brent Hurwitz

APN #: 051-122-004 **Zone:** C-2/SD-2 **Residential Units:** Net New: 5 Total: 5

Proposal for five, new, three-story, two-bedroom condominium units above a new parking structure, on a 17,400 square foot lot with an existing 6,580 square foot commercial building.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

61) 315 W CARRILLO ST (MST2003-00471) **Contact:** Jessica Grant

APN #: 039-302-030 **Zone:** C-2 **Residential Units:** Net New: 61 Total: 61

Proposal for construction of 61 efficiency units and one manager's unit on a site consisting of three parcels totaling 21,740 square feet. Two existing commercial buildings totaling 1,736 square feet are proposed to be demolished. The proposed units would be 215 square feet in size and restricted to affordable rental housing households at or below eighty percent (80%) of area median income. The building is proposed at two and three stories in height and would contain 2,051 square feet of common building area for program services, storage and laundry facilities, 5,759 square feet of landscaped courtyards, and a 3,000 square foot deck on the second level. Seventeen parking spaces are proposed in a parking garage located at grade level. Modifications of lot area, minimum unit size, parking, distance between buildings and setbacks are being requested.

62) 1812 CASTILLO ST (MST2004-00226) **Contact:** ABR Staff

APN #: 027-012-022 **Zone:** R-4 **Residential Units:** Existing: 2 Demolished: 1 Net New: 3 Total: 5

Proposal to reinstate approval granted under MST1999-00364 which expired October 2003. Proposal to demolish an existing residence and construct two new two-story duplexes (totalling 3,280 square feet) to the rear of an existing 1,032 square foot, single-story residence on an 11,250 square foot lot. The proposal includes a total of nine parking spaces consisting of four uncovered parking spaces and five covered spaces.

63) 1818 CASTILLO ST (MST2003-00887) **Contact:** ABR Staff

APN #: 027-012-023 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 5 Total: 6

Proposal to construct a 3,029 square foot two-story apartment building consisting of five one-bedroom apartments above the three two-car garages and four one-car garages. The proposed building is to be located behind an existing 1,179 square foot one-story residence on a 12,976 square foot lot. An existing detached garage will be demolished as part of the proposal.

64) 1919 CASTILLO ST (MST2003-00585) **Contact:** Modification Hearing Officer

APN #: 025-351-006 **Zone:** R-4 **Residential Units:** Existing: 2 Net New: 2 Total: 4

Proposal to construct a 2,485 square foot, detached duplex consisting of two, residential units above five, one-car garages at the rear of a 9,108 square foot lot. The proposal includes the demolition of the existing, detached, four-car garage. The existing 2,078 square foot duplex at the front of the lot is proposed to remain unaltered.

65) 2113 CASTILLO ST (MST2004-00314) **Contact:** Unassigned

APN #: 025-221-011 **Zone:** R-3 **Residential Units:** Existing: 2 Demolished: 2 Net New: 2 Total: 4

Proposal for four new one-bedroom condominiums with four covered and two uncovered parking spaces on a 6,750 square foot lot. The two existing dwellings and four car garage are proposed to be demolished. planning Commission approval is required for a tentative subdivision map.

66) 2117 CASTILLO ST (MST2004-00315) **Contact:** Unassigned

APN #: 025-221-010 **Zone:** R-3 **Residential Units:** Existing: 1 Demolished: 1 Net New: 1 Total: 2

Proposal for two new two-bedroom condominiums with two two-car attached garages. The existing dwelling and shed are proposed to be demolished. Planning Commission approval is required for a tentarvie subdivision map.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

67) **8 E FIGUEROA ST** (MST2003-00880) **Contact:** HLC Staff

APN #: 039-282-001 **Zone:** C-2 **Residential Units:** Net New: 2 Total: 2

Proposed conversion of 1,498 square feet of commercial space to a residential unit on the fourth floor of an existing 48,298 square foot building on a 10,700 square foot lot. An additional 3,190 square foot unit is proposed on the fourth floor. This structure is on the City Potential Historic Resources List.

68) **821 W FIGUEROA ST** (MST99-00435) **Contact:** Jessica W. Grant

APN #: 039-241-012 **Zone:** A-1/R-2 **Residential Units:** Existing: 3 Net New: 1 Total: 4

The site contains a Structure of Merit. This is a revised proposal to construct a two-story 1,516 square foot residence with an attached 485 square foot garage and a 465 square foot accessory space above a 465 square foot garage on a 1.24 acre lot. There is 120 cubic yards of grading proposed. The site is split zoned with partial A-1 and R-2 zoning. There are three existing residences on the lot. The project has added a swimming pool.

69) **115 W ISLAY ST** (MST2002-00488) **Contact:** Trish Allen

APN #: 027-092-005 **Zone:** R-4 **Residential Units:** Existing: 2 Demolished: 2 Net New: 1 Total: 3

Proposal to construct a 5,752 square foot, two-story, multi-residential building resulting in three condominiums with three attached two-car garages on a 7,500 square foot lot. The existing 1,700 square foot, one-story duplex and detached garage/storage buildings are proposed to be demolished.

70) **900 - 1100 LAS POSITAS RD** (MST99-00608) **Contact:** Renee Brooke

APN #: 047-010-016 **Zone:** COUNTY **Residential Units:** Net New: 24 Total: 24

The project consists of the annexation of approx. 50 acres. A subdivision and development is proposed on approximately 15 acres. The remaining 35 acres would remain in open space. The subdivision would create 28 lots, 24 for residential development, and four for open space. The residential lot sizes would range from approx. 5,700 sf to 15,300 sf. Unit size ranges from 1,100 sf for the four-plex units to 3,500 sf plus 300 accessory space for the sfr's. Two covered parking spaces are proposed for the sfr and duplex and nine uncovered parking spaces are proposed for the four-plex. The existing natural bio-swale would be relocated and incorporated into the drainage plan. Approximately 175 of the existing approximately 240 trees would be removed as part of the project. 812 new trees would be planted. All new development is proposed at least 50-feet from the top of the existing creek bank. Non-native/exotic invasive plants would be removed within the creek area along both sides of the creek and the creek buffer area would be planted with native plants and trees. Creek bank repair is proposed in two locations. Approx. 14,050 c.y. of cut and 13,905 c.y. of fill would be necessary for the project improvements. In addition, approx. 102,900 c.y. of cut and 102,900 c.y. of fill would be necessary for the buttress fill and geology work.

71) **401 LAS POSITAS RD** (MST1999-00940) **Contact:** Renee Brooke

APN #: 047-093-004 **Zone:** COUNTY **Residential Units:** Net New: 1 Total: 1

Proposal for annexation and construction of a new 3,341 square-foot single family residence with a 507 square-foot attached garage, on an existing 1.56-acre lot. The project requires a Coastal Development permit to allow the new development in the Coastal Zone.

72) **116 W LOS OLIVOS ST C** (MST2003-00590) **Contact:** Kathleen Kennedy

APN #: 025-183-013 **Zone:** R-4 **Residential Units:** Existing: 1 Demolished: 1 Net New: 3 Total: 4

Proposal for four new condominium units. An existing single family residence is currently situated on the site and is proposed for demolition.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

73) 601 E MICHELTORENA ST (MST2003-00827) **Contact:** Jessica W. Grant

APN #: 027-270-030 **Zone:** C-O **Residential Units:** Net New: 115 Total: 115

The proposed St. Francis Residential Project is located on a 5.94-acre site that is bounded by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west. The proposed St. Francis Residential Project would remove the existing St. Francis Hospital buildings, totaling approximately 189,000 square feet, and replace them with 115 residential condominiums that would be occupied by Cottage Hospital Employees.
The applications required to carry out this project are expected to be a Tentative Subdivision Map, Final Map and Lot Merger, Rezone to adjust the C-O/R-2 zone line to follow the proposed property lines, and Lot Area Modification.

74) 1240 W MICHELTORENA ST (MST2003-00458) **Contact:** ABR Staff

APN #: 041-101-010 **Zone:** R-1 **Residential Units:** Net New: 1 Total: 1

This is a revised project. Proposal for a 1,364 square foot, three-story residence with an attached, 478 square foot garage on a 5,723 square foot vacant lot, located in the Hillside Design District. The proposal includes approximately 338 cubic yards of grading under the main-building footprint of the structure, and approximately 53 cubic yards of grading is proposed outside the main footprint. A modification is requested for an encroachment into the required front yard. Additionally, an encroachment permit will be required to allow improvements within the public right-of-way.

75) 624 MULBERRY AVE (MST2004-00107) **Contact:** Kathleen Kennedy

APN #: 043-221-015 **Zone:** R-3 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal for a new 851 square foot two-story condominium unit and a new 473 square foot attached two-car garage. The existing single-family dwelling of approximately 690 square feet is proposed to be converted to a condominium unit. A common storage area and two uncovered parking spaces are also proposed on the 5,122 square foot lot.

76) 2528 ORELLA ST (MST2002-00763) **Contact:** ABR Staff

APN #: 025-022-022 **Zone:** R-3 **Residential Units:** Existing: 1 Demolished: 1 Net New: 2 Total: 3

Proposal to construct a 3,634 square foot, two-story triplex with two attached one-car garages and four uncovered parking spaces on a 6,440 square foot lot. The existing 1,304 square foot residential unit with a detached 314 square foot garage is proposed to be demolished.

77) 223 W PEDREGOSA ST (MST2004-00152) **Contact:** Allison DeBusk

APN #: 027-021-002 **Zone:** R-4 **Residential Units:** Existing: 1 Demolished: 1 Net New: 2 Total: 3

Proposal for PRT for three new two-story condominium units approximately 1,350 square feet each with attached two-car garages, and demolition of an existing single family residence and garage.

78) 1008 W PEDREGOSA ST (MST2002-00014) **Contact:** ABR Staff

APN #: 043-112-008 **Zone:** R-1 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to convert a 400 square foot second story bedroom to a secondary dwelling unit, enlarge the first floor bedroom, remove "as-built" improvements, addition to single car garage. Re-install garage door and return to garage use. Project requires Planning Commission approval for a CUP for a secondary dwelling unit in the R-1 Zone.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

79) 1204 SAN ANDRES ST (MST2003-00830) **Contact:** ABR Staff

APN #: 039-151-007 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to construct a new attached residential unit to an existing 1,574 square foot single-story residence. The new residence is proposed to be 1,500 square feet with an attached two-car garage on a 5,600 square foot lot.

80) 1516 SAN ANDRES ST (MST2003-00870) **Contact:** ABR Staff

APN #: 043-251-020 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to construct a new 1,862 square foot two-story residence with two bedrooms, one detached unit, and a two-car garage on a 6,875 square foot lot. The proposal includes the removal of a two-car garage and two-car carport. An existing three-bedroom single-family residence is proposed to remain on the lot.

81) 219 W SOLA ST (MST2000-00744) **Contact:** Beatriz Ramirez

APN #: 039-121-014 Zone: R-4 Residential Units: Net New: 6 Total: 6

PRT review for six proposed new low-income units to be located on a 7,297 square foot interior lot with alley access off Sola Street at two locations. Lot area and setback modifications will be required for approval. An existing one-story structure containing 10 garage/storage units is proposed to be demolished.

82) 2550 TREASURE DR (MST2003-00707) **Contact:** Trish Allen

APN #: 051-330-003 Zone: E-3/SD-2 Residential Units: Existing: 282 Demolished: Net New: 19 Total: 301

Proposal for a PRT for a Master Plan for Samarkand Senior Housing remodel.

83) 1533 W VALERIO ST (MST2003-00338) **Contact:** Allison DeBusk

APN #: 041-071-031 Zone: A-2/R-1 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal for a two-lot subdivision of a 3.45-acre lot resulting in two 75,140 square-foot lots, and a 5,056 square foot three-story residence with an attached 1,014 square foot garage located in the Hillside Design District. The proposal includes a 1,575 square foot accessory space. The existing single-family residence currently occupies the property, which is proposed to remain.

84) 1235 VERONICA SPRINGS ROAD (MST2003-00793) **Contact:** Renee Brooke

APN #: 047-010-039 Zone: COUNTY Residential Units: Existing: 1 Demolished: Net New: 177 Total: 178

Proposal to annex the property, demolish the existing 28,700 square foot Hillside House facility and all accessory buildings, construct 178 new dwelling units, administration office, community center, leasing and management office, non-profit lease space, and therapy pool.

85) 1621 VILLA AVE (MST2004-00313) **Contact:** Roxanne Milazzo

APN #: 043-211-006 Zone: R-2 Residential Units: Existing: 1 Net New: 1 Total: 2

Nick does not meet solar and will redraw and submitt tomorrow MEMProposal for a new 400 square foot accessory dwelling unit above an existing garage. A modification is required for the new garage to be brought up to code within the required interior yard setback. Also proposed is a 185 square foot first floor and 338 square foot second floor addition to the existing 959 square foot dwelling.

86) 26 WADE CT (MST2003-00139) **Contact:** ABR Staff

APN #: 047-091-030 Zone: A-1/SD-3 Residential Units: Net New: 1 Total: 1

This is a revised project. Proposed construction of a 4,076 square foot, three-story residence with an attached 1,110 square foot, two-car garage on a 51,546 square foot vacant lot, located in the Hillside Design District. There is approximately 648 cubic yards of proposed grading outside of the main-building footprint.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study
(Pending, Approved, or Building Permit Issued)

**Please note that subdivisions that don't include the development of thre residences at this time have also been included.
**Also note thatt residential care facilities have also been included in the report eventhough no "residential units" persue are being constructed.

APPENDIX D

CUMULATIVE (2013) 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): 0.835
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			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	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	4	247	1	1050	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	247	1	1050	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	247	1	1050	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	247	1	1050	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	3131	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):	0.804
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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	17	5	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	842	332	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	842	332	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	842	332	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	842	332	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[74.8]

****

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:	1.09	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	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:	12	1076	144	60	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	1076	144	60	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	1076	144	60	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	1220	xxxx	xxxxx	1847	xxxx	584	1873	xxxx	610
Potent Cap.:	605	xxxx	xxxxx	579	xxxx	xxxxx	47	xxxx	460	45	xxxx	442
Move Cap.:	605	xxxx	xxxxx	579	xxxx	xxxxx	42	xxxx	460	40	xxxx	442
Volume/Cap:	0.02	xxxx	xxxx	0.10	xxxx	xxxx	0.08	xxxx	0.02	0.10	xxxx	0.00
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.1	xxxx	xxxxx	11.9	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	116	xxxxx	xxxx	57	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	11.1	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	39.1	xxxxx	xxxxx	74.8	xxxxx
Shared LOS:	B	*	*	B	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			39.1			74.8		
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): 0.7 Worst Case Level Of Service: F[51.0]

****

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:	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	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:	15	878	144	25	1598	11	3	0	11	5	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	878	144	25	1598	11	3	0	11	5	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	878	144	25	1598	11	3	0	11	5	0	8
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	1021	xxxx	xxxxx	2122	xxxx	804	1828	xxxx	511
Potent Cap.:	412	xxxx	xxxxx	687	xxxx	xxxxx	29	xxxx	330	49	xxxx	513
Move Cap.:	412	xxxx	xxxxx	687	xxxx	xxxxx	27	xxxx	330	44	xxxx	513
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	10.4	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	92	xxxxx	xxxx	102	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.4	xxxxx
Shrd StpDel:	14.1	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	51.0	xxxxx	xxxxx	45.5	xxxxx
Shared LOS:	B	*	*	B	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			51.0			45.5		
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): 0.733
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	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:	616	984	0	0	641	362	172	0	68	341	150	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	616	984	0	0	641	362	172	0	68	341	150	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	984	0	0	641	362	172	0	68	341	150	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	616	984	0	0	641	362	172	0	68	341	150	75
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	0.09	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): 0.867
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	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:	625	912	0	0	1117	383	116	0	160	482	162	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	625	912	0	0	1117	383	116	0	160	482	162	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	912	0	0	1117	383	116	0	160	482	162	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	625	912	0	0	1117	383	116	0	160	482	162	74
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	0.10	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): 0.965
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 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	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	1373	267	553	574	0	421	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	1373	267	553	574	0	421	0	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1373	267	553	574	0	421	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	1373	267	553	574	0	421	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	0.26	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):	0.925
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	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	916	184	607	1136	0	559	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	916	184	607	1136	0	559	0	328	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	916	184	607	1136	0	559	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	916	184	607	1136	0	559	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): 0.899
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	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	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:	145	903	29	87	614	193	332	137	116	26	163	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	903	29	87	614	193	332	137	116	26	163	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	903	29	87	614	193	332	137	116	26	163	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	903	29	87	614	193	332	137	116	26	163	398
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	2437	763	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
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Las Positas Rd/Mudoc Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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:	182	537	32	409	741	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	537	32	409	741	330	272	222	170	43	176	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	537	32	409	741	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	537	32	409	741	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	1.38	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3020	180	1600	2214	986	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.26	0.33	0.33	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)

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

Average Delay (sec/veh): 13.7 Worst Case Level Of Service: B[14.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	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	53	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	53	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	53	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:	53	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	960	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	960	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:	4.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	14.9	xxxx	xxxxx	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:		14.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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): 13.8 Worst Case Level Of Service: C[15.5]

****

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		0		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		77		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		77		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		77		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:	77	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.64	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	4.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	15.5	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:		15.5				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): 3.9 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:	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:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	55	0	0	0	0	124	23	41	53	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:	49	0	55	0	0	0	0	124	23	41	53	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	49	0	55	0	0	0	0	124	23	41	53	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:	272	xxxx	136	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	xxxx	xxxxx
Potent Cap.:	722	xxxx	918	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1447	xxxx	xxxxx
Move Cap.:	706	xxxx	918	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1447	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	804	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		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): 4.4 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:	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:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	89	0	0	0	0	60	46	118	168	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:	43	0	89	0	0	0	0	60	46	118	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	43	0	89	0	0	0	0	60	46	118	168	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:	486	xxxx	83	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	106	xxxx	xxxxx
Potent Cap.:	544	xxxx	982	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1498	xxxx	xxxxx
Move Cap.:	509	xxxx	982	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1498	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.09	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	756	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.8			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): 5.8 Worst Case Level Of Service: B[11.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			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	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	96	35	25	83	13	25	58	29	40	29	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	96	35	25	83	13	25	58	29	40	29	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	24	96	35	25	83	13	25	58	29	40	29	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	96	xxxx	xxxxx	131	xxxx	xxxxx	327	318	89	344	307	113
Potent Cap.:	1510	xxxx	xxxxx	1467	xxxx	xxxxx	630	601	974	614	610	945
Move Cap.:	1510	xxxx	xxxxx	1467	xxxx	xxxxx	577	582	974	536	590	945
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.04	0.10	0.03	0.07	0.05	0.02
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	649	xxxxx	xxxx	621	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.5	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.7			11.8		
ApproachLOS:	*			*			B			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): 5.6 Worst Case Level Of Service: B[12.7]

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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:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	96	47	29	141	11	17	72	34	42	28	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	96	47	29	141	11	17	72	34	42	28	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	21	96	47	29	141	11	17	72	34	42	28	27
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	152	xxxx	xxxxx	143	xxxx	xxxxx	392	388	146	418	370	119
Potent Cap.:	1442	xxxx	xxxxx	1452	xxxx	xxxxx	571	550	906	549	563	938
Move Cap.:	1442	xxxx	xxxxx	1452	xxxx	xxxxx	518	531	906	461	543	938
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.03	0.14	0.04	0.09	0.05	0.03
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	596	xxxxx	xxxx	566	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	0.6	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.6			12.7		
ApproachLOS:	*			*			B			B		

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[9.8]

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	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	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	169	9	14	123	0	0	0	0	13	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	9	14	123	0	0	0	0	13	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	169	9	14	123	0	0	0	0	13	0	23
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	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	325	xxxx	173
Potent Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	673	xxxx	875
Move Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	668	xxxx	875
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	787	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				9.8	
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

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Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[10.7]

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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	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	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	154	23	10	231	0	0	0	0	28	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	23	10	231	0	0	0	0	28	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	154	23	10	231	0	0	0	0	28	0	15
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	177	xxxx	xxxxx	xxxx	xxxx	xxxxx	416	xxxx	165
Potent Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx	597	xxxx	885
Move Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx	594	xxxx	885
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	671	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	10.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7		
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): 0.510
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	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	4	0	172	29	10	0	0	172	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	172	29	10	0	0	172	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	4	0	172	29	10	0	0	172	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	172	29	10	0	0	172	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	754	527	176	0	0	338	551
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	8.4	8.4	8.4	8.1	8.1	0.0	0.0	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.4	8.4	8.4	8.1	8.1	0.0	0.0	10.8	10.8
LOS by Move:	*	*	*	A	A	A	A	A	*	*	B	B
ApproachDel:	xxxxxx				8.4			8.1			10.8	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.4			8.1			10.8	
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): 0.635
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	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	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	324	19	25	0	0	265	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	324	19	25	0	0	265	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	324	19	25	0	0	265	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	324	19	25	0	0	265	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	0.53	0.47
Final Sat.:	0	0	0	17	0	731	266	360	0	0	417	371
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.44	0.07	0.07	xxxx	xxxx	0.64	0.64
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	10.7	0.0	10.7	8.7	8.7	0.0	0.0	14.4	14.4
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	10.7	0.0	10.7	8.7	8.7	0.0	0.0	14.4	14.4
LOS by Move:	*	*	*	B	*	B	A	A	*	*	B	B
ApproachDel:	xxxxxx			10.7			8.7			14.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.7			8.7			14.4		
LOS by Appr:	*			B			A			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): 0.5 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:	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	4	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	746	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	746	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	746	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	390	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	663	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	663	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	12	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	867	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	867	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	867	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	449	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[20.0]

****

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:	1.09	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	0	0	1	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	44	15	74	0	33	640	118	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	74	0	33	640	118	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	53	44	15	74	0	33	640	118	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	764	379	412	823	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	336	673	554	311	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	336	673	455	311	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.16	0.06	0.03	0.24	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	434	329	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	20.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	C	*	*	A	*	*	*	*	*
ApproachDel:		15.7			20.0			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): 5.9 Worst Case Level Of Service: D[27.0]

****

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	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	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	102	84	17	63	0	60	821	68	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	102	84	17	63	0	60	821	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	102	84	17	63	0	60	821	68	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	974	444	581	1008	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	254	618	428	242	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	254	618	253	242	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.40	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	345	245	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	3.0	1.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	27.0	26.8	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	D	D	*	*	A	*	*	*	*	*
ApproachDel:		27.0			26.8			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): 0.359
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	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:	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:	94	85	40	27	104	61	16	53	21	52	161	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:	94	85	40	27	104	61	16	53	21	52	161	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	85	40	27	104	61	16	53	21	52	161	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.:	94	85	40	27	104	61	16	53	21	52	161	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:	0.43	0.39	0.18	0.14	0.54	0.32	0.18	0.59	0.23	0.21	0.66	0.13
Final Sat.:	294	266	126	99	375	221	116	379	147	146	449	88
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.28	0.28	0.28	0.14	0.14	0.14	0.36	0.36	0.36
Crit Moves:		****		****			****			****		
Delay/Veh:	10.1	10.1	10.1	9.6	9.6	9.6	8.9	8.9	8.9	10.5	10.5	10.5
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:	10.1	10.1	10.1	9.6	9.6	9.6	8.9	8.9	8.9	10.5	10.5	10.5
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:		10.1			9.6			8.9			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.6			8.9			10.5	
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): 0.470
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	137	77	45	88	25	35	12	33	62	222	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:	37	137	77	45	88	25	35	12	33	62	222	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	137	77	45	88	25	35	12	33	62	222	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.:	37	137	77	45	88	25	35	12	33	62	222	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:	0.15	0.54	0.31	0.28	0.56	0.16	0.44	0.15	0.41	0.19	0.69	0.12
Final Sat.:	100	372	209	181	358	102	274	94	257	132	473	83
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.25	0.25	0.25	0.13	0.13	0.13	0.47	0.47	0.47
Crit Moves:	****				****				****	****		
Delay/Veh:	10.6	10.6	10.6	9.8	9.8	9.8	8.9	8.9	8.9	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	9.8	9.8	9.8	8.9	8.9	8.9	12.0	12.0	12.0
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:	10.6			9.8			8.9			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			9.8			8.9			12.0		
LOS by Appr:	B			A			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

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
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	1.09	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	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:	55	250	105	37	85	28	19	80	23	48	42	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	250	105	37	85	28	19	80	23	48	42	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	250	105	37	85	28	19	80	23	48	42	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	250	105	37	85	28	19	80	23	48	42	38
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:	0.13	0.61	0.26	0.25	0.56	0.19	0.15	0.66	0.19	0.37	0.33	0.30
Final Sat.:	102	461	193	168	385	127	96	405	116	233	204	185
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.22	0.22	0.22	0.20	0.20	0.20	0.21	0.21	0.21
Crit Moves:	****				****				****		****	
Delay/Veh:	12.6	12.6	12.6	9.3	9.3	9.3	9.5	9.5	9.5	9.5	9.5	9.5
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:	12.6	12.6	12.6	9.3	9.3	9.3	9.5	9.5	9.5	9.5	9.5	9.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	12.6			9.3			9.5			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			9.3			9.5			9.5		
LOS by Appr:	B			A			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): 0.424
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	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	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	178	70	52	107	38	36	128	11	66	56	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	178	70	52	107	38	36	128	11	66	56	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	178	70	52	107	38	36	128	11	66	56	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	178	70	52	107	38	36	128	11	66	56	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.60	0.24	0.27	0.54	0.19	0.21	0.73	0.06	0.45	0.38	0.17
Final Sat.:	116	419	165	177	361	128	128	457	39	277	233	109
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.30	0.30	0.30	0.28	0.28	0.28	0.24	0.24	0.24
Crit Moves:	****				****			****		****		
Delay/Veh:	11.2	11.2	11.2	10.0	10.0	10.0	10.2	10.2	10.2	9.9	9.9	9.9
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:	11.2	11.2	11.2	10.0	10.0	10.0	10.2	10.2	10.2	9.9	9.9	9.9
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:		11.2			10.0			10.2			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			10.0			10.2			9.9	
LOS by Appr:		B			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): 0.497
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	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	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	396	13	22	90	16	13	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:	21	396	13	22	90	16	13	1	8	9	10	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	396	13	22	90	16	13	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.:	21	396	13	22	90	16	13	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:	0.05	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	796	26	136	566	102	392	33	229	247	278	124
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.16	0.16	0.16	0.03	0.03	0.03	0.04	0.04	0.04
Crit Moves:		****		****			****				****	
Delay/Veh:	11.1	11.1	11.1	8.2	8.2	8.2	8.1	8.1	8.1	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	8.2	8.2	8.2	8.1	8.1	8.1	8.2	8.2	8.2
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		11.1			8.2			8.1			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			8.2			8.1			8.2	
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): 0.388
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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	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:	28	254	46	17	158	12	13	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:	28	254	46	17	158	12	13	10	13	14	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	254	46	17	158	12	13	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.:	28	254	46	17	158	12	13	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:	0.09	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	655	118	75	679	52	245	184	245	288	199	177
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.23	0.23	0.23	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:	****					****		****				****
Delay/Veh:	9.8	9.8	9.8	8.6	8.6	8.6	8.1	8.1	8.1	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	8.6	8.6	8.6	8.1	8.1	8.1	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.8			8.6			8.1			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			8.6			8.1			8.2	
LOS by Appr:		A			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[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 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	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	83	12	0	0	0	356	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	12	0	0	0	356	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	83	12	0	0	0	356	414
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	564	771	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	529	853	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	529	853	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	13.1	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			13.1			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): 3.8 Worst Case Level Of Service: B[13.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	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	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	189	50	0	0	0	318	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	189	50	0	0	0	318	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	189	50	0	0	0	318	199
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	418	518	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	639	1058	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	639	1058	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.2	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.0	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			13.0			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):	0.764
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	12	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	653	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	653	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	653	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	653	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	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	704		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	704		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	704		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	704		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	2049		1151		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):	0.711
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	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:	149	1150	0	0	935	76	51	0	90	232	152	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:	149	1150	0	0	935	76	51	0	90	232	152	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1150	0	0	935	76	51	0	90	232	152	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.:	149	1150	0	0	935	76	51	0	90	232	152	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:	0.23	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	2959	241	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.00	0.00	0.32	0.32	0.03	0.00	0.06	0.15	0.09	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): 0.868
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	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:	137	963	0	0	1128	56	76	0	191	309	152	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:	137	963	0	0	1128	56	76	0	191	309	152	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	963	0	0	1128	56	76	0	191	309	152	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.:	137	963	0	0	1128	56	76	0	191	309	152	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.:	399	2801	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	0.12	0.19	0.09	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):	0.777
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	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:	162	1276	233	28	1189	29	26	71	219	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:	162	1276	233	28	1189	29	26	71	219	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1276	233	28	1189	29	26	71	219	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.:	162	1276	233	28	1189	29	26	71	219	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	2443	446	73	3052	76	431	1169	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.52	0.52	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): 0.864
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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:	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:	114	1119	251	41	1606	23	46	135	273	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:	114	1119	251	41	1606	23	46	135	273	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1119	251	41	1606	23	46	135	273	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.:	114	1119	251	41	1606	23	46	135	273	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:	0.07	0.46	0.46	0.03	0.52	0.52	0.03	0.11	0.17	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): 1.213
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	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:	645	1205	0	0	621	732	0	0	0	154	2	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1205	0	0	621	732	0	0	0	154	2	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	645	1205	0	0	621	732	0	0	0	154	2	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1205	0	0	621	732	0	0	0	154	2	404
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:	0.40	0.58	0.00	0.00	0.19	0.46	0.00	0.00	0.00	0.10	0.10	0.25
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): 1.183
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:	1.09	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	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:	404	1099	0	0	860	937	0	0	0	220	0	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1099	0	0	860	937	0	0	0	220	0	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1099	0	0	860	937	0	0	0	220	0	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1099	0	0	860	937	0	0	0	220	0	391
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:	0.25	0.47	0.00	0.00	0.27	0.59	0.00	0.00	0.00	0.14	0.00	0.24
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): 1.039
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	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	652	194	438	331	0	1188	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	652	194	438	331	0	1188	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	194	438	331	0	1188	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	652	194	438	331	0	1188	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	1.00	0.00	1.85	0.00	0.15	0.00	0.00	0.00
Final Sat.:	0	2467	733	1600	1600	0	2966	0	234	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.27	0.21	0.00	0.40	0.00	0.40	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): 1.025
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	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	568	165	492	587	0	911	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	568	165	492	587	0	911	1	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	568	165	492	587	0	911	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	568	165	492	587	0	911	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	0.91	1.09	0.00	1.46	0.01	0.53	0.00	0.00	0.00
Final Sat.:	0	2481	719	1459	1741	0	2347	3	850	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.31	0.34	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #22 Mission St/Mudoc St

Average Delay (sec/veh): 86.7 Worst Case Level Of Service: F[323.8]

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:	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	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:	205	585	0	0	306	185	297	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	585	0	0	306	185	297	0	163	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	205	585	0	0	306	185	297	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:	491	xxxx	xxxxx	xxxx	xxxx	xxxxx	1301	xxxx	306	xxxx	xxxx	xxxxx
Potent Cap.:	1083	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	739	xxxx	xxxx	xxxxx
Move Cap.:	1083	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	xxxx	739	xxxx	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	1.94	xxxx	0.22	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.9	xxxx	0.8	xxxxx	xxxx	xxxxx
Stopped Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	495.5	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			323.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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Intersection #22 Mission St/Mudoc St

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Average Delay (sec/veh): 54.4 Worst Case Level Of Service: F[263.1]

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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:	1.09	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	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:	179	482	0	0	635	307	214	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	482	0	0	635	307	214	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	179	482	0	0	635	307	214	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:	942	xxxx	xxxxx	xxxx	xxxx	xxxxx	1475	xxxx	635	xxxx	xxxx	xxxxx
Potent Cap.:	736	xxxx	xxxxx	xxxx	xxxx	xxxxx	141	xxxx	482	xxxx	xxxx	xxxxx
Move Cap.:	736	xxxx	xxxxx	xxxx	xxxx	xxxxx	114	xxxx	482	xxxx	xxxx	xxxxx
Volume/Cap:	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	1.87	xxxx	0.40	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.1	xxxx	1.9	xxxxx	xxxx	xxxxx
Stopped Del:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	486.4	xxxx	17.4	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			263.1			xxxxxx		
ApproachLOS:	*			*			F			*		