FEHR PEERS

MEMORANDUM

Date: February 19, 2016

To: Doug Rich, Valley Oaks Partners

From: Jane Bierstedt, Lindsey Kiner, and Anjuli Bakhru, Fehr & Peers

Subject: **CEQA Transportation Consistency Technical Memorandum for the Old Warm Springs South TOD Development Project in Fremont, California – updated**

SJ15-1635

INTRODUCTION

This memorandum documents the results of the California Environmental Quality Act (CEQA) transportation consistency evaluation conducted for the proposed Old Warm Springs South Transit-Oriented Development (TOD) Project in Fremont, California. Pursuant to CEQA, the purpose of this analysis is to confirm that the proposed project would not result in significant new transportation impacts not previously identified in the *Warm Springs/South Fremont Community Plan* (Community Plan) *Environmental Impact Report* (EIR) approved in July 2014.

The transportation impact analysis presented in the Draft EIR was conducted based on a draft land use plan for the Community Plan area. The land use plan was modified slightly between the Draft EIR (2013) and Final EIR (2014). An assessment was conducted concluding that the final land use plan would not result in any new significant transportation impacts. However, a revised intersection LOS analysis was not conducted for this assessment. Therefore comparisons to both the DEIR and FEIR to provide a full assessment are made for this CEQA consistency evaluation.

The CEQA consistency evaluation is conducted in a series of steps. The first group of steps pertains to the project's *vehicle trip generation* and the second pertains to *intersection operations*. If the Project's vehicle trip generation is equal to or less than the vehicle trip estimates for the project site from the DEIR, then the Project is found to be consistent from a traffic generation perspective. (The DEIR estimates for the Project site are used in this test as it is the source of the traffic estimates used to identify project-specific impacts of the Community Plan.) The Community Plan envisions some flexibility regarding the land use plan – the exact types of land uses, their

sizes, and their locations in the plan area would be responsive to market needs and demands during entitlement phases. Therefore, a second vehicle trip consistency "test" is conducted where the cumulative total of the vehicle trip estimates for all approved and pending development projects in the Plan area are compared to the total trip estimates from the FEIR. (The FEIR estimates for the entire Community Plan are used in this test as it represents the traffic estimates used to identify cumulative impacts of the Community Plan.)

The Community Plan also anticipated changes to site access which would affect how Project traffic affects the operations of intersections near the site. Level of service calculations are conducted with the Project's vehicle trip estimates to evaluate intersection operations.

Summary of Findings

This section presents a brief summary of key findings, each of which is discussed in more detail in the main body of this memorandum:

- Consistent with the Old Warm Springs South Master Plan (dated October 21, 2015), the automobile trip generation analysis for the Project site was updated to reflect the new, refined land use mix.
- Results showed that net vehicle trips for the Project would be similar to the previous number of trips studied for the project site in the Community Plan DEIR. During the AM peak hour, 82 additional trips would be generated and an additional 126 trips would be generated during the PM peak hour compared to the DEIR estimates.
- The trip generation estimates for the Project plus the two recently proposed developments in the Community Plan Area (Area 4, 5, and 9) are less than the total trips approved in the FEIR. As a result, the Project is within the FEIR envelope for vehicular trip generation approved under CEQA.
- In order to determine if the Project with its updated trip generation numbers and refined site access locations would result in any new intersection impacts, the previously-studied Background plus Project estimates were amended to reflect the updated trip generation analysis for the Proposed Project as well as two recently proposed developments in the Community Plan Area and levels of service at nearby intersections were re-calculated.
- Intersection level of service (LOS) results show that the nearby intersections are operating at acceptable levels of service and there are no new intersection impacts under Background plus Project conditions.

PROJECT DESCRIPTION

The Old Warm Springs South TOD project is located on the north side of South Grimmer Boulevard between Fremont Boulevard and Old Warm Springs Boulevard. The site plan is shown in **Figure 1**. The Project Site contains all of Area 3 and a small portion of Area 1 in the Warm Springs/South Fremont Community Plan. (See **Figure 2** for the area boundaries from the final Community Plan.)

The Project in Area 3 / Area 1 (partial) would be comprised of the following land uses:

- Residential
  - Condominiums: 261 dwelling units
  - Apartments: 524 dwelling units
- Employment
  - Office: 250 ksf (thousand square feet)
  - Office at "The Spark": 5 ksf
- Retail/Restaurant Uses
  - Restaurant: 6 ksf[1]
  - Retail: 8 ksf
- Hotel
  - 150 rooms

[1] Restaurant is planned to be located in the ground floor of Parcel 3 (hotel site). The final location will be determined as part of the hotel design process.

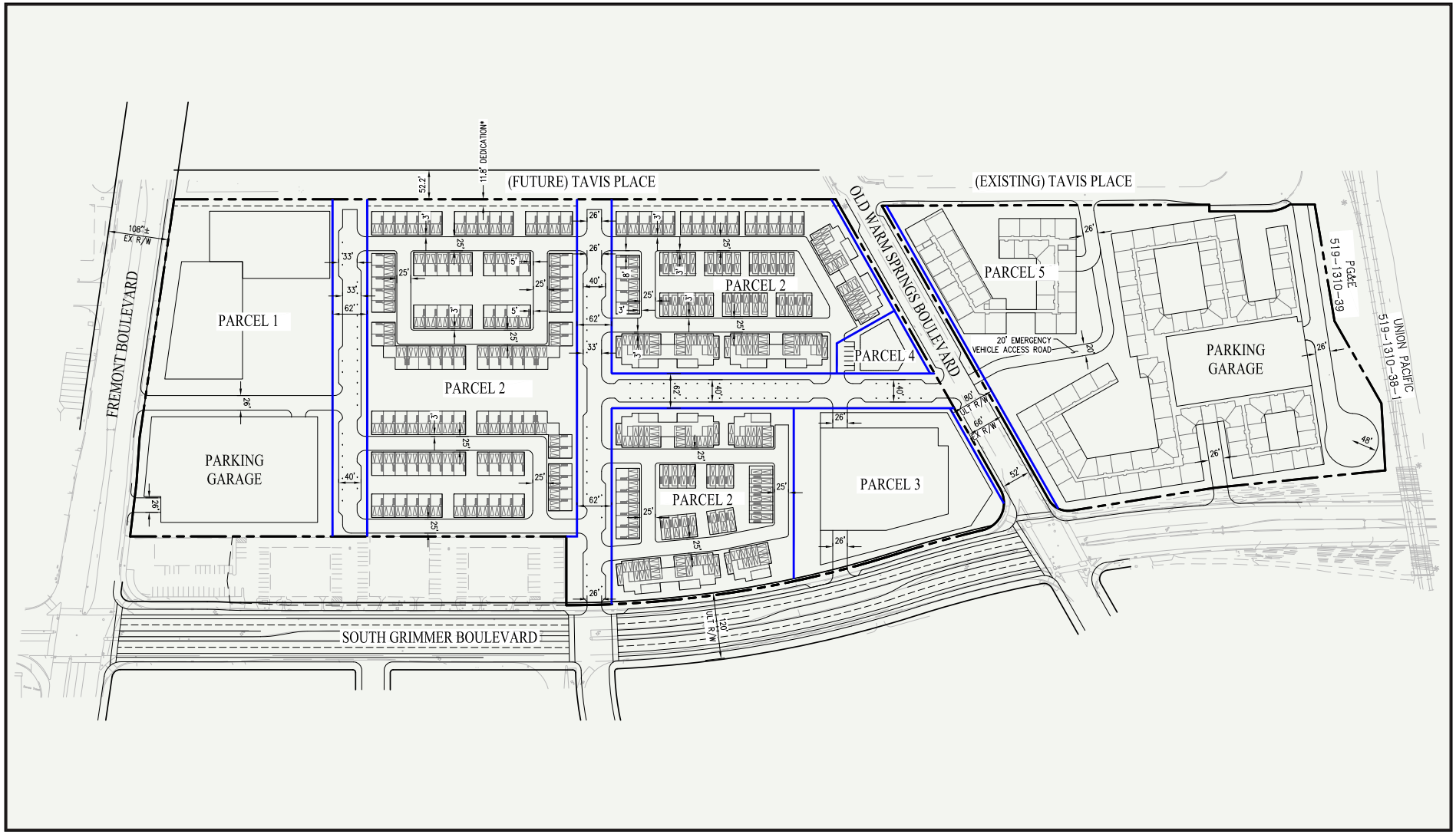
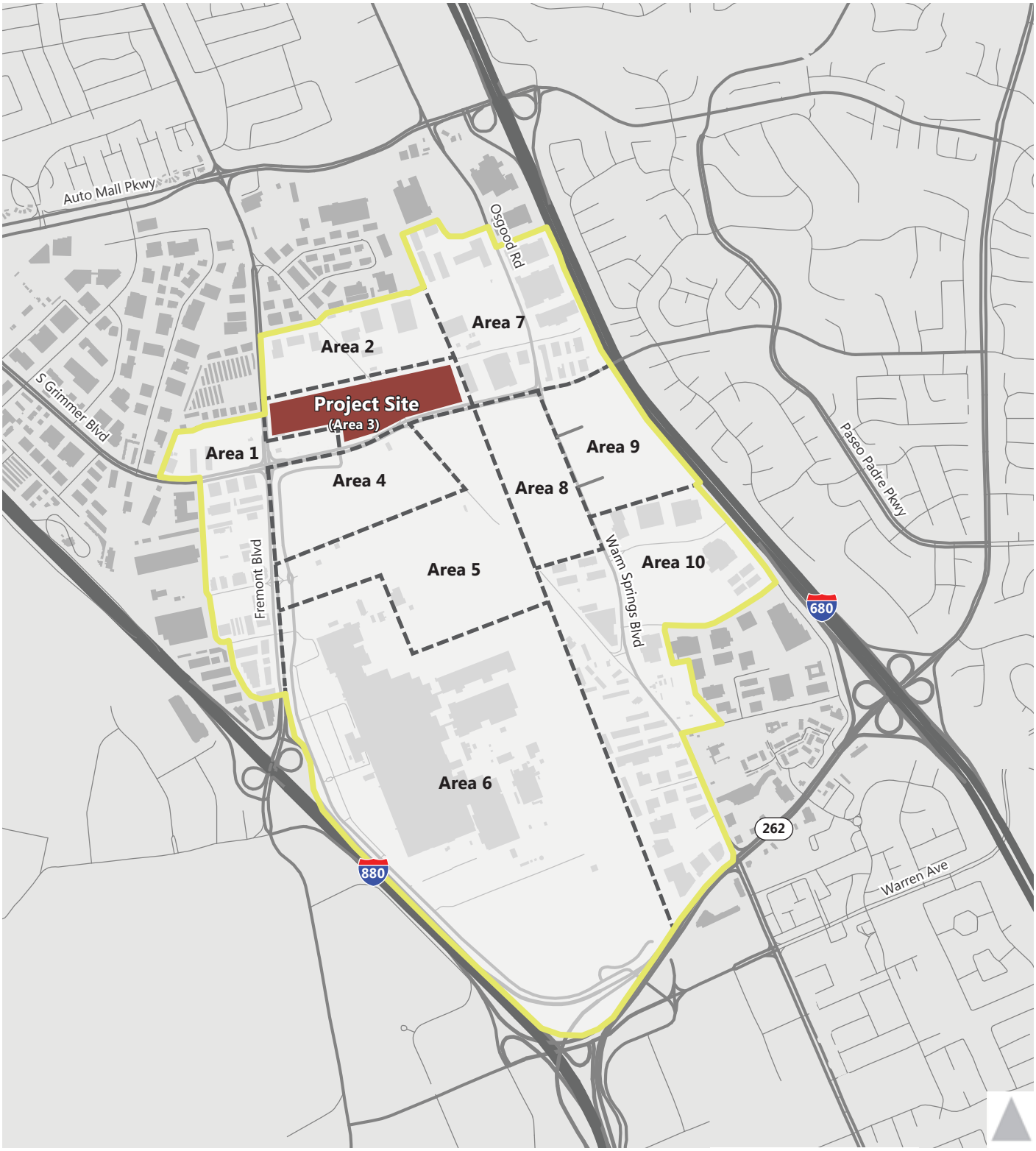


Figure 1

Site Plan



Warm Springs/South Fremont Community Plan Boundary

Figure 2

Community Plan Areas and Proposed Project Site

Table 1 compares the land uses for the Project to those in the final Community Plan adopted in July 2014 and those evaluated in the transportation section of the EIR.[2] The land use assumptions for the Project are consistent with the Community Plan's vision for Area 3 – a mix of residential and transit-accessible, medium- and high-density housing, due to proximity to the Warm Springs/South Fremont BART Station. The total number of dwelling units is very similar. The Project contains 15 fewer dwelling units than the Community Plan with just a change in the mix with more condominiums and fewer apartments. The Project contains more employee-generating uses (an increase of 323 employees) and a change from R&D to office. The Project also contains a modest amount of retail and restaurant space that was not included in the Community Plan. These refinements would help internalize some of the vehicle trips.

Within the Project site, the office uses would be concentrated in the western portion of the site, along with a smaller flexible working space located at "The Spark" near the intersection of Old Warm Springs Boulevard and the New East-West Street. The Spark is envisioned as a community and collaborative workspace with shared work stations and small office rental spaces.

The residential uses are concentrated at two locations within the site. Condominiums are located immediately east of the office space in the area approximately bounded by Tavis Place to the north and South Grimmer Boulevard to the south. Multi-family apartments (both market-rate and affordable residences) are located in the eastern portion of the site bounded by Old Warm Springs to the west, Tavis Place to the north, the Union Pacific ROW to the east, and Grimmer Boulevard to the south. The apartment area includes a small retail space in the south east corner. A plaza ("Inspiration Plaza") will be located at the center of the multi-family apartments, providing a neighborhood gathering spot with coffee shops and small marketplaces. The hotel is located in Parcel 3, at the corner of Old Warm Springs Boulevard and Grimmer Boulevard. The hotel would provide accommodation for visitors in Area 3 as well as visitors to the larger Warm Springs district.

The main streets for vehicular circulation within the Project Site are:

- **North-South Street:** a north-south running street located in the residential portion of the site. This street continues south into the Lennar development south of the Project Site in Areas 4 and 5

[2] The EIR transportation impact analysis was based on the land uses in the Draft Community Plan. The land uses were modified in the final version of the Community Plan. An analysis presented in the memorandum from Fehr & Peers to City of Fremont staff, dated June 17, 2014 indicate that the land use changes would not materially affect the results of the impact analysis.

- **New/Unnamed East-West Street:** An east-west oriented street bisecting the residential, hotel, and the Spark areas.
- **Old Warm Springs Boulevard:** A north-south oriented arterial bordering the multifamily apartments. This street continues south into the Lennar development where it connects to a BART Warm Springs / South Fremont Station access point at Lopes Court (pedestrians would need to cross a pedestrian bridge to access the station itself, located on the eastern side of the Union Pacific right-of-way).

TABLE 1: COMMUNITY PLAN LAND USE ALLOCATIONS (AREA 3 + AREA 1 PARTIAL)

Land Use Type	Metric	Community Plan DEIR [1]	Community Plan FEIR	Project Master Plan	Difference[2]
Condominiums	dwelling units	100	100	261	161
Apartments	dwelling units	700	700	524	-176
Office	employees	0	0	1,275[3]	1,275
R&D	employees[3]	530	952	0	-952
Retail	ksf	0	0	8	8
Restaurant	ksf	0	0	6	6

Source: Fehr & Peers, 2015.
Notes:
1. Community Plan DEIR published in January 2014, but analysis conducted in late 2013.
2. Difference between Old Warm Springs South Master Plan (dated 10/21/15) and Community Plan FEIR (July 2014).
3. Employment uses includes jobs reallocated from Community Plan assumptions for Area 1 (6%) to Area 3 due to the redrawing of Area boundaries that occurred between the DEIR and FEIR. Part of what once was Area 1 at the northeast corner of Fremont Boulevard / Grimmer Boulevard became part of Area 3 in the FEIR (see **Figure 1** for revised boundaries). The reallocated trips are shown in more detail in Table 4.

VEHICLE TRIP GENERATION

Community Plan Trip Generation Process and Results

Trip generation estimates for the Community Plan DEIR / FEIR were developed according to the following steps:

- First, base vehicle trip estimates were derived based on rates and equations in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition (2012).

[3] Number of employees used in trip generation analysis. 255 ksf of office space equates to 1,275 employees at 5 employees per ksf.

- Next, Fehr & Peers' MXD+ model was used to determine the amount of trip internalization due to the mix of uses and reductions to account for pedestrian, bicycle and bus transit/shuttle trips.
- Finally, BART trips, due to the close proximity of the Warm Springs/South Fremont BART station, were estimated based on surveys of BART transit oriented developments (TODs).

The vehicle trip generation estimates for the draft land use plan in the draft Community Plan as addressed in the DEIR and the final land use plan in the final Community Plan and adopted with the FEIR are presented in Tables 2 and 3, respectively.

TABLE 2: DEIR COMMUNITY PLAN TRIP GENERATION BY AREA SUMMARY

Area	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Area 1	1,656	1,656	3,312	314	60	374	64	299	363
Area 2	548	548	1,096	142	23	165	15	138	153
Area 3	2,578	2,578	5,156	226	284	510	240	277	517
Area 4 + 5 + 6	11,243	11,243	22,486	2,240	795	3,035	790	2,178	2,968
Area 7	1,434	1,434	2,868	278	53	331	55	266	321
Area 8	3,874	3,874	7,748	568	203	771	257	553	810
Area 9	2,607	2,607	5,214	84	319	403	287	168	455
Area 10	2,146	2,146	4,292	487	82	569	87	463	550
Total Vehicle Trips Added*	**25,810**	**25,810**	**51,620**	**4,267**	**1,807**	**6,074**	**1,787**	**4,273**	**6,060**

Source: Fehr & Peers, 2014.
Notes: Sum of area subtotals may differ slightly than the totals shown due to rounding

TABLE 3: FEIR COMMUNITY PLAN TRIP GENERATION BY AREA SUMMARY

Area	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Area 1	1,382	1,382	2,765	234	47	280	55	224	279
Area 2	574	574	1,147	148	24	173	16	144	160
Area 3	2,202	2,202	4,405	220	232	452	194	260	454
Area 4 + 5 + 6	14,102	14,102	28,203	2,156	990	3,146	968	2,108	3,076
Area 7	1,452	1,452	2,904	276	52	327	54	265	319
Area 8	3,697	3,697	7,394	582	171	753	230	543	772
Area 9	2,000	2,000	3,999	64	239	304	217	130	348
Area 10	2,213	2,213	4,425	497	83	580	87	468	555
TOTAL Vehicle Trips Added*	**27,621**	**27,621**	**55,243**	**4,177**	**1,838**	**6,015**	**1,820**	**4,142**	**5,962**

Source: Fehr & Peers, 2014.
Notes: Sum of area subtotals may differ slightly than the totals shown due to rounding.

Project-Specific Trip Generation

The amount of traffic generated by the Project was estimated using the same process as the Community Plan. Trip generation assumptions are based on the land use assumptions detailed in the Old Warm Springs South Master Plan dated October 21, 2015. The results are presented in **Table 4**.

Trip Generation Comparison

Next, the project-specific trip generation was compared to DEIR trip generation for the area (Area 3 plus 6% of the employee trips in Area 1). This analysis comprised Step 1 of the trip generation CEQA consistency check. **Table 5** presents the results of Step 1. The results show that the proposed land uses would add 82 net new trips in the AM peak hour and 126 in the PM peak hour as compared to the DEIR trip generation estimates.

TABLE 4: PROJECT-SPECIFIC TRIP GENERATION

Land Use	ITE code	Size	Daily Rate	Daily In	Daily Out	Daily Total	AM Peak Hour Rate	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour Rate	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Office	710	250 ksf	11.03	1,379	1,379	2,758	1.56	343	47	390	1.49	63	309	373
Office (The Spark)	710	5 ksf	11.03	28	28	55	1.56	7	1	8	1.49	1	6	7
Condominiums	230	261 d.u.	5.81	758	758	1,516	0.44	20	95	115	0.52	91	45	136
Apartments	220	524 d.u.	6.30	1,650	1,650	3,299	0.50	52	208	260	0.58	199	107	306
Hotel	310	150 rooms	8.17	613	613	1,226	0.53	47	33	80	0.60	46	44	90
Restaurant	931	6 ksf	89.85	270	270	539	0.81	2	2	5	7.49	30	15	45
Retail	8820	8 ksf	42.70	171	171	342	0.96	5	3	8	3.71	14	15	30
TOTALS				4,867	4,867	9,734		476	389	865		445	542	986
Trip Reductions														
Internal Trip Capture Reduction from MXD Model			16%	779	779	1,557	13%	62	51	112	19%	84	103	187
External Trips after Internalization Reduction				4,088	4,088	8,177		414	339	753		360	439	799
Ped/Bike Reduction to External Trips			3%	123	123	245	4%	17	14	30	3%	11	13	24
Shuttle /Bus Reduction to External Trips			3%	123	123	245	3%	12	10	23	3%	11	13	24
BART Reduction to External (Residential)			15%	303	303	607	15%	9	40	49	15%	35	18	54
BART Reduction to External (Employment)			12%	142	142	284	12%	37	5	42	12%	6	31	37
Net Added External Vehicle Trips				3,398	3,398	6,796		339	270	609		297	363	660

Source: Fehr & Peers, 2015; *ITE Trip Generation Manual, 9th Edition*, 2012

Notes: d.u. = dwelling unit; ksf = thousand square feet; trip generation subtotals may differ slightly due to rounding.

TABLE 5: PROJECT AND DEIR TRIP GENERATION COMPARISON

Land Use	ITE code	Size	Daily			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Area 3 Original DEIR Trip Gen (2013)			2,578	2,578	5,156	226	284	510	240	277	517
Area 1 Original DEIR Trip Gen (2013)			1,380	1,380	2,760	242	48	290	56	230	286
6 % of Area 1 Original DEIR Trip Gen			83	83	166	15	3	17	3	14	17
Area 3 + 6% of Area 1 DEIR Trip Gen			2,661	2,661	5,322	241	287	527	243	291	534
Project-specific Trip Generation			3,398	3,398	6,796	339	270	609	297	363	660
Difference between Project and DEIR Trip Generation			**737**	**737**	**1,474**	**99**	**-16**	**82**	**54**	**72**	**126**

Source: Fehr & Peers, 2015

Notes: Trip generation subtotals may differ slightly due to rounding.

Community Plan Area Trip Generation to Date

A second vehicle trip consistency test was conducted where the cumulative total of the vehicle trip estimates for all approved and pending development projects in the Plan area are compared to the total trip estimates from the FEIR. As previously mentioned, the trip generation analysis was updated in the FEIR to reflect the updated land use mix shown in **Figure 2.** This test will determine if the Project plus recently approved developments in the greater Community Plan area fall within the envelope of the total vehicle trips approved in the FEIR.

The City of Fremont has received three development proposals for parcels within the Community Plan area. Tesla is currently preparing a Master Plan. The two development proposals, in addition to the Project, are:

- Toll Brothers (Area 9)
- Lennar (Areas 4 and 5)

Trip generation estimates for these developments plus the Project were summed together and shown in **Table 6** (row B). These trips were then compared to the total Community Plan estimates (row A). The comparison shows that the trip generation estimates for the Project plus the recently proposed developments is less than the total trips approved in the FEIR. In addition, the intersection operations analysis presented in the next session of this memo shows all intersections operate acceptably (LOS D or better) under Background conditions with Project trips added in (Background plus Project). As a result, the Development is within the FEIR envelope approved under CEQA.

TABLE 6: TOTAL FEIR COMPARISON FOR ALL AREAS

	Daily Trips			AM Peak Hour Trips			PM Peak Hour Trips		
Scenario	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total FEIR trip gen (A)	27,621	27,621	55,243	4,177	1,838	6,015	1,820	4,142	5,962
Total updated development trips (B)	15,179	15,179	30,359	1,953	1,412	3,365	1,302	1,973	3,276
Difference (A-B)	12,442	12,442	24,884	2,224	426	2,650	518	2,169	2,686

Source: Fehr & Peers, 2015

INTERSECTION OPERATIONS

The proposed site access shown in **Figure 1** has some differences compared to the site access scheme contemplated in the Community Plan. These include:

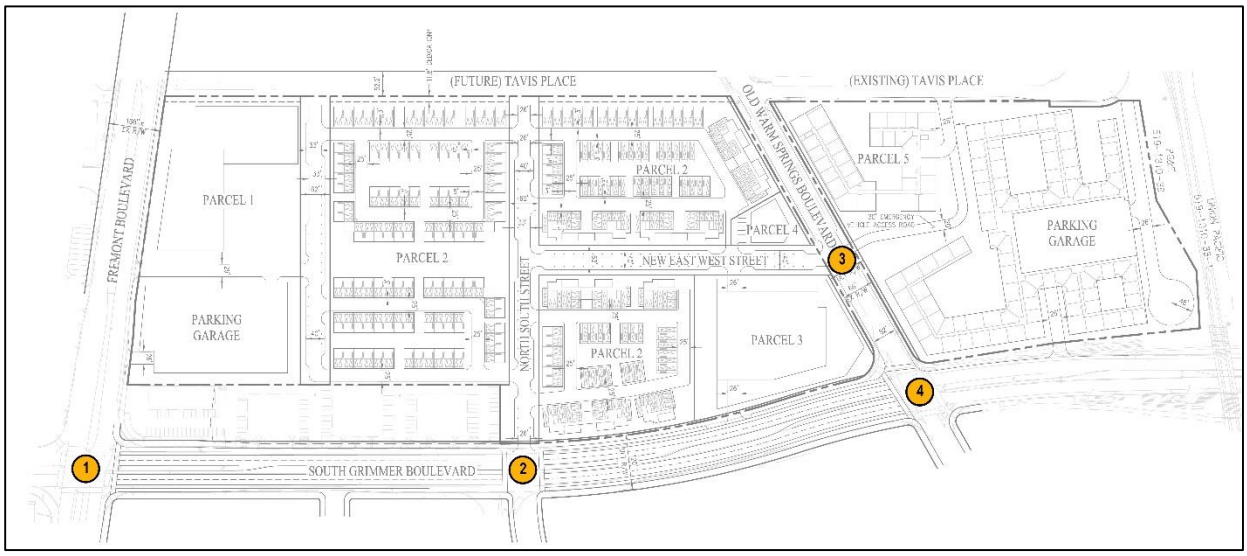
- Vehicles can circulate on East-West Street only between North-South Street and Old Warm Springs Boulevard. The segment of East-West Street through Parcel 2 (condominiums) is restricted to pedestrians and bicycles only, no vehicles would be allowed.
- The extension of Tavis Place westward toward Fremont Boulevard is not included as part of the Project.
- Only emergency vehicles are allowed to circulate on the vehicle access road to the east of Old Warm Spring Boulevard / New East-West Street.

As a result, Project traffic would use different paths to approach and depart the site, which would affect the operations of the following study intersections near the site.

1. South Grimmer Boulevard / Fremont Boulevard
2. South Grimmer Boulevard / North-South Street (new roadway)
3. Old Warm Springs Boulevard / New East-West Street (new roadway) - unsignalized
4. South Grimmer Boulevard and Old Warm Springs Boulevard

Study intersections are shown in **Figure 3.**

FIGURE 3: INTERSECTION LOCATIONS



Source: Fehr & Peers, Valley Oaks, 2015.

Analysis Scenarios

These intersections were evaluated for the following scenarios using the TRAFFIX software program:

- **Background:** Existing traffic conditions from counts plus traffic from approved but not yet constructed and unoccupied developments in the area (from the EIR.)
- **Updated Background:** Background conditions from the EIR plus traffic from recently proposed development projects in the area.
- **Updated Background plus Project:** Updated Background volumes plus traffic generated by the Project.

Cumulative conditions were not quantitatively evaluated. A more detailed analysis of updated Cumulative Conditions may be completed at a later time when more detail about the timing and scale of future Community Plan development proposals is known.

Significance Criteria

The intersection analysis uses the same impact criteria as the EIR, described below.

A significant project impact to a signalized intersection occurs if the project results in one of the following:

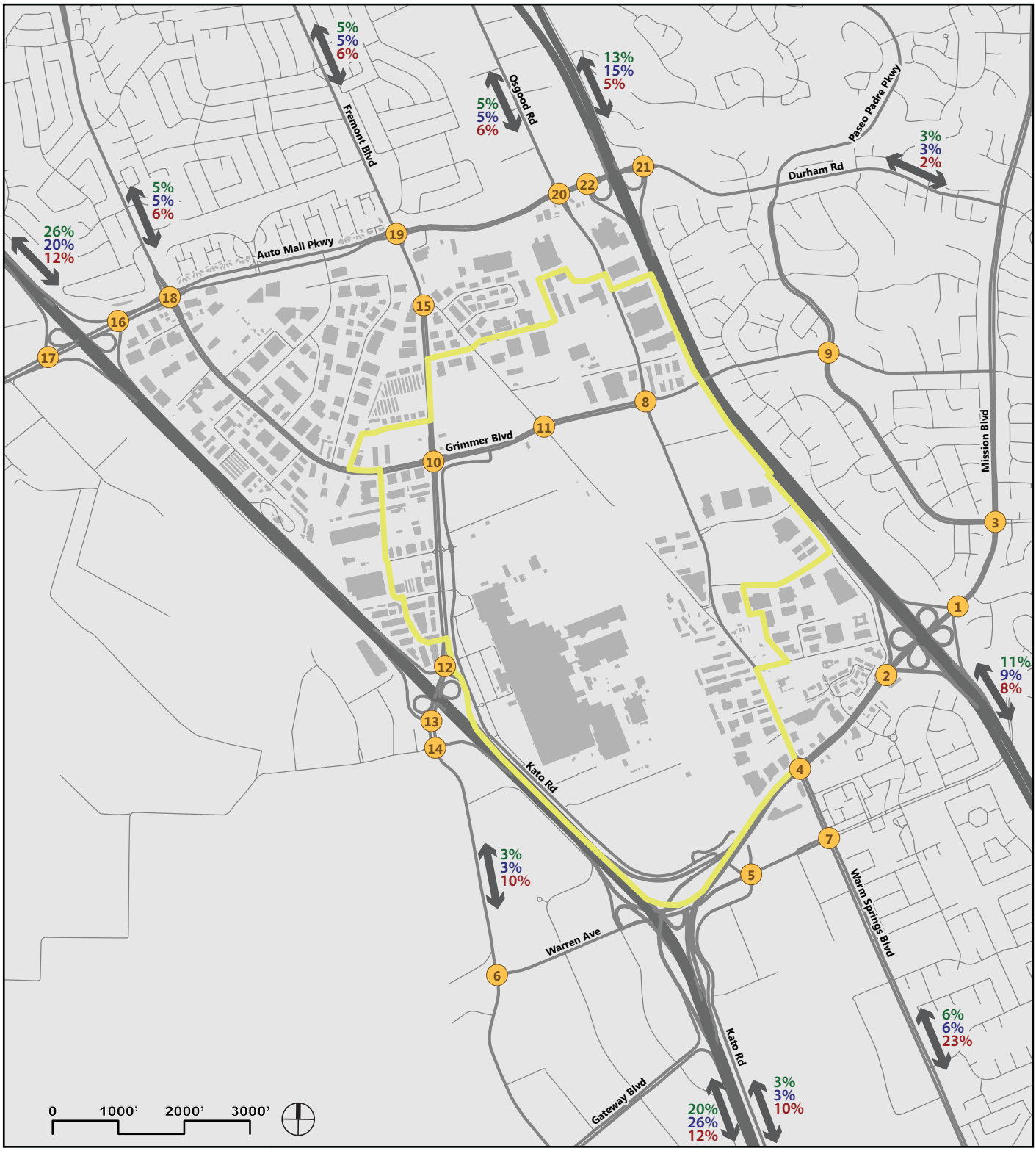
- Causes a signalized City of Fremont intersection to deteriorate from acceptable LOS D conditions or better to unacceptable LOS E or F conditions; or
- Causes a signalized City of Fremont intersection currently operating at LOS E or F conditions to increase in critical movement delay of four seconds or more.

The impacts of the proposed project on an unsignalized intersection are considered significant if the contribution of project traffic is at least five percent of the total traffic, and if the addition of project traffic results in the intersection meeting the peak hour signal warrant.

Project Trip Distribution and Assignment

The directions of approach and departure for Project traffic were based on the trip distribution from the Community Plan EIR (Community Plan, Figure 3.11-5), displayed in **Figure 4.**

The site is situated between two freeways: I-880 and I-680. Access from I-880 is provided via the Auto Mall Parkway and Fremont Boulevard exits. Access from I-680 is provided via the Auto Mall Parkway and Mission Boulevard exits. Local access to the site from the North is provided via Fremont Boulevard and Old Warm Springs Boulevard, and local access from the South is provided Fremont Boulevard, South Grimmer Boulevard, and Old Warm Springs Boulevard (transitions to Lopes Court near the BART Warm Springs / South Fremont Station). South Grimmer Boulevard is the predominant east-west access road to the site.



Study Intersections

Study Area Boundary

XX% Employment Trip Distribution

XX% Hotel & Residential Trip Distribution

XX% Retail and School Trip Distribution

Figure 4

Trip Distribution

Warm Springs Community Plan

Level of Service Analysis

The study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods under the three analysis scenarios. Results of the LOS analysis are presented in **Table 7.** All intersections operate at acceptable levels of service (LOS D or better). In comparison to the results from the Community Plan FEIR, there are no intersection impacts and therefore no *new* intersection impacts under Background plus Project Conditions. As a result, the Projects' vehicular trips assumptions, when added to the roadway network, do not cause any new significant transportation impacts.

TABLE 7: BACKGROUND AND BACKGROUND PLUS PROJECT SIGNALIZED INTERSECTION LEVELS OF SERVICE (COMMUNITY PLAN EIR)

Analysis Results	Intersect. Control[1]	Peak Hour[2]	Background (EIR)		Updated Background		Updated Background + Project	
Intersection			LOS[4]	Delay	LOS	Delay	LOS	Delay
1. South Grimmer Boulevard / Fremont Boulevard	Signal	AM PM	D C	40.4 28.6	D C	44.2 32.1	D D	48.4 35.4
2. South Grimmer Boulevard / North-South Street	Signal	AM PM	N/A	N/A	B A	12.3 9.9	C C	20.5 22.3
3. Old Warm Springs Boulevard and New East-West Street[5]	SSSC[3]	AM PM	N/A	N/A	N/A	N/A	B A	10.4 9.4
4. South Grimmer Boulevard and Old Warm Springs Boulevard	Signal	AM PM	C B	22.0 13.9	C C	25.4 22.9	C C	26.8 24.4

Source: Fehr & Peers, 2016

1. Signal = Signalized; SSSC = Side-Street Stop-Controlled.
2. AM = morning peak hour, PM = afternoon peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual. LOS for signalized intersections is based on the average control delay expressed in seconds per vehicle. At two-way or side street stop-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.
5. Intersection would be constructed as part of proposed project

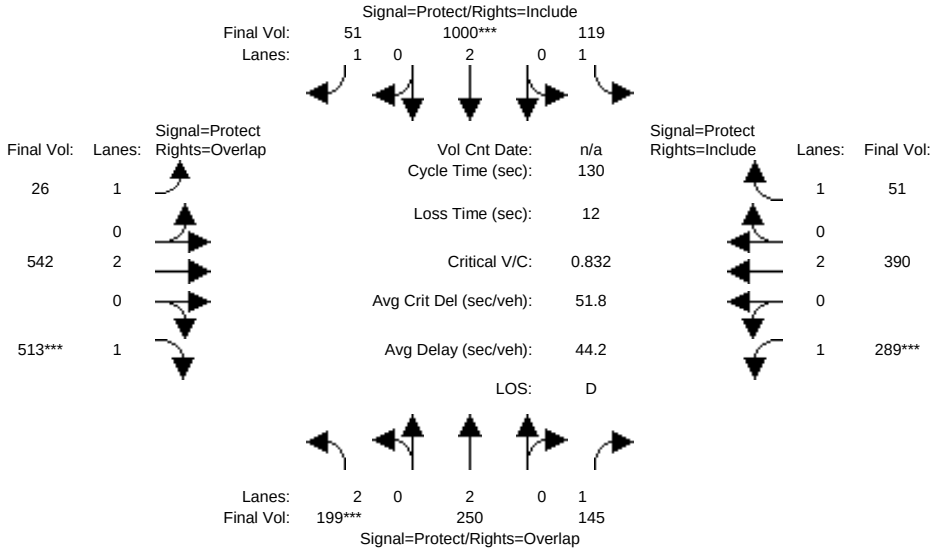
CONCLUSION AND NEXT STEPS

In the next phase of this analysis (Phase 2), Fehr & Peers will refine the appropriate geometry for the site access intersections to accommodate expected traffic flows under Updated Background plus Project Conditions, reflective of trips from the Project plus the Lennar and Toll Brothers developments. Conceptual designs of the on-site roadways, and major on-site intersections will also be addressed, as well as pedestrian crossing treatments for the intersection of Old Warm Springs Boulevard and the East-West Street.

APPENDIX A: LOS CALCULATION SHEETS

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

Intersection #1: Fremont Blvd. / S. Grimmer Blvd.



Street Name:	Fremont Blvd						S. Grimmer Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	199	250	145	119	1000	51	26	542	513	289	390	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	250	145	119	1000	51	26	542	513	289	390	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	250	145	119	1000	51	26	542	513	289	390	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	250	145	119	1000	51	26	542	513	289	390	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	250	145	119	1000	51	26	542	513	289	390	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	250	145	119	1000	51	26	542	513	289	390	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.09	0.07	0.28	0.03	0.01	0.15	0.32	0.16	0.11	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.22	0.41	0.19	0.33	0.33	0.11	0.31	0.38	0.19	0.39	0.39
Volume/Cap:	0.83	0.32	0.22	0.36	0.83	0.09	0.13	0.48	0.83	0.83	0.27	0.08
Delay/Veh:	81.0	43.1	25.1	46.8	45.0	29.9	52.3	36.3	45.7	66.0	26.9	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	43.1	25.1	46.8	45.0	29.9	52.3	36.3	45.7	66.0	26.9	24.7
LOS by Move:	F	D	C	D	D	C	D	D	D	E	C	C
HCM2kAvgQ:	6	4	4	4	21	1	1	9	21	12	5	1

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

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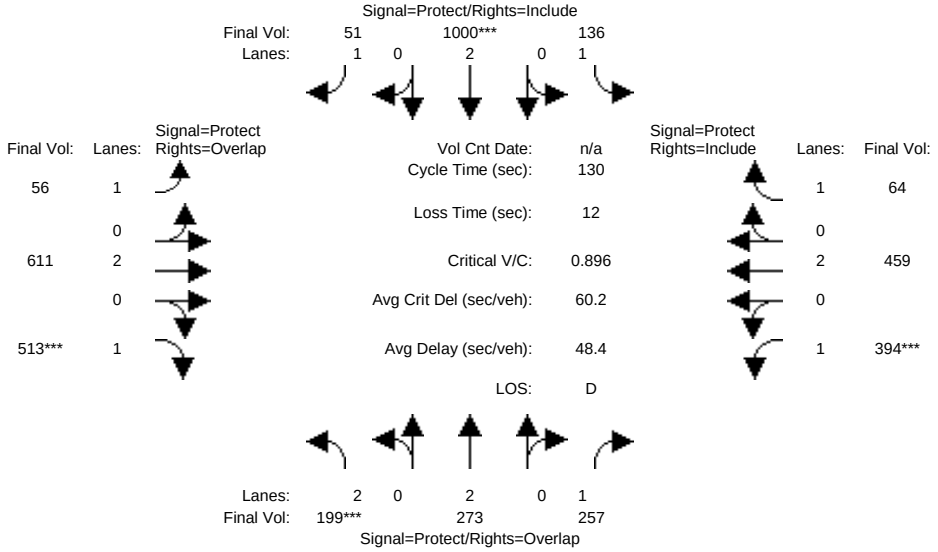
Lennar Warm Springs TOD

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG+P AM

Intersection #1: Fremont Blvd. / S. Grimmer Blvd.



Street Name:	Fremont Blvd						S. Grimmer Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	199	250	145	119	1000	51	26	542	513	289	390	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	250	145	119	1000	51	26	542	513	289	390	51
Added Vol:	0	23	112	17	0	0	30	69	0	105	69	13
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	273	257	136	1000	51	56	611	513	394	459	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	273	257	136	1000	51	56	611	513	394	459	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	273	257	136	1000	51	56	611	513	394	459	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	273	257	136	1000	51	56	611	513	394	459	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.16	0.08	0.28	0.03	0.03	0.17	0.32	0.22	0.13	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.19	0.43	0.18	0.31	0.31	0.10	0.29	0.35	0.24	0.43	0.43
Volume/Cap:	0.90	0.40	0.37	0.41	0.90	0.10	0.30	0.58	0.90	0.90	0.30	0.09
Delay/Veh:	94.2	46.7	25.3	47.6	52.5	32.1	54.6	40.1	56.3	67.9	24.3	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	46.7	25.3	47.6	52.5	32.1	54.6	40.1	56.3	67.9	24.3	22.0
LOS by Move:	F	D	C	D	D	C	D	D	E	E	C	C
HCM2kAvgQ:	7	5	7	5	23	1	2	11	23	17	6	1

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

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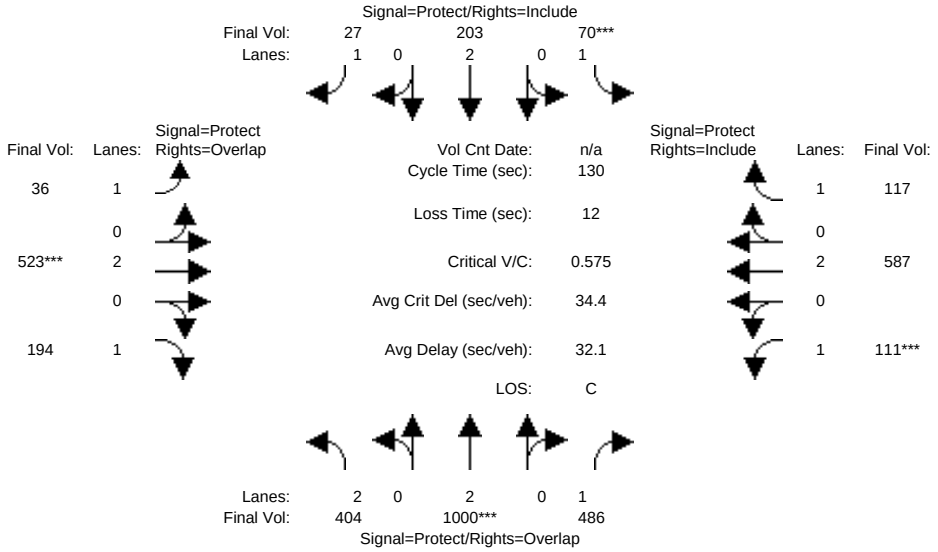
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG PM

Intersection #1: Fremont Blvd. / S. Grimmer Blvd.



Street Name:	Fremont Blvd						S. Grimmer Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	404	1000	486	70	203	27	36	523	194	111	587	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	1000	486	70	203	27	36	523	194	111	587	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	1000	486	70	203	27	36	523	194	111	587	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	1000	486	70	203	27	36	523	194	111	587	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1000	486	70	203	27	36	523	194	111	587	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	1000	486	70	203	27	36	523	194	111	587	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.30	0.04	0.06	0.02	0.02	0.14	0.12	0.06	0.16	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.33	0.48	0.59	0.07	0.22	0.22	0.06	0.25	0.58	0.11	0.30	0.30
Volume/Cap:	0.35	0.58	0.51	0.58	0.26	0.08	0.35	0.58	0.21	0.58	0.54	0.24
Delay/Veh:	33.2	24.6	16.2	65.4	42.1	40.4	61.0	43.5	13.1	59.5	38.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	24.6	16.2	65.4	42.1	40.4	61.0	43.5	13.1	59.5	38.4	34.4
LOS by Move:	C	C	B	E	D	D	E	D	B	E	D	C
HCM2kAvgQ:	6	15	11	4	4	1	2	10	4	4	10	3

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

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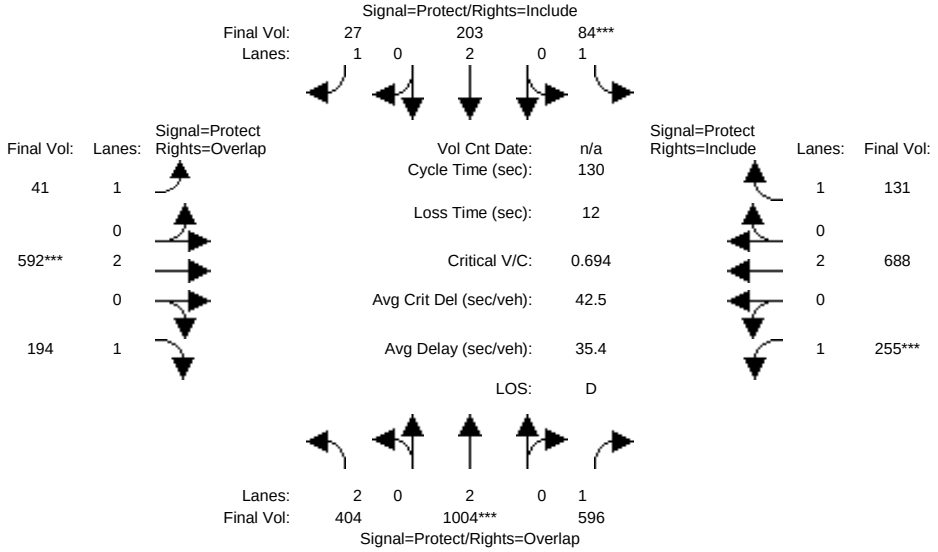
Lennar Warm Springs TOD

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG+P PM

Intersection #1: Fremont Blvd. / S. Grimmer Blvd.



Street Name:	Fremont Blvd						S. Grimmer Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	404	1000	486	70	203	27	36	523	194	111	587	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	1000	486	70	203	27	36	523	194	111	587	117
Added Vol:	0	4	110	14	0	0	5	69	0	144	101	14
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	1004	596	84	203	27	41	592	194	255	688	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1004	596	84	203	27	41	592	194	255	688	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1004	596	84	203	27	41	592	194	255	688	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	1004	596	84	203	27	41	592	194	255	688	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.37	0.05	0.06	0.02	0.02	0.16	0.12	0.14	0.19	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.28	0.40	0.60	0.07	0.19	0.19	0.06	0.24	0.52	0.20	0.38	0.38
Volume/Cap:	0.41	0.69	0.61	0.69	0.30	0.09	0.37	0.69	0.23	0.69	0.50	0.21
Delay/Veh:	38.3	33.8	17.3	75.4	45.8	43.8	60.7	47.8	17.4	53.7	31.3	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	33.8	17.3	75.4	45.8	43.8	60.7	47.8	17.4	53.7	31.3	27.5
LOS by Move:	D	C	B	E	D	D	E	D	B	D	C	C
HCM2kAvgQ:	7	18	15	5	4	1	2	12	4	9	11	3

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

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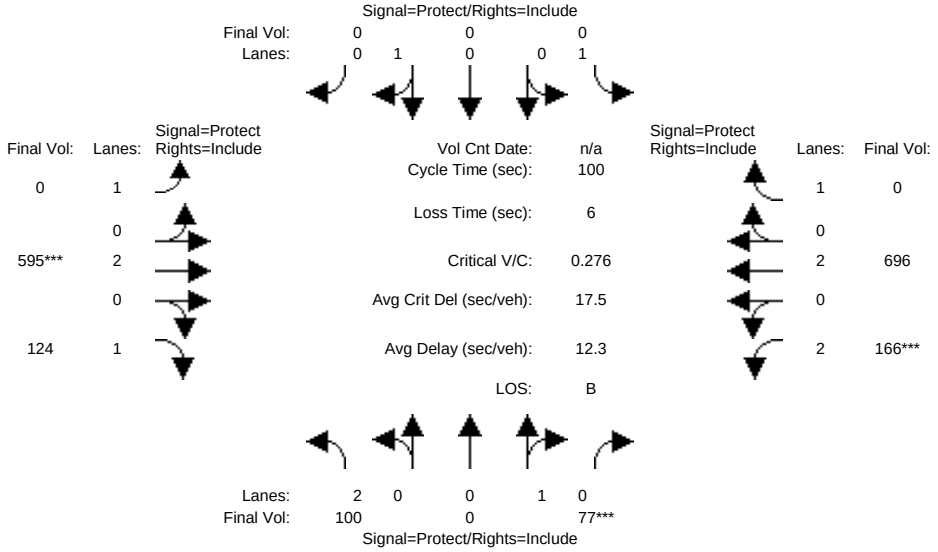
Lennar Warm Springs TOD

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

Intersection #2: North-South St. / S. Grimmer Blvd.



Street Name:	North-South St.						S. Grimmer Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	77	0	0	0	0	595	124	166	696	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:	100	0	77	0	0	0	0	595	124	166	696	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	77	0	0	0	0	595	124	166	696	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:	100	0	77	0	0	0	0	595	124	166	696	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	77	0	0	0	0	595	124	166	696	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	77	0	0	0	0	595	124	166	696	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	1.00	1.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	0	1615	1900	1900	0	1900	3610	1615	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.00	0.00	0.00	0.00	0.16	0.08	0.05	0.19	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.60	0.60	0.17	0.77	0.00
Volume/Cap:	0.17	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.13	0.28	0.25	0.00
Delay/Veh:	35.4	0.0	36.5	0.0	0.0	0.0	0.0	9.8	8.9	36.3	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	0.0	36.5	0.0	0.0	0.0	0.0	9.8	8.9	36.3	3.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	4	2	2	3	0

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

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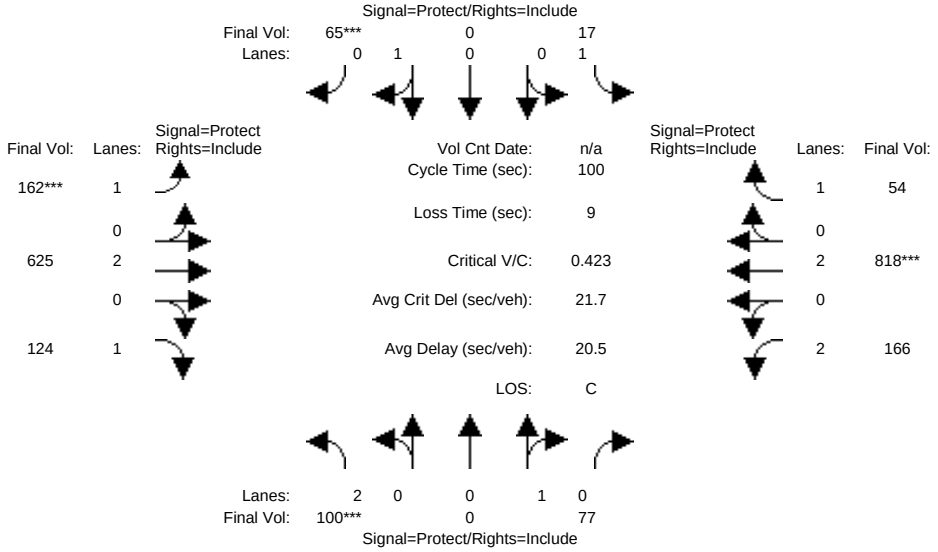
Lennar Warm Springs TOD

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG+P AM

Intersection #2: North-South St. / S. Grimmer Blvd.



Street Name:	North-South St.						S. Grimmer Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	77	0	0	0	0	595	124	166	696	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:	100	0	77	0	0	0	0	595	124	166	696	0
Added Vol:	0	0	0	17	0	65	162	30	0	0	122	54
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	77	17	0	65	162	625	124	166	818	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	77	17	0	65	162	625	124	166	818	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	77	17	0	65	162	625	124	166	818	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	77	17	0	65	162	625	124	166	818	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	0	1615	1805	0	1615	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.01	0.00	0.04	0.09	0.17	0.08	0.05	0.23	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.07	0.08	0.00	0.10	0.21	0.58	0.58	0.16	0.53	0.53
Volume/Cap:	0.43	0.00	0.71	0.12	0.00	0.40	0.43	0.30	0.13	0.30	0.43	0.06
Delay/Veh:	46.0	0.0	65.4	43.5	0.0	43.8	35.0	10.6	9.5	37.4	14.3	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	0.0	65.4	43.5	0.0	43.8	35.0	10.6	9.5	37.4	14.3	11.4
LOS by Move:	D	A	E	D	A	D	C	B	A	D	B	B
HCM2kAvgQ:	2	0	4	1	0	2	4	5	2	3	8	1

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

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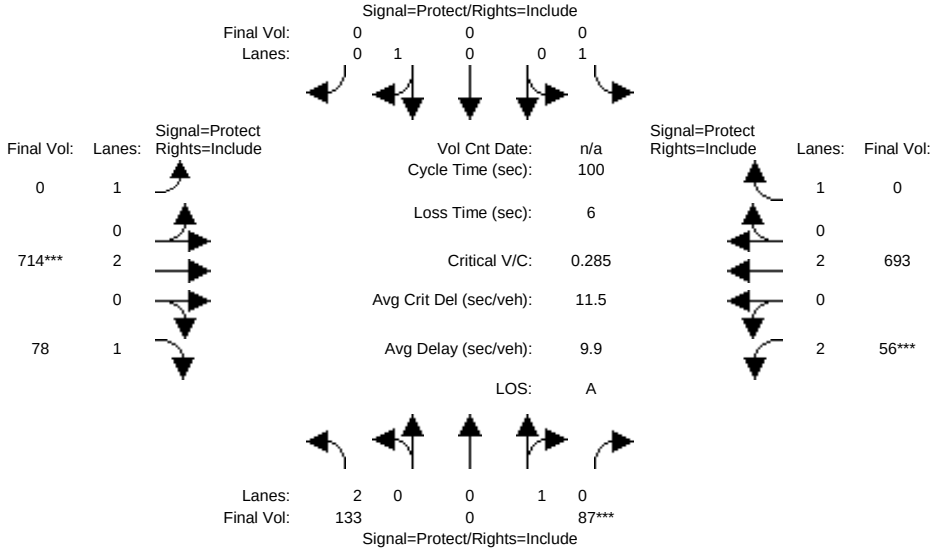
Lennar Warm Springs TOD

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

Intersection #2: North-South St. / S. Grimmer Blvd.



Street Name:	North-South St.						S. Grimmer Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	133	0	87	0	0	0	0	714	78	56	693	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:	133	0	87	0	0	0	0	714	78	56	693	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	0	87	0	0	0	0	714	78	56	693	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:	133	0	87	0	0	0	0	714	78	56	693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	87	0	0	0	0	714	78	56	693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	0	87	0	0	0	0	714	78	56	693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	1.00	1.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	0	1615	1900	1900	0	1900	3610	1615	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.20	0.05	0.02	0.19	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.69	0.69	0.06	0.75	0.00
Volume/Cap:	0.20	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.07	0.28	0.26	0.00
Delay/Veh:	34.3	0.0	35.3	0.0	0.0	0.0	0.0	5.9	4.9	46.1	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	0.0	35.3	0.0	0.0	0.0	0.0	5.9	4.9	46.1	3.9	0.0
LOS by Move:	C	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	4	1	1	3	0

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

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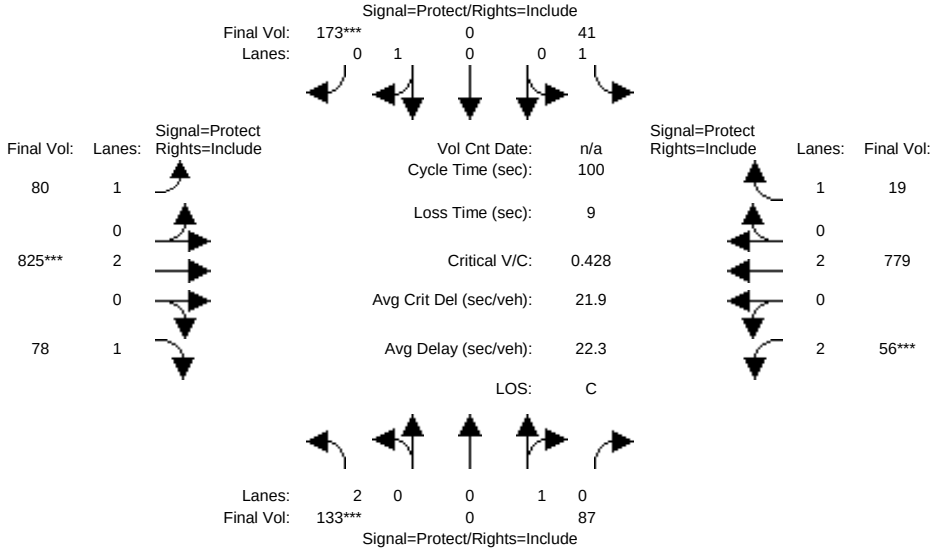
Lennar Warm Springs TOD

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG+P PM

Intersection #2: North-South St. / S. Grimmer Blvd.



Street Name:	North-South St.						S. Grimmer Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	133	0	87	0	0	0	0	714	78	56	693	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:	133	0	87	0	0	0	0	714	78	56	693	0
Added Vol:	0	0	0	41	0	173	80	111	0	0	86	19
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	0	87	41	0	173	80	825	78	56	779	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	0	87	41	0	173	80	825	78	56	779	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	87	41	0	173	80	825	78	56	779	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	0	87	41	0	173	80	825	78	56	779	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	0	1615	1805	0	1615	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.02	0.00	0.11	0.04	0.23	0.05	0.02	0.22	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.09	0.00	0.09	0.14	0.00	0.25	0.10	0.53	0.53	0.04	0.47	0.47
Volume/Cap:	0.43	0.00	0.61	0.16	0.00	0.43	0.45	0.43	0.09	0.40	0.45	0.02
Delay/Veh:	44.1	0.0	51.3	37.8	0.0	32.3	44.5	14.3	11.5	48.7	17.8	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	0.0	51.3	37.8	0.0	32.3	44.5	14.3	11.5	48.7	17.8	14.0
LOS by Move:	D	A	D	D	A	C	D	B	B	D	B	B
HCM2kAvgQ:	3	0	4	1	0	5	2	8	1	1	8	0

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

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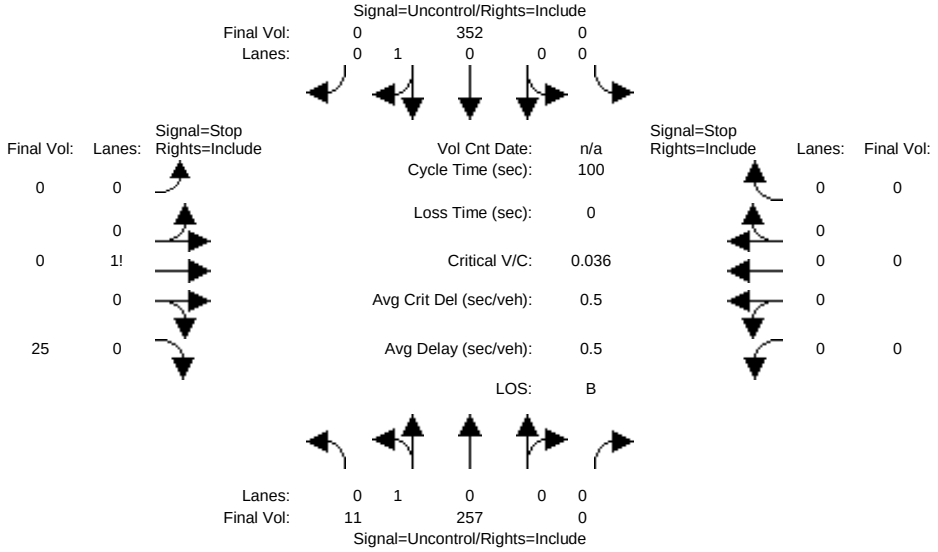
Lennar Warm Springs TOD

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
BG+P AM

Intersection #3: Old Warm Spring Blvd. / East-West St.

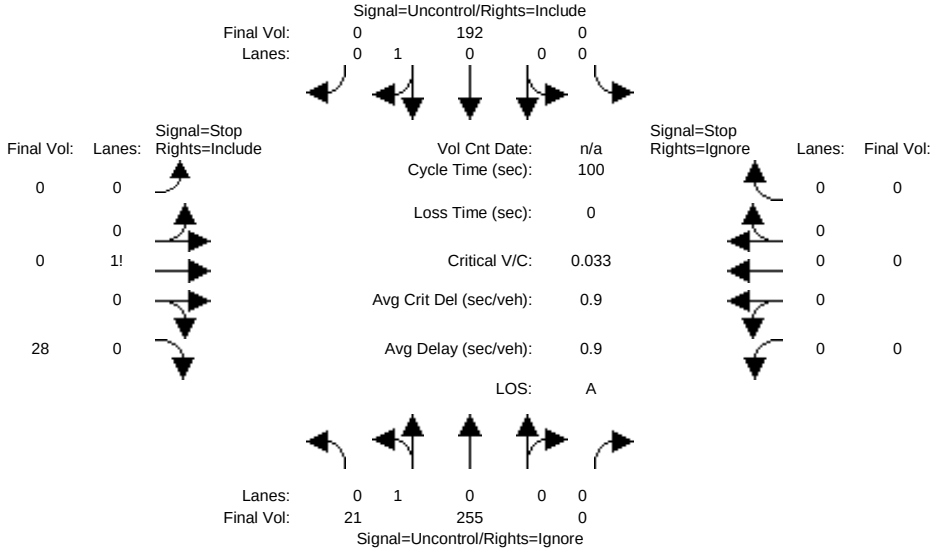



```
Street Name:      Old Warm Spring Blvd.                East-West St.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  227     0     0  259     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  227     0     0  259     0     0    0     0     0    0     0
Added Vol:     11   30     0     0   93     0     0    0    25     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11  257     0     0  352     0     0    0    25     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  257     0     0  352     0     0    0    25     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   11  257     0     0  352     0     0    0    25     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  352 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   352  xxxx xxxx xxxxx
Potent Cap.: 1218 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   696  xxxx xxxx xxxxx
Move Cap.:   1218 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   696  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.04  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  10.4 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.4           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
```

Lennar Warm Springs TOD

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
BG+P PM

Intersection #3: Old Warm Spring Blvd. / East-West St.

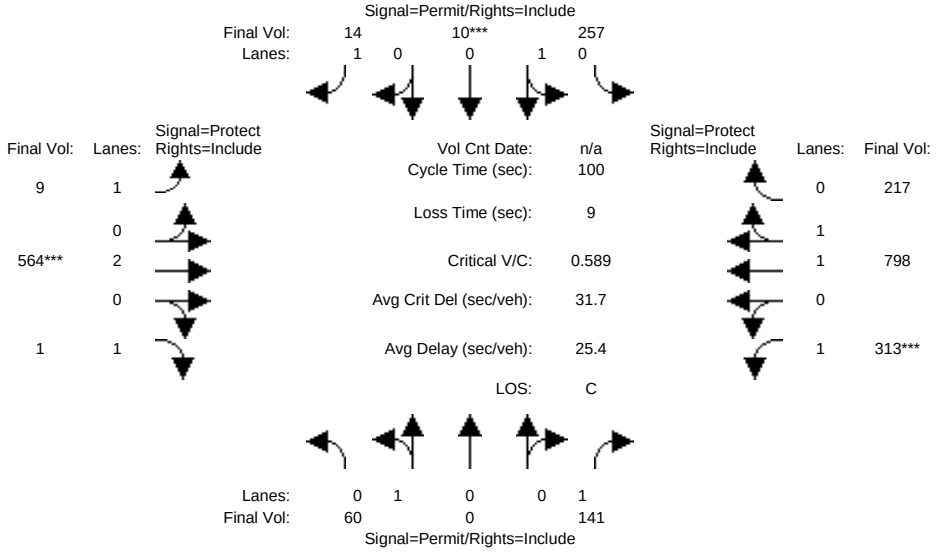



```
Street Name:      Old Warm Spring Blvd.                East-West St.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  148     0     0  142     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  148     0     0  142     0     0    0     0     0    0     0
Added Vol:     21  107     0     0   50     0     0    0    28     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   21  255     0     0  192     0     0    0    28     0    0     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    21  255     0     0  192     0     0    0    28     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   21  255     0     0  192     0     0    0    28     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  192 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   192  xxxx xxxx xxxxx
Potent Cap.: 1394 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   855  xxxx xxxx xxxxx
Move Cap.:   1394 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   855  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.4 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.4           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
```

Lennar Warm Springs TOD

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

Intersection #4: Old Warm Spring Blvd. / Lopes Ct. / S. Grimmer Blvd. [OWS Blvd changes to Lopes Court south of Grimmer]




```
Street Name:Old Warm Springs Blvd  and Lopes             Grimmer Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4   10    10     4   10    10     4   10    10     4   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60    0   141   257   10    14     9  564     1   313  798   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60    0   141   257   10    14     9  564     1   313  798   217
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Toll Bros:      0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   60    0   141   257   10    14     9  564     1   313  798   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60    0   141   257   10    14     9  564     1   313  798   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60    0   141   257   10    14     9  564     1   313  798   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   60    0   141   257   10    14     9  564     1   313  798   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.60 1.00  0.85  0.68 0.68  0.85  0.95 0.95  0.85  0.95 0.92  0.92
Lanes:       1.00 0.00  1.00  0.96 0.04  1.00  1.00 2.00  1.00  1.00 1.57  0.43
Final Sat.:  1146    0  1615  1244   48  1615  1805 3610  1615  1805 2747   747
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.09  0.21 0.21  0.01  0.00 0.16  0.00  0.17 0.29  0.29
Crit Moves:                        ****              ****        ****
Green/Cycle: 0.35 0.00  0.35  0.35 0.35  0.35  0.07 0.27  0.27  0.29 0.49  0.49
Volume/Cap:  0.15 0.00  0.25  0.59 0.59  0.02  0.07 0.59  0.00  0.59 0.59  0.59
Delay/Veh:   22.4  0.0  23.3  28.6 28.6  21.3  43.9 33.0  27.0  31.9 18.8  18.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.4  0.0  23.3  28.6 28.6  21.3  43.9 33.0  27.0  31.9 18.8  18.8
LOS by Move:    C    A     C     C    C     C     D    C     C     C    B     B
HCM2kAvgQ:      1    0     3     7    7     0     0    9     0     9   12    12
Note: Queue reported is the number of cars per lane.
```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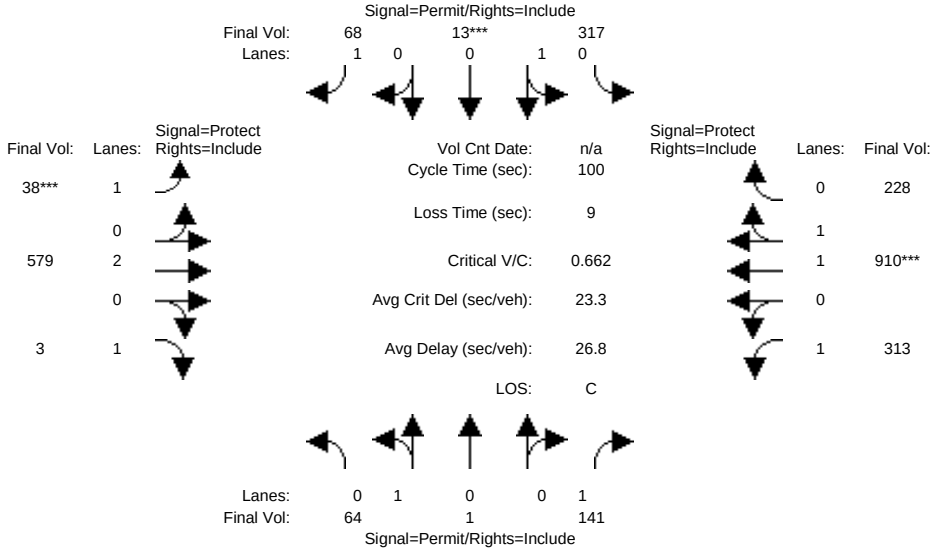
Lennar Warm Springs TOD

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG+P AM

Intersection #4: Old Warm Spring Blvd. / Lopes Ct. / S. Grimmer Blvd. [OWS Blvd changes to Lopes Court south of Grimmer]




```
Street Name:Old Warm Springs Blvd  and Lopes             Grimmer Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4   10    10     4   10    10     4   10    10     4   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60    0   141   257   10    14     9  564     1   313  798   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60    0   141   257   10    14     9  564     1   313  798   217
Added Vol:      4    1     0    60    3    54    29   15     2     0  112    11
Toll Bros:      0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64    1   141   317   13    68    38  579     3   313  910   228
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64    1   141   317   13    68    38  579     3   313  910   228
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64    1   141   317   13    68    38  579     3   313  910   228
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   64    1   141   317   13    68    38  579     3   313  910   228
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.55 0.55  0.85  0.68 0.68  0.85  0.95 0.95  0.85  0.95 0.92  0.92
Lanes:       0.98 0.02  1.00  0.96 0.04  1.00  1.00 2.00  1.00  1.00 1.60  0.40
Final Sat.:  1023   16  1615  1236   51  1615  1805 3610  1615  1805 2800   702
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.09  0.26 0.26  0.04  0.02 0.16  0.00  0.17 0.32  0.32
Crit Moves:                        ****        ****                    ****
Green/Cycle: 0.38 0.38  0.38  0.38 0.38  0.38  0.04 0.25  0.25  0.27 0.49  0.49
Volume/Cap:  0.16 0.16  0.23  0.67 0.67  0.11  0.53 0.63  0.01  0.63 0.67  0.67
Delay/Veh:   20.4 20.4  21.0  29.1 29.1  19.9  54.1 34.7  28.0  34.6 20.6  20.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  20.4 20.4  21.0  29.1 29.1  19.9  54.1 34.7  28.0  34.6 20.6  20.6
LOS by Move:    C    C     C     C    C     B     D    C     C     C    C     C
HCM2kAvgQ:      1    1     3     9    9     1     2    9     0     9   15    15
Note: Queue reported is the number of cars per lane.
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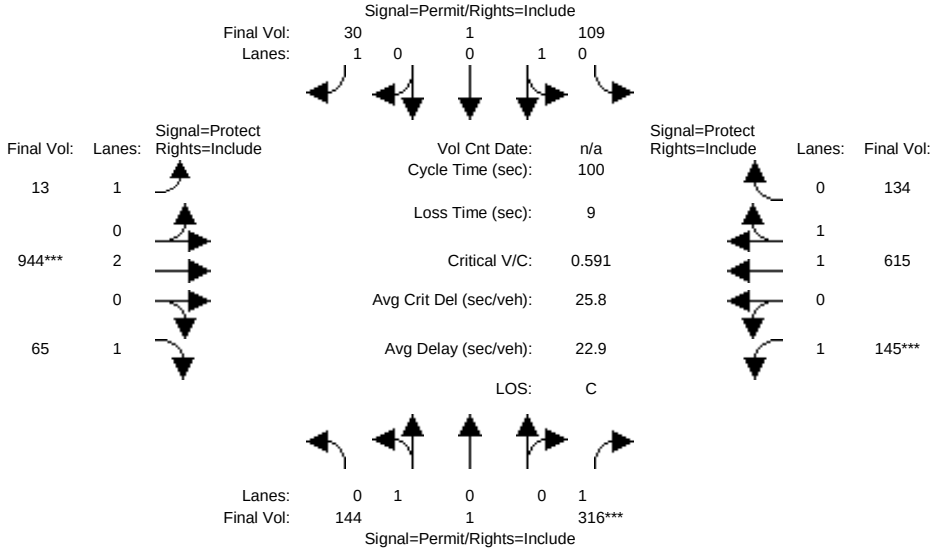
Lennar Warm Springs TOD

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

Intersection #4: Old Warm Spring Blvd. / Lopes Ct. / S. Grimmer Blvd. [OWS Blvd changes to Lopes Court south of Grimmer]



Street Name:	Old Warm Springs Blvd and Lopes											Grimmer Blvd	
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:													
Base Vol:	144	1	316	109	1	30	13	944	65	145	615	134	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	144	1	316	109	1	30	13	944	65	145	615	134	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Toll Bros:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	144	1	316	109	1	30	13	944	65	145	615	134	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	144	1	316	109	1	30	13	944	65	145	615	134	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	144	1	316	109	1	30	13	944	65	145	615	134	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	144	1	316	109	1	30	13	944	65	145	615	134	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.62	0.62	0.85	0.61	0.61	0.85	0.95	0.95	0.85	0.95	0.92	0.92	
Lanes:	0.99	0.01	1.00	0.99	0.01	1.00	1.00	2.00	1.00	1.00	1.64	0.36	
Final Sat.:	1160	8	1615	1156	11	1615	1805	3610	1615	1805	2884	628	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.12	0.20	0.09	0.09	0.02	0.01	0.26	0.04	0.08	0.21	0.21	
Crit Moves:			****					****		****			
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.09	0.44	0.44	0.14	0.49	0.49	
Volume/Cap:	0.37	0.37	0.59	0.28	0.28	0.06	0.08	0.59	0.09	0.59	0.44	0.44	
Delay/Veh:	26.1	26.1	29.6	25.1	25.1	22.8	41.8	21.6	16.2	44.4	16.9	16.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	26.1	26.1	29.6	25.1	25.1	22.8	41.8	21.6	16.2	44.4	16.9	16.9	
LOS by Move:	C	C	C	C	C	C	D	C	B	D	B	B	
HCM2kAvgQ:	4	4	9	3	3	1	0	12	1	5	8	8	

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

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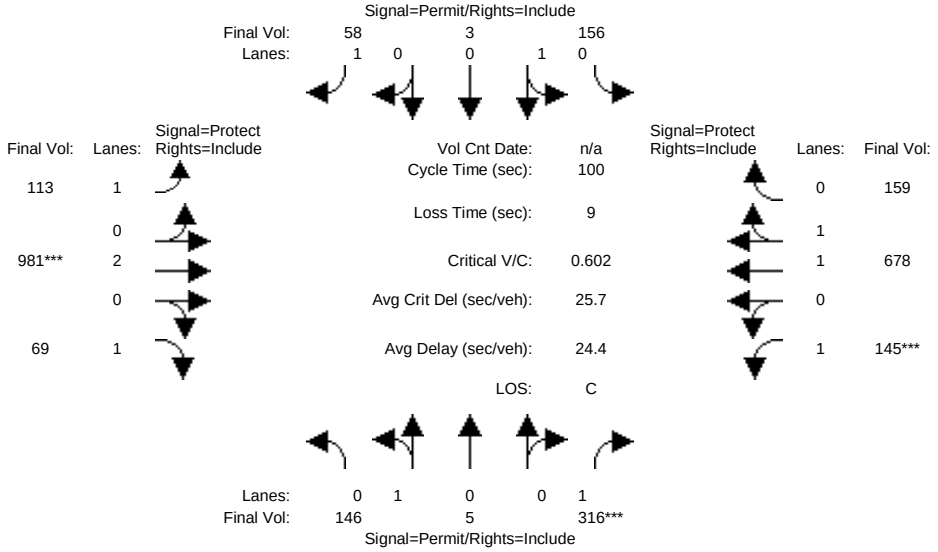
Lennar Warm Springs TOD

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG+P PM

Intersection #4: Old Warm Spring Blvd. / Lopes Ct. / S. Grimmer Blvd. [OWS Blvd changes to Lopes Court south of Grimmer]

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Street Name:Old Warm Springs Blvd  and Lopes             Grimmer Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4   10    10     4   10    10     4   10    10     4   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     144    1   316   109    1    30    13  944    65   145  615   134
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  144    1   316   109    1    30    13  944    65   145  615   134
Added Vol:      2    4     0    47    2    28   100   37     4     0   63    25
Toll Bros:      0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  146    5   316   156    3    58   113  981    69   145  678   159
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   146    5   316   156    3    58   113  981    69   145  678   159
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146    5   316   156    3    58   113  981    69   145  678   159
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  146    5   316   156    3    58   113  981    69   145  678   159
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.55 0.55  0.85  0.56 0.56  0.85  0.95 0.95  0.85  0.95 0.92  0.92
Lanes:       0.97 0.03  1.00  0.98 0.02  1.00  1.00 2.00  1.00  1.00 1.62  0.38
Final Sat.:  1010   35  1615  1042   20  1615  1805 3610  1615  1805 2842   667
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.20  0.15 0.15  0.04  0.06 0.27  0.04  0.08 0.24  0.24
Crit Moves:             ****                        ****        ****
Green/Cycle: 0.33 0.33  0.33  0.33 0.33  0.33  0.12 0.45  0.45  0.13 0.46  0.46
Volume/Cap:  0.44 0.44  0.60  0.46 0.46  0.11  0.51 0.60  0.09  0.60 0.51  0.51
Delay/Veh:   27.6 27.6  30.3  27.8 27.8  23.7  43.3 21.3  15.8  45.1 19.2  19.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  27.6 27.6  30.3  27.8 27.8  23.7  43.3 21.3  15.8  45.1 19.2  19.2
LOS by Move:    C    C     C     C    C     C     D    C     B     D    B     B
HCM2kAvgQ:      4    4     9     4    4     1     4   12     1     5   10    10
Note: Queue reported is the number of cars per lane.
```