

**Appendix G:
Transportation Impact Assessment**

Transportation Impact Analysis
Warm Springs/South Fremont
Community Plan

Prepared for:
The City of Fremont

December 2013

SJ13-1422

FEHR  PEERS

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EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) for the proposed Warm Springs/South Fremont Community Plan (Community Plan) in Fremont, California. The overall vision of the Community Plan is to establish a vibrant mixed-use innovation district with high-density, transit- and pedestrian-oriented uses.

The TIA identifies potentially significant adverse impacts of the proposed Plan on the surrounding transportation system and recommends mitigation measures in compliance with the California Environmental Quality Act (CEQA). The Community Plan is a planning document. Therefore, the analysis in this document is a program-level analysis and may be supplemented with project-specific analyses for land use development projects within the Plan area.

PROJECT DESCRIPTION

The Community Plan area is located in the southern part of the City of Fremont around the future Warm Springs/South Fremont BART station and the Tesla Plant and is roughly bounded I-680 to the east, SR 262 (Mission Boulevard) to the south, I-880 to the west. It would include a variety of land uses in 10 subareas. The land uses and their sizes are summarized in Table ES-1.

**TABLE ES-1:
WARM SPRINGS/SOUTH FREMONT COMMUNITY PLAN LAND USE SUMMARY**

Land Use	Size
Hotel	600 rooms
Elementary School	700 students
Apartments	3,100 du
High Rise Condominiums	900 du
Industrial/Manufacturing (Light Industrial)	3,173 employees
R&D	7,267 employees
General Office	8,590 employees
Retail/Restaurant	45 ksf

Note:

Source: Perkins + Will, October 2013.



ANALYSIS RESULTS

ROADWAY SYSTEM

Under the Project's Buildout Scenario the Community Plan would add approximately 52,000 daily vehicle trips, with 6,100 during the each of the AM and PM peak hours, to the surrounding roadway system. These added vehicle trips would cause significant transportation impacts at six intersections under Background with Project Conditions and 13 intersections under Cumulative with Project Conditions. The Project Buildout Scenario would result in ten Alameda County CMP roadway impacts in the 2035 horizon year, as well as impacts along several freeway segments in Santa Clara County.

Under currently adopted significance criteria in the City, mitigations for roadway segment impacts would require adding travel lanes and widening roadways throughout the City of Fremont. As the City is built out, there is little opportunity to widen roadways within the available right of way. Therefore, widening would require property acquisition. Wider roadways could also result in secondary impacts to bicyclists and pedestrians by creating longer crossing distances and creating a less comfortable environment for walking or bicycling. Due to the number of affected properties, financial implications and potential secondary impacts roadway segment impacts are considered significant and unavoidable. However, transportation demand management measures designed to reduce the amount of added traffic would be required by new development projects in the Community Plan area which would reduce both the severity of both intersection and roadway segment impacts.

TRANSIT

The Community Plan development level is estimated to add about 7,000 daily transit riders under the Project Buildout scenario. BART, AC Transit, and VTA currently have available capacity to accommodate these additional riders. All of the potential developments in the land use program are within ½ mile of a transit stop. Therefore, the Community Plan would have a less-than-significant impact to transit.

BICYCLES

The Community Plan provides new bicycle facilities (bike routes and bike lanes) and bicycle amenities and does not contain design aspects that would cause an increased potential for bicycle/vehicle conflicts. Additionally, the Community Plan does not conflict with existing or planned bicycle facilities. Therefore the Community Plan would have less-than-significant bicycle impacts.



PEDESTRIANS

The Community Plan provides enhanced pedestrian facilities and amenities to improve pedestrian access, circulation, and comfort. In addition, many other pedestrian safety amenities are proposed to avoid pedestrian/vehicle conflicts as part of the Community Plan. Therefore the Community Plan would have a less-than-significant pedestrian impact.



1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) for the proposed Warm Springs/South Fremont Community Plan (Community Plan), also referred to as “the Project”. The Warm Springs/South Fremont Community Plan area contains 800 acres and is located in the southern part of the City of Fremont around the future Warm Springs/South Fremont BART station and the Tesla Motors plant (former New United Motors Manufacturing – NUMMI - plant) and is roughly bounded by Grimmer Boulevard to the north, I-680 to the east, SR 262 (Mission Boulevard) to the south, I-880 to the west. The overall vision of the Community Plan is to facilitate the development of a new district that would be an innovation hub emphasizing high-density, transit- and pedestrian-oriented uses. **Figure 1** presents the project location, surrounding roadway system, and study intersections.

The purposes of the TIA is to describe the transportation benefits of the Community Plan, identify potentially significant adverse impacts on the surrounding transportation system, and recommend mitigation measures in compliance with the California Environmental Quality Act (CEQA). The Community Plan is a planning document and does not propose individual land use projects or infrastructure changes. Therefore, the analysis in this document is at the appropriate level of detail for a plan and may be supplemented with project-specific analyses.

PROJECT DESCRIPTION

The Community Plan includes both future land uses and a supporting transportation system as shown on **Figures 2 and 3**. The land uses contains a variety of land uses, primarily residential and employment-based uses, in 10 subareas as shown in the figure in Appendix F. The portion of the Community Plan that is addressed in this report is the added travel demand generated by the envisioned land use developments and the added capacity provided by the transportation system. **Table 1** summarizes the proposed land uses and their sizes based on the independent variable (e.g., number of office employees or square feet of retail space) used in the trip generation estimates. The transportation system is described in Chapter 3.



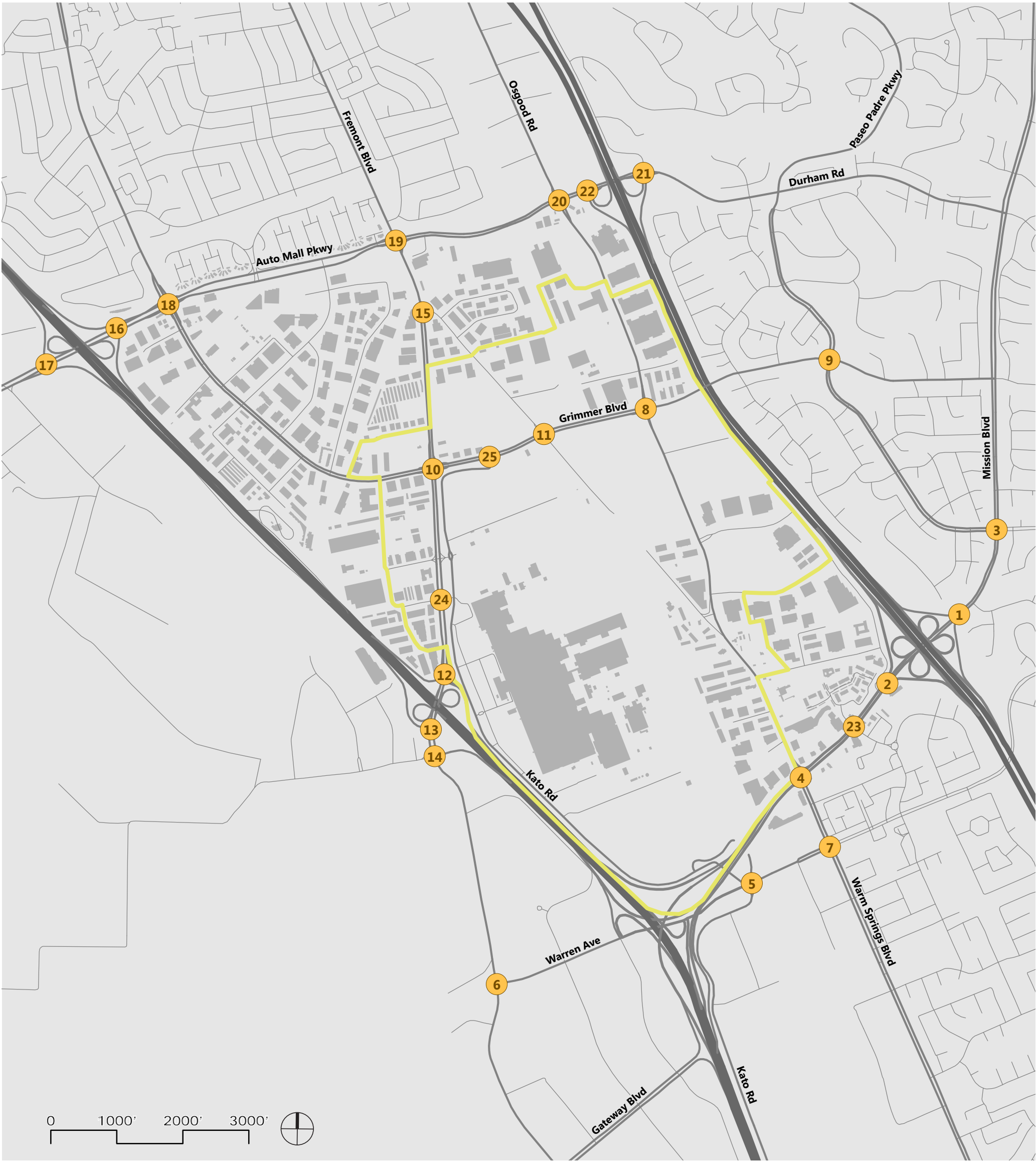
**TABLE 1:
WARM SPRINGS/SOUTH FREMONT COMMUNITY PLAN LAND USE SUMMARY**

Land Use	Size
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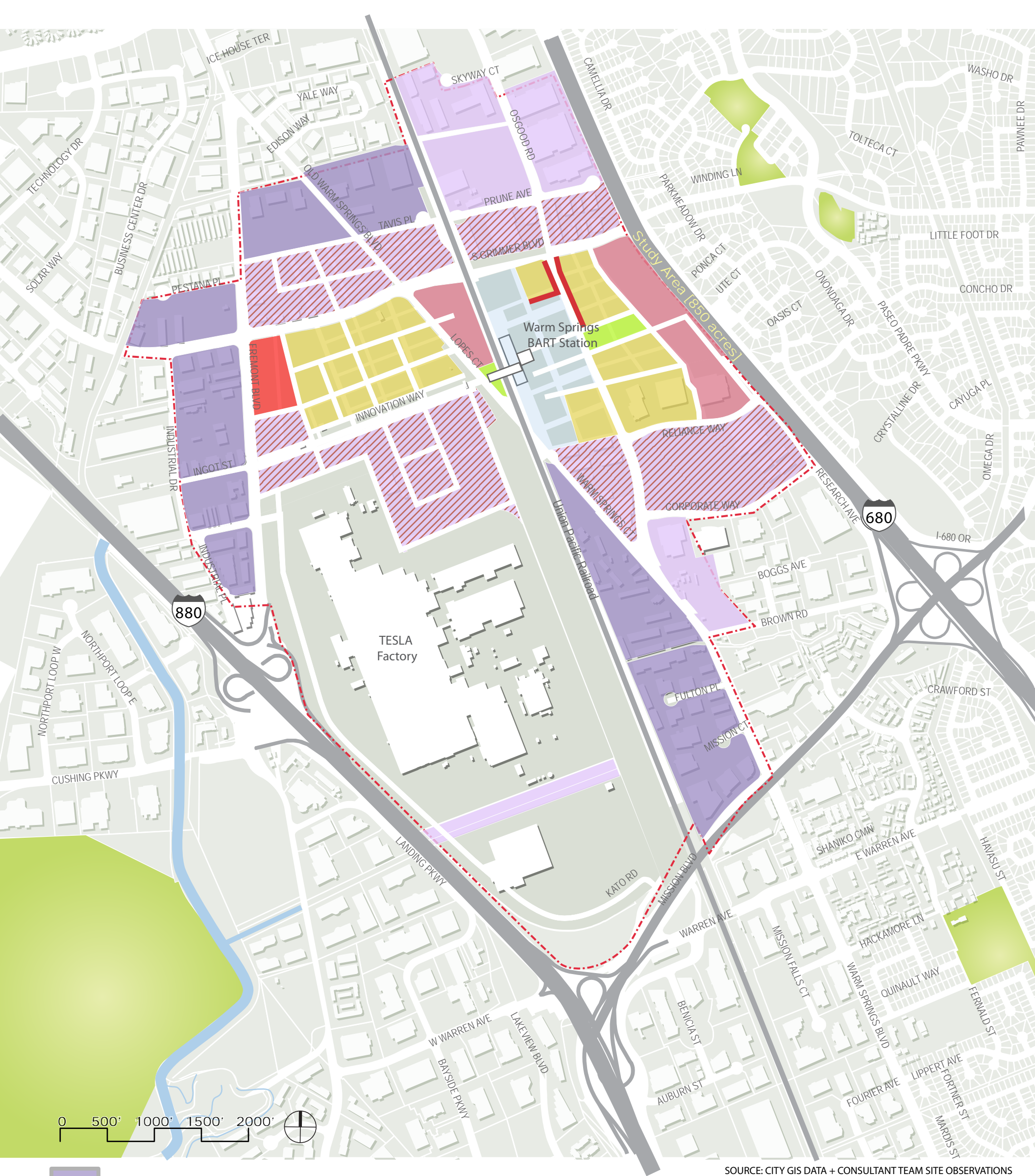
Source: Perkins + Will, October 2013.





- Study Intersections
- Study Area Boundary

FIGURE 1
STUDY INTERSECTIONS
 SOUTH FREMONT / WARM SPRINGS AREA STUDIES
 November 2013



SOURCE: CITY GIS DATA + CONSULTANT TEAM SITE OBSERVATIONS

- Industrial – General/Manufacturing

- Industrial – Technology/Research & Development

- Commercial/Industrial - High Tech Office / Research & Development Mix (could include entertainment, community facilities, and hotels)

- Commercial – High Tech Office (could include entertainment, community facilities, and hotels)

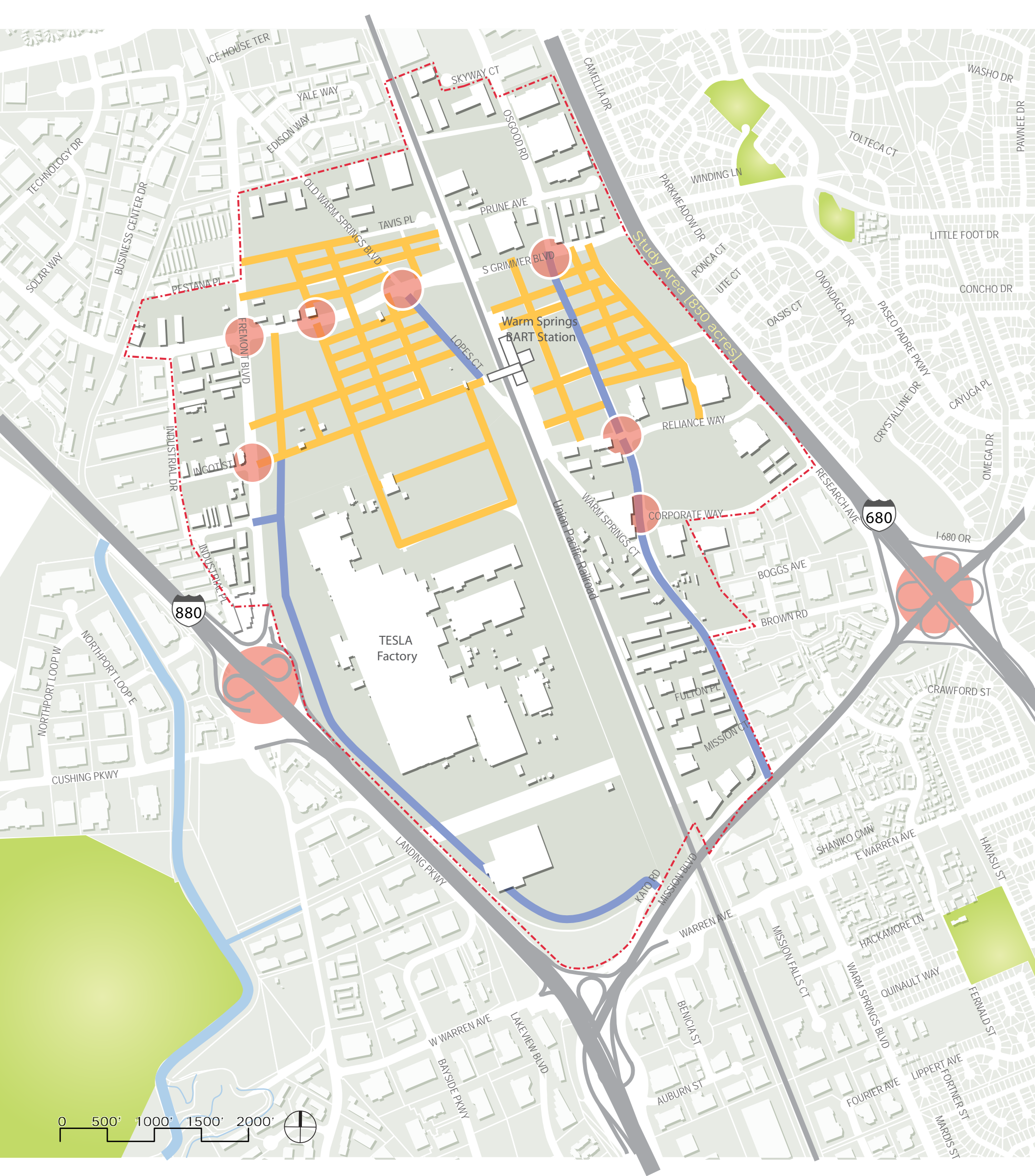
- Commercial - Retail Center Retail Frontage

- Residential – High Density/Mixed Use (includes support services such as retail, schools and parks)

- Open Space

- Bicycle and Pedestrian Crossing

FIGURE 2
PLANNED LAND USES
 SOUTH FREMONT / WARM SPRINGS AREA STUDIES
 November 2013



New Streets



Reconfigured Streets



Intersection Improvements

FIGURE 3

PROPOSED STREET NETWORK

SOUTH FREMONT / WARM SPRINGS AREA STUDIES

August 2013

PERKINS
+ WILL



in association with
BKF Engineers and Fehr & Peers

TRAFFIC ANALYSIS LOCATIONS

The analysis of how the Community Plan would affect the surrounding transportation system is focused on the roadway system. Operations of key signalized intersections, freeway ramps, roadway segments, and freeway segments are evaluated before and after traffic generated by the anticipated land uses is added.

Study Intersections

The following 19 existing signalized intersections and two future signalized intersections are included in the analysis:

3. Mission Boulevard/Paseo Padre Parkway
4. Mission Boulevard/Warm Springs Boulevard
5. Warren Avenue/Kato Road
6. Fremont Boulevard/W. Warren Avenue
7. Warm Springs Boulevard/Warren Avenue
8. Grimmer Boulevard/Warm Springs Boulevard/Osgood Road
10. Grimmer Boulevard/Fremont Boulevard
11. Grimmer Boulevard/Old Warm Springs Boulevard/Lopes Court
12. Fremont Boulevard/I-880 Northbound Ramps
13. Fremont Boulevard/I-880 Southbound Ramps
14. Fremont Boulevard/Cushing Parkway
16. Auto Mall Parkway/I-880 Northbound Ramps
17. Auto Mall Parkway/I-880 Southbound Ramps
18. Auto Mall Parkway/South Grimmer Boulevard
19. Auto Mall Parkway/Fremont Boulevard
20. Auto Mall Parkway/Osgood Road
21. Auto Mall Parkway/I-680 Northbound Ramps
22. Auto Mall Parkway/I-680 Southbound Ramps
23. Mission Boulevard/Mohave Drive



24. Fremont Boulevard/Ingot Street/Innovation Way (future intersection)
25. Grimmer Boulevard/New Roadway (between Fremont Boulevard and Old Warm Springs Boulevard) (future intersection)

Unsignalized Intersections

Study locations also include two unsignalized intersections:

9. Grimmer Boulevard/Paseo Padre Parkway
15. Fremont Boulevard/Old Warm Springs Boulevard

Freeway Ramps

Two unsignalized freeway ramp intersections are also included as study locations:

1. Mission Boulevard/I-680 Northbound Off-Ramp
2. Mission Boulevard/I-680 Southbound Off-Ramp

Freeway and Roadway Segments

The Alameda County Transportation Commission (Alameda CTC) requires analysis of project impacts to the Metropolitan Transportation System (MTS) roadways in Alameda County if the project generates more than 100 PM peak-hour vehicle trips. MTS roadways include segments on I-680, I-880, and SR 262. The Santa Clara Valley Transportation Authority (VTA) requested that segments of I-880 and I-680 in Santa Clara County be evaluated as well.

The study roadway segments and freeway segments are:

- SR 262 (Mission Boulevard) between I-880 and I-680
- I-680 between Scott Creek Road and Mission Boulevard (SR 238) in Alameda County
- I-680 Berryessa Road and Scott Creek Road in Santa Clara County
- I-880 between Dixon Landing Road and Thornton Avenue (SR 84) in Alameda County
- I-880 between US 101 and Dixon Landing Road in Santa Clara County

Intersection and Ramp Analysis Scenarios

In addition to Existing Conditions for the Environmental Setting, the study intersections and freeway ramps are evaluated for the following scenarios:



- **Scenario 1: Existing Plus Project Conditions** – This scenario includes a qualitative discussion on what would happen if, hypothetically, this scenario of existing conditions plus full build-out of the project were to occur. A qualitative discussion explains why conducting the quantitative analysis would not provide meaningful impact information as specified by CEQA Guidelines Section 15151.
- **Scenario 2: Background Conditions** – Existing traffic conditions based on volumes obtained from counts, plus traffic from approved but not yet constructed and unoccupied developments in the area for the year 2015.
- **Scenario 3: Background Plus Project Conditions** – Background volumes plus traffic generated by the proposed project at full build-out.
- **Scenario 4: Cumulative Plus Project Conditions** – This scenario includes full build-out of the project for the horizon year 2035. For locations with impacts (poor operations), the proportional contribution of project trips are evaluated to determine if the impact is considered significant.

Roadway/Freeway Segment Analysis Scenarios

The roadway and freeway segments in Alameda County are evaluated per Alameda CTC guidelines for the 2020 and 2035 horizon years. Freeway segments in Santa Clara County are evaluated under Existing Conditions per VTA guidelines. They are also be evaluated under Cumulative plus Project Conditions.

TRAFFIC ANALYSIS METHODS

The operations of roadway facilities are described with the term level of service (LOS), a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents “at capacity” operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F. The level of service methods adopted by the City of Fremont, ACTC, and VTA are used and are described below.

Signalized Intersections

The LOS analysis method for signalized intersections approved by the City of Fremont analyzes intersection operations based on average control vehicular delay, as described in Chapter 16 of the 2000 *Highway Capacity Manual (HCM)* published by the Transportation Research Board. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using version 8.0 of the TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 2**.

All of the study intersections are under City of Fremont jurisdiction and, therefore, are analyzed based on the City’s LOS standard. The City of Fremont’s *2011 General Plan* defines the minimum acceptable LOS for



the operations of the City's intersections. For the identified signalized study intersections in the City's jurisdiction the minimum acceptable AM/PM peak hour level of service is LOS D, though the General Plan notes there are locations where LOS E or F *may be* considered acceptable. For purposes of this analysis, locations with a worse LOS than the LOS D standard are considered to operate unacceptably.

**TABLE 2
SIGNALIZED INTERSECTION LOS CRITERIA**

Level of Service	Description	Delay in Seconds
A	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	< 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 80.0

Unsignalized Intersections

There are two existing unsignalized study intersections, Fremont Boulevard/Old Warm Springs Boulevard and Grimmer Boulevard/Paseo Padre Parkway, and two planned intersections, Fremont Boulevard/Ingot Street/Innovation Way and Grimmer Boulevard/New Roadway. The need for signalization at these intersections is evaluated based on the peak-hour volume signal warrant from the *Manual on Uniform Traffic Control Devices* (MUTCD, 2003).



Freeway Ramps

The freeway ramps are evaluated by comparing the amount of traffic to the ramp capacities.

Freeway Segments

Freeway operations for segments in Alameda County are evaluated using volume-to-capacity ratio method, per Alameda County Transportation Commission (Alameda CTC) guidelines. In this method, the peak hour volume on a segment in each direction is compared to the segment's vehicle carrying capacity and a volume-to-capacity ratio, or V/C, is calculated. The capacity is estimated as the number of lanes multiplied by 2,000 vehicles per hour per lane. **Table 3** summarizes the LOS and V/C thresholds for freeway segments in Alameda County.

**TABLE 3:
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS (ALAMEDA COUNTY)**

Level of Service	Average Travel Speed (mph)	Volume / Capacity Ratio	Maximum Service Flow (vehicles / hour / lane)
A	≥ 60	0.35	700
B	≥ 55	0.58	1,000
C	≥ 49	0.75	1,500
D	≥ 41	0.90	1,800
E	≥ 30	1.00	2,000
F	< 30	-	-

Source: Alameda County Congestion Management Agency, 2009 Congestion Management Program. Table 5. *Highway Capacity Manual*, Transportation Research Board, 1985.

The existing operations of freeway segments in Santa Clara County are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow using methods described in the *2000 HCM*. Density is expressed in passenger cars per mile per lane. The Congestion Management Program range of densities for freeway segment level of service is shown in **Table 4**.



**TABLE 4:
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS (SANTA CLARA COUNTY)**

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

Roadway Segments

Roadway (arterial) segments on the MTS system in Alameda County are evaluated using volume-to-capacity ratio method, per Alameda County Transportation Commission (Alameda CTC) guidelines. In this method, the peak hour volume on a segment in each direction is compared to the segment's vehicle carrying capacity and a volume-to-capacity ratio, or V/C, is calculated. The capacity is estimated as the number of lanes multiplied by 800 vehicles per hour per lane. Roadways with a V/C ratio greater than 1.00 are designated as LOS F.

REGULATORY SETTING AND LEVELS OF SERVICE STANDARDS

Regulatory agencies and their transportation policies, including level of service standards that affect the project are discussed in this section. The minimum acceptable LOS standards for transportation facilities vary based on their classification (type of facility) and jurisdiction that controls the facility. The LOS standards listed below apply to the analysis of the Community Plan. These standards were used to determine significant impacts and to develop appropriate mitigation measures.

CITY OF FREMONT

The City of Fremont's *2011 General Plan* defines the minimum acceptable LOS for the operations of the City's intersections and roadway segments. For the identified signalized study intersections in the City's jurisdiction the minimum acceptable AM/PM peak hour level of service is LOS D. Locations with a worse



LOS than these standards are considered to operate unacceptably. All of the study intersections are under City of Fremont jurisdiction; and therefore are analyzed based on the City's LOS standard.

The current City *General Plan* was adopted in December 2011. The *General Plan* policies and implementation programs listed below are relevant to the transportation and circulation implications of the proposed project:

- Design major streets to balance the needs of automobiles with the needs of pedestrians, bicyclists, and transit users. Over time, all Fremont's corridors should evolve into multi-modal streets that offer safe and attractive choices among different travel modes. (Policy 3-1.1)
- As appropriate, apply street design and development standards that require transit-supportive facilities such as bus stop curb extensions, bus shelters, benches, lighting, sidewalks and convenient access to bus stops. (Policy 3-1.3)
- Incorporate provisions for pedestrians and bicycles on city streets to facilitate and encourage safe walking and cycling throughout the city. Landscaping should reduce wind, provide a buffer to adjacent roadways, and stimulate visual interest. Provide visually appealing, energy-efficient street lighting to ensure night-time safety. (Policy 3-1.5)
- Require the provision of sidewalks in all new development, including infill development and redevelopment, in order to eventually complete the City's sidewalk network. Sidewalks shall be required on both sides of all public streets, except in hillside areas where a single sidewalk may be adequate. Sidewalks and direct pedestrian connections between uses should also be provided in parking lots. (Policy 3-1.7)
- Support land use choices and transportation investments which reduce the necessity of driving and create a community that is more walkable and serviceable by public transportation. Land use decisions should recognize the opportunities and constraints presented by the city's transportation system, including road capacity, transit availability, and pedestrian and bicycle mobility. (Policy 3-2.1)
- Enhance bicycle circulation, access, and safety throughout Fremont, particularly in the City Center, the Town Centers, around existing and planned BART stations, and near schools and other public facilities. Barriers and impediments to bicycle travel should be reduced. (Policy 3-2.4)
- Maintain and implement City master plans for pedestrian and bicycle travel, and use these plans as the basis for network development. These plans implement the General Plan but are not formally adopted as part of the General Plan. Any change or update to these plans does not require a General Plan Amendment. (Policy 3-2.5)
- Achieve a level of public bus service that makes taking the bus a convenient, affordable, reliable, and safe alternative to driving. (Policy 3-2.6)



- Improve connectivity between transit modes, especially transfers from rail to bus, to reduce waiting time and improve the feasibility of using transit. (Policy 3-2.8)
- Encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, flextime, telecommuting cash-out programs and work-at-home programs, and other measures to reduce peak hour travel demand. (Policy 3-2.10)
- Maintain the data needed to assess roadway safety and performance, including the safety of bicyclists and pedestrians as well as motorists. (Policy 3-3.7)
- Limit access to parkways and arterials from abutting parcels to maintain capacity, efficiency, and traffic safety. Standards for driveways, curb cuts, and medians should reflect the primary function of these streets for cross-town traffic circulation. (Policy 3-3.8)
- Adopt variable standards for traffic speed and travel delay that recognize the character of adjacent land uses, the functions of different streets, the different modes of transportation on a street or corridor, and other community development goals. The following standards shall apply (Policy 3-4.2):
 - For locations outside of the City Center, Town Centers, and Warm Springs/South Fremont BART station area (as depicted on the Future Land Use Map), peak hour levels of service for signalized intersections should generally be maintained at Level of Service (LOS) "D" for minor arterials and collector streets, and LOS "E" for regional (CMA network) arterials. The design and construction of new signalized intersections and roadways in areas outside the City Center, Town Centers, and Warm Springs/South Fremont BART station area should achieve a target operational capacity of midpoint LOS D or better upon completion.
 - For locations within the City Center, Town Centers, and Irvington and Warm Springs/South Fremont BART station areas, and within PDA boundaries peak hour LOS "E" or "F" may be acceptable. In these locations, the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking. (Policy 3-4.2)
- In addition to the conditions stated in Policy 3-4.2, allow decreased levels of speed and convenience on a case by case basis in areas where (Policy 3-4.3):
 - Widening or altering a roadway would conflict with environmental, historic, or community character objectives
 - A significant cause of the congestion is regional traffic beyond the City's control;
 - Substantial transportation improvements have already been required and further mitigation is not feasible;



- There are other factors related to accommodation of pedestrians, bicyclists, and public transit, and road improvements that may be substantially detrimental to the desired capacity, convenience, safety, or efficiency of these other travel modes; or
- Congestion is of a limited duration due to special events or organized activities at local public facilities. (Policy 3-4.3)
- Require new development to mitigate its impacts on mobility conditions through traffic impact fees, street and intersection improvements, transportation demand management programs, and other measures. (Policy 3-4.4) Manage on-street parking to ensure the efficient use of curbside space, avoid conflicts with residents and neighborhoods, and provide adequate customer parking for local businesses. (Policy 3-7.1)
- Apply parking requirements and standards for residential and commercial development which adequately respond to demand and minimize adverse effects on neighboring properties. (Policy 3-7.2)
- Strongly encourage the concept of shared parking (and shared parking agreements) for land uses where peak parking demand occurs at different times of the day, thereby reducing the aggregate number of spaces required. (Policy 3-7.3)
- Require the provision of secured bicycle parking at (or near) all new or substantially modified commercial or industrial development projects, education and recreational facilities, BART stations, and transit centers. In commercial areas, bicycle parking may be consolidated in racks serving multiple businesses to create a cleaner and more attractive street appearance. At larger employment centers and BART stations, lockers and showers should be encouraged to facilitate bicycle use. (Policy 3-7.4)

ALAMEDA COUNTY TRANSPORTATION COMMISSION (ALAMEDA CTC)

The Alameda CTC developed LOS standards for roadways on the designated CMP network. The CMP facilities in the study area are Mission Boulevard, I-880, and I-680. The CMP LOS standard is LOS E, except at locations that were operating at LOS F when the standards were set; the standard for those facilities is LOS F. In the study area all roadway segments have an LOS E standard, with the exception of the following segment that has an LOS F standard:

- Northbound I-880 between Dixon Landing and Mission Boulevard (SR 262)

CALTRANS

The California Department of Transportation (Caltrans) recommends a target LOS at the threshold between LOS C and LOS D for their facilities. If the location under existing conditions operates worse than the appropriate target LOS, then the existing LOS should be maintained.



METROPOLITAN TRANSPORTATION COMMISSION (MTC)

The majority of federal, state, and local financing available for transportation projects is allocated at the regional level by the MTC, the transportation planning, coordinating, and financing agency for the nine-county Bay Area. The current Regional Transportation Plan, which is combined with the region's Sustainable Communities Strategy (SCS), is known as Plan Bay Area and was adopted by MTC in July 2013.

Plan Bay Area specifies a detailed set of investments and strategies throughout the region from 2013 through 2040 to maintain, manage, and improve the surface transportation system. Plan Bay Area specifies how anticipated federal, state, and local transportation funds will be spent in the Bay Area during the next 25 years. Most of this "committed funding" will go toward maintaining the region's existing transportation infrastructure.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD)

The BAAQMD is the regional agency with the authority to develop and enforce regulations for the control of air pollution throughout the Bay Area. The Clean Air Plan is BAAQMD's plan for reducing the emissions of air pollutants that lead to ozone. BAAQMD has also published CEQA Guidelines for the purpose of evaluating the air quality impact of projects and plans. One of the criteria that the Guidelines describe is that plans, including Specific Plans, must demonstrate reasonable efforts to implement transportation control measures (TCM) included in the Clean Air Plan that identify local governments as the implementing agencies. On-road motor vehicles are the largest source of air pollution in the Bay Area. To address the impact of vehicles, the California Clean Air Act requires air districts to adopt, implement, and enforce TCMs.

SIGNIFICANCE CRITERIA

The impact criteria used in this analysis are described in the following sections.

SIGNALIZED INTERSECTIONS

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.



UN SIGNALIZED INTERSECTIONS

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.

FREEWAY RAMPS

Impacts to freeway ramps are considered significant if the amount of traffic on the ramp exceeds its capacity and the project contribution is considerable.

ROADWAY/FREEWAY SEGMENTS

According to the Alameda County Transportation Commission 2012 LOS Monitoring Report and 2007 Technical and Policy Guidelines, the LOS standard for CMP roadway network analysis is LOS E, except where LOS F was the LOS of a segment when originally measured as part of the CMP, in which case the standard shall be LOS F. Therefore the project has a significant impact if it causes a segment to exceed its LOS threshold. Alameda CTC does not have a policy for determining a threshold of significance for segments operating unacceptably without the project. Therefore, for the purposes of this analysis, if a segment operates unacceptably without the project, the impacts of the proposed project are considered significant if the contribution of project traffic is at least five percent of the total traffic.

TRANSIT SYSTEM

The project would create a significant impact related to transit service if either of the following criteria are met or exceeded:

- The project generates a substantial increase in transit riders that cannot be adequately served by existing transit services; or
- The project conflicts with existing or planned transit facilities.

PEDESTRIAN SYSTEM

The project would create a significant impact related to the pedestrian system if any of the following criteria are met or exceeded:

- The project design would not provide or would eliminate pedestrian facilities to connect to the area circulation system; or



- The project design would create hazardous conditions for pedestrians; or
- The project would conflict with existing or planned pedestrian facilities.

BICYCLE SYSTEM

The Community Plan would create a significant impact related to the bicycle system if any of the following criteria are met or exceeded:

- The project design would not provide or would eliminate bicycle facilities that connect to the area circulation system; or
- The project would conflict with existing or planned bicycle facilities; or
- The project design would create hazardous conditions for bicyclists.

REPORT ORGANIZATION

The analysis input and results are presented in the following report chapters:

- **Chapter 2** describes the Existing Conditions for the transportation system serving the study area and the current operating conditions of the key signalized intersections and freeway segments to be used in the Environmental Setting for the Environmental Impact Report (EIR)
- **Chapter 3** presents estimated travel demand characteristics for the Community Plan, including the amount of traffic added to the surrounding roadways, and the Transportation Improvements as proposed in the Community Plan.
- **Chapter 4** presents a qualitative discussion of Existing plus Project Conditions, or conditions with traffic generated by buildout of the Community Plan added on to existing traffic volumes.
- **Chapter 5** describes the Background Conditions, or conditions with traffic generated by approved developments in the area, and the associated operating conditions of the key signalized intersections with and without project traffic.
- **Chapter 6** discusses operations of the roadway system under 2035 Cumulative Conditions
- **Chapter 7** discusses operations of the CMP roadway network.
- **Chapter 8** presents the signal warrant results of the key unsignalized intersections within and around the project area and the results of the freeway ramp analysis.
- **Chapter 9** discusses project impacts to transit, bicycle, and pedestrian facilities and to the roadway system and identifies mitigation measures for significant project impacts.



2. EXISTING CONDITIONS

This chapter describes the existing transportation facilities in the study area and presents current operations of the study intersections, roadway segments, and freeway segments.

EXISTING ROADWAY NETWORK

STREET NETWORK

Figure 1 shows the Community Plan area and the surrounding roadway system. Regional access is provided via I-680, I-880, and SR 262 (Mission Boulevard). Local thoroughfares in the vicinity include Fremont Boulevard, Grimmer Boulevard, and Osgood Road/Warm Springs Boulevard. Local access to the site is provided by Kato Road, Brown Road, Corporate Way, Reliance Way, Research Avenue, and Old Warm Springs Boulevard.

I-680 is a north-south freeway ranging from four to eight lanes and extending from I-280 in San Jose to I-80 in Vallejo. In the vicinity of the plan area it has three mixed-flow lanes in the northbound direction and three mixed-flow lanes plus one HOV/HOT lane in the southbound direction. It borders much of the eastern edge of the plan area and provides site access via the Mission Boulevard and Auto Mall Parkway exits. I-680 is congested during the morning and evening peak commute periods. The Alameda County Transportation Commission recently opened Express (HOT) lanes on southbound I-680 between SR 84 in Pleasanton and SR 237 in Milpitas, which allow solo drivers to use the HOV lanes for a toll that varies depending on the level of congestion, from 5:00 am to 8:00 pm, Monday through Friday. Average daily traffic volumes on I-680 range from 119,000 to 140,000 vehicles between Scott Creek Road and Auto Mall Parkway¹.

I-880 is a parallel freeway to I-680, extending from SR 17 in San Jose to I-80 in Oakland. It borders the western edge of the plan area just north of Mission Boulevard and provides site access via Mission Boulevard and Fremont Boulevard exits. In the project vicinity it has three mixed-flow lanes and one HOV lane in each direction. HOV lanes are enforced between 5:00 am and 9:00 am and 3:00 pm and 7:00 pm, Monday through Friday. I-880 is frequently congested in both directions during the peak commute periods. I-880 has an average daily vehicle volume between 167,000 and 205,000 vehicles.

¹ State of California, Department of Transportation, Traffic Operations Division, 2011 Traffic Volumes



SR 262 extends from I-880 to I-680 as Mission Boulevard in Fremont. In the plan area vicinity, it has two to three lanes in each direction and primarily runs east-west, connecting I-680 and I-880 along part of the plan area's southern boundary. It carries approximately 63,000 vehicles per day.

Fremont Boulevard is a four-lane arterial extending from Flood Channel B in Bayside Business Park to Paseo Padre Parkway in north Fremont where it becomes Alvarado Boulevard. It runs through the western portion of the plan area north of I-880 and carries approximately 13,500 average daily vehicles in south Fremont.² The City of Fremont General Plan contemplates a future extension of Fremont Boulevard to the intersection of Dixon Landing Road/McCarthy Boulevard in Milpitas.

Grimmer Boulevard is a four-lane, north-south arterial that extends from Paseo Padre Parkway in north Fremont to Mission Boulevard in south Fremont where it becomes Antelope Drive. It runs east-west through the plan area.

Osgood Road/Warm Springs Boulevard is a north-south arterial that extends north from Scott Creek Road in Milpitas where it becomes N. Milpitas Boulevard to Washington Boulevard in Fremont where it becomes Driscoll Road.

Kato Road/"Tesla Access Road" is a two-lane, north-south private street extending from Grimmer Boulevard in the north to Warm Springs Boulevard in the south. It runs adjacent to Fremont Boulevard and I-880, mostly through vacant land in the plan area. It provides access into the plan area from the local street network.

Research Avenue is a two-lane, north-south road that extends from Reliance Way to Brown Road and borders part of the eastern edge of the plan area.

Brown Road is a two-lane, east-west road extending between Research Avenue and Warm Springs Boulevard.

Corporate Way is a two-lane, east-west road extending between Research Avenue and Warm Springs Boulevard. It provides local access to the plan area as well as to the office/industrial uses to the south.

Reliance Way is a two-lane, east-west road contained within the plan area between Research Avenue and Warm Springs Boulevard. It provides local access to the plan area as well as to the nearby office/industrial uses.

² City of Fremont General Plan, 2011



Old Warm Springs Boulevard/Lopes Court/Warm Springs Court is a two-lane, north-south street containing three road segments. Between Fremont Boulevard and Grimmer Boulevard it is “Old Warm Springs Boulevard”. Between Grimmer Boulevard and the UPRR tracks it is “Lopes Court”. Between the UPRR tracks and Warm Springs Boulevard it is “Warm Springs Court”. Lopes Court and Warm Springs Court are disconnected from each other by the UPRR tracks. The Warm Springs Court segment abuts the southern edge of future Warm Springs/South Fremont BART station. Old Warm Springs Boulevard and Lopes Court provide local access to the office/industrial, residential, and other uses in the plan area.

INTERSECTION VOLUMES, LEVELS OF SERVICE, AND SIGNAL WARRANTS

Existing Intersection Volumes

Counts were obtained from other recent studies and supplemented with new counts to obtain existing traffic volumes at the intersections near the Warm Springs/South Fremont Community Plan area. The counts were conducted during the morning and evening commute periods (7:00 am to 9:00 am and 4:00 pm to 6:00 pm) to obtain peak hour volumes. **Appendix A** contains the original traffic count sheets used for this analysis. The existing AM and PM peak hour turning movement volumes at the intersections, and their lane configurations and traffic control devices, are presented on **Figures 4a and 4b**.

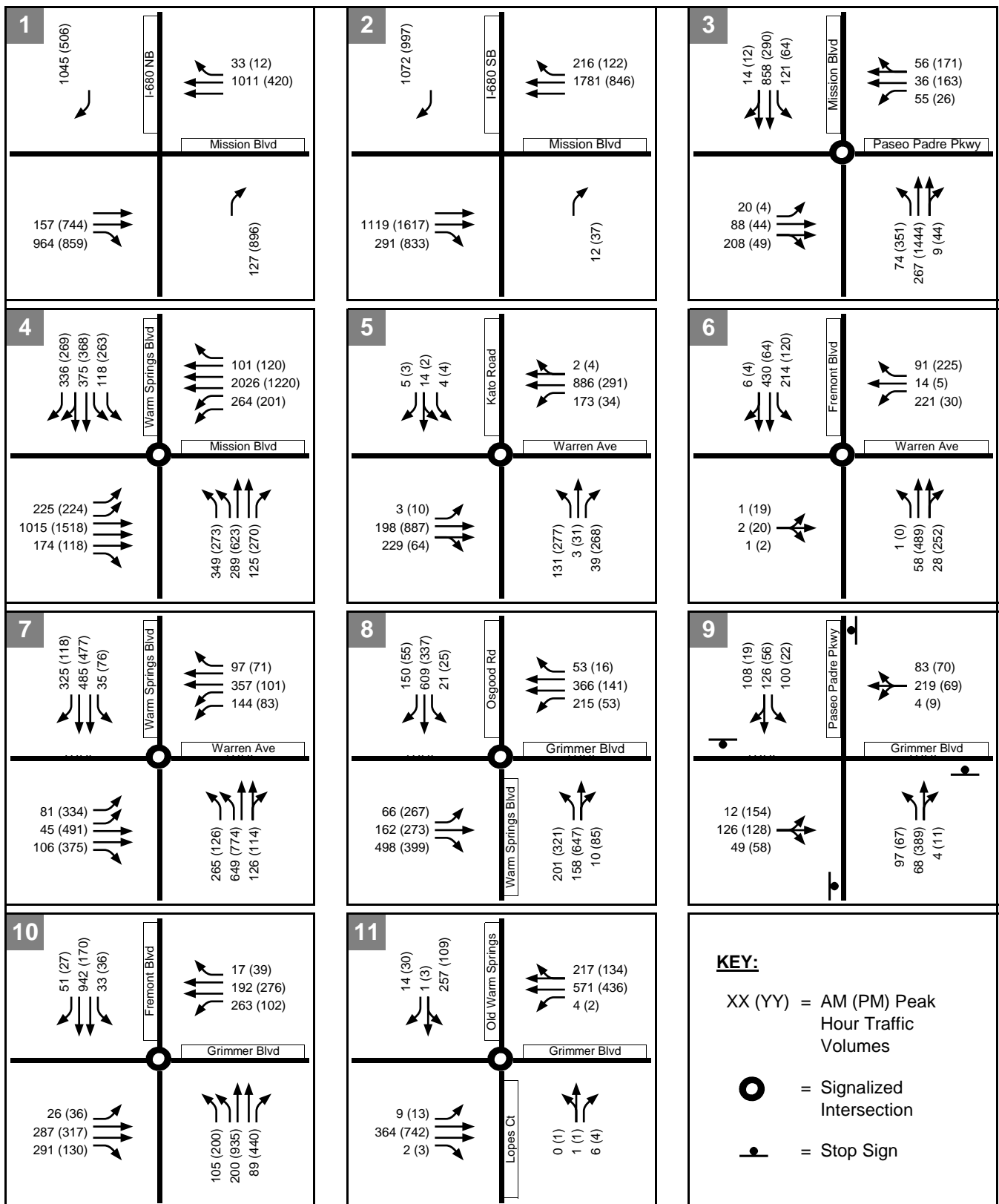
Existing Intersection Levels of Service

The operations of the signalized intersections were evaluated with level of service calculations. The results are presented in **Table 5**. **Appendix B** contains the level of service calculation sheets. These calculation sheets include detailed input data and report the delay experienced by vehicle drivers for the intersection as a whole, on each approach, and for individual movements. An intersection approach corresponds to the all of the lanes approaching from one direction and movements refer to the designated turn (left or right) or through for each lane (or lane group).

All study intersections operate at acceptable levels of service (LOS D or better), except:

- Auto Mall Parkway/Fremont Boulevard (LOS E, PM peak hour)
- Grimmer Boulevard/Warm Springs Boulevard/Osgood Road (LOS E, AM peak hour)

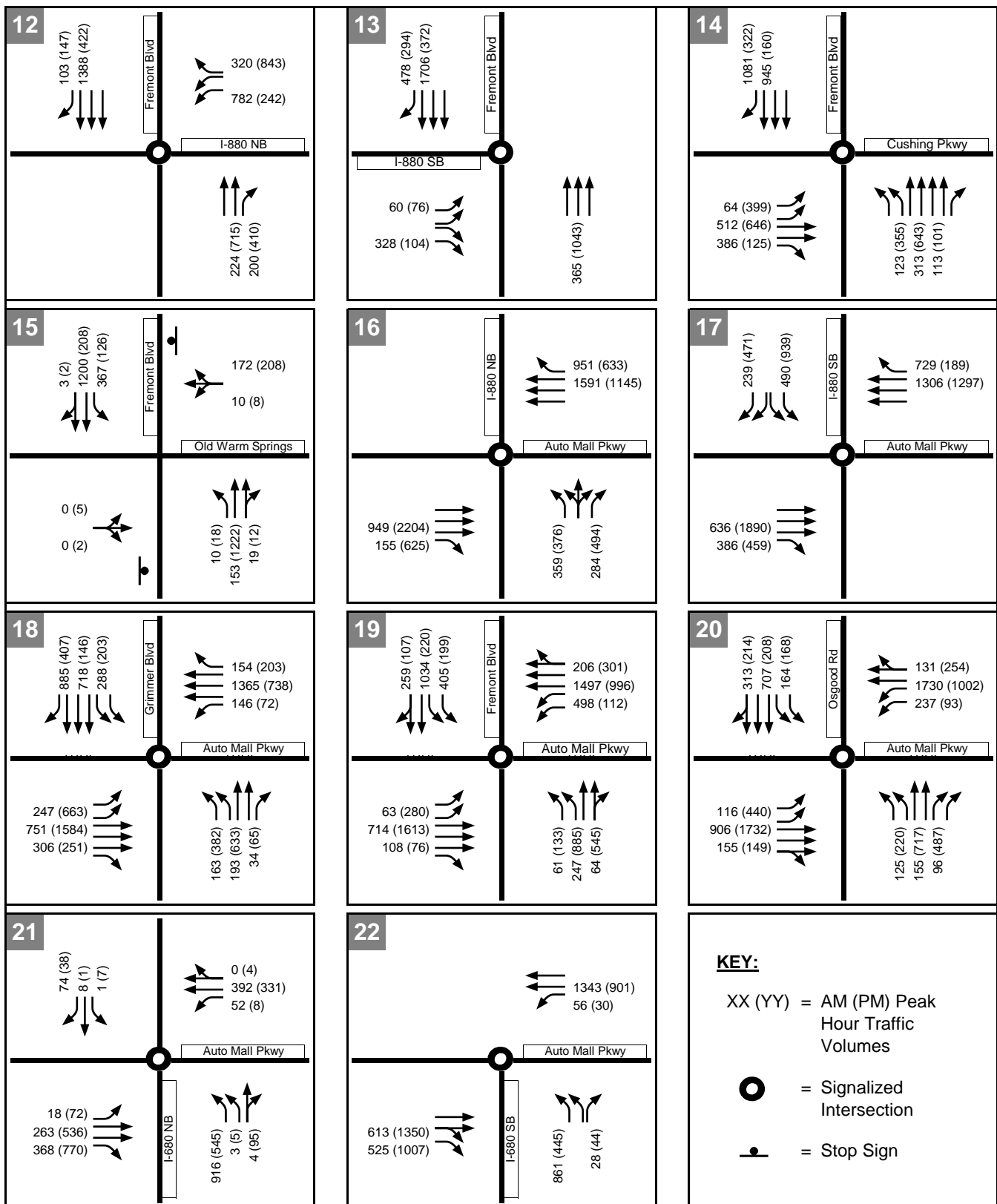




Warm Springs Community Plan

**EXISTING LANE CONFIGURATIONS AND
 PEAK-HOUR INTERSECTION VOLUMES**

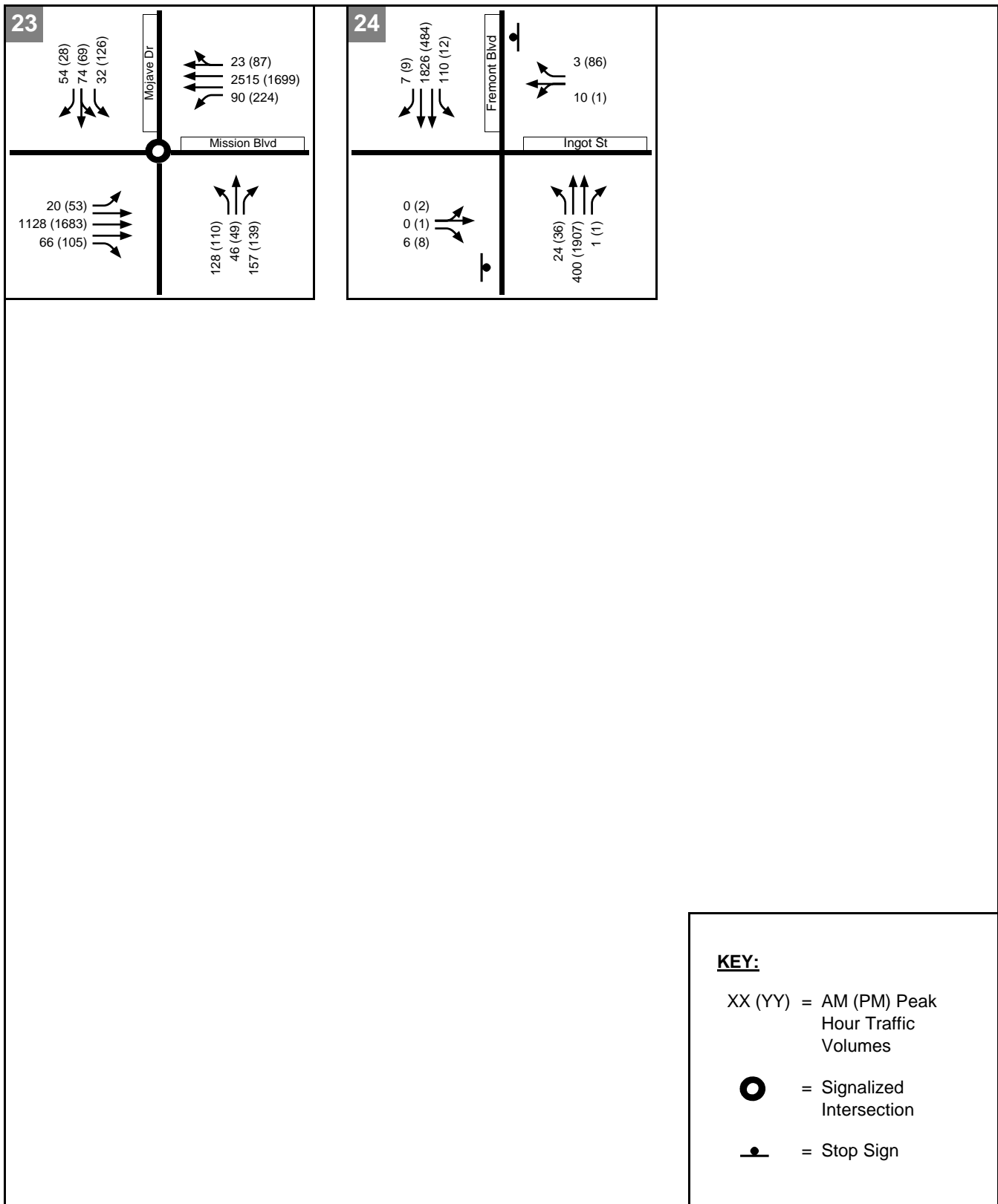
FIGURE 4a



Warm Springs Community Plan

**EXISTING LANE CONFIGURATIONS AND
PEAK-HOUR INTERSECTION VOLUMES**

FIGURE 4b



Warm Springs Community Plan

**EXISTING LANE CONFIGURATIONS AND
PEAK-HOUR INTERSECTION VOLUMES**

TABLE 5: EXISTING SIGNALIZED INTERSECTION LEVELS OF SERVICE

Intersection	Count Date	Peak Hour	Delay (seconds)	LOS
3. Mission Boulevard/Paseo Padre Parkway	5/15/2013	AM	31.3	C
		PM	27.1	C
4. Mission Boulevard/Warm Springs Boulevard	5/15/2013	AM	49.6	D
		PM	51.3	D
5. Warren Avenue/Kato Road	6/4/2013	AM	23.4	C
		PM	25.2	C
6. Fremont Boulevard/W. Warren Avenue	5/15/2013	AM	22.7	C
		PM	23.0	C
7. Warm Springs Boulevard/Warren Avenue	5/15/2013	AM	36.1	D
		PM	40.3	D
8. Grimmer Boulevard/Warm Springs Boulevard/Osgood Road	5/15/2013	AM	61.7	E
		PM	43.6	D
10. Grimmer Boulevard/Fremont Boulevard	5/15/2013	AM	41.5	D
		PM	30.5	C
11. Grimmer Boulevard/Old Warm Springs Boulevard/Lopes Court	5/16/2013	AM	22.2	C
		PM	14.2	B
12. Fremont Boulevard/I-880 Northbound Ramps	2/28/2013	AM	13.5	B
		PM	7.6	A
13. Fremont Boulevard/I-880 Southbound Ramps	5/16/2013	AM	10.3	B
		PM	6.2	A
14. Fremont Boulevard/Cushing Parkway	5/15/2013	AM	14.7	B
		PM	13.3	B
16. Auto Mall Parkway/I-880 Northbound Ramps	2/28/2013	AM	9.6	A
		PM	11.8	B
17. Auto Mall Parkway/ I-880 Southbound Ramps	5/16/2013	AM	10.5	B
		PM	14.5	B
18. Auto Mall Parkway/South Grimmer Boulevard	5/15/2013	AM	34.0	C
		PM	35.6	D
19. Auto Mall Parkway/Fremont Boulevard	2/28/2013	AM	47.2	D
		PM	56.5	E
20. Auto Mall Parkway/Osgood Road	2/28/2013	AM	44.8	D
		PM	44.5	D
21. Auto Mall Parkway/ I-680 Northbound Ramps	2/28/2013	AM	21.8	C
		PM	21.0	C
22. Auto Mall Parkway/ I-680 Southbound Ramps	2/28/2013	AM	25.6	C
		PM	16.0	B
23. Mission Boulevard/Mohave Drive	10/17/2013	AM	21.1	C
		PM	21.4	C

Source: Fehr & Peers, 2013



Traffic Signal Warrants

The peak hour traffic signal warrants were evaluated for the following unsignalized intersections:

1. Fremont Boulevard/Old Warm Springs Boulevard
2. Grimmer Boulevard/Paseo Padre Parkway
3. Fremont Boulevard/Ingot Street

Fremont Boulevard/Old Warm Springs Boulevard meets the signal warrant but Grimmer Boulevard/Paseo Padre Parkway and Fremont Boulevard/Ingot Street do not meet the signal warrant under Existing conditions.

EXISTING ROADWAY AND FREEWAY SEGMENTS

Alameda County CMP Roadway and Freeway Segments

The Alameda County Transportation Commission (Alameda CTC) 2012 LOS Monitoring Report identifies levels of service for the study roadway and freeway segments from the monitoring activities that were conducted in 2012. The results are presented in **Table 6**. Among the LOS F segments identified is northbound I-680 between Mission Boulevard and Durham Road (PM), which borders the eastern edge of the plan area. This segment is expected to improve once the new northbound express lane is constructed.



TABLE 6: EXISTING ALAMEDA COUNTY CMP NETWORK LEVELS OF SERVICE

Segment		Length (mi)	Speed (mph)	2012 LOS (AM) (PM)
From	To			
<i>I-680 Northbound</i>				
Scott Creek Rd.	SR 262/ Mission Blvd.	2.20	65.5 51.4	A C
SR 262/Mission Blvd.	Durham Rd.	1.34	66.2 20.1	A F
Durham Rd.	Washington Blvd.	1.54	65.9 23.4	A (F30)*
Washington Blvd.	SR 238/Mission Blvd.	0.89	69.7 38.7	A E
<i>I-680 Southbound</i>				
SR 238/Mission Blvd.	Washington Blvd.	1.04	50.3 64.0	C A
Washington Blvd.	Durham Rd.	1.52	51.0 67.6	C A
Durham Rd.	SR 262/ Mission Blvd.	1.67	51.3 70.6	C A
SR 262/ Mission Blvd.	Scott Creek Rd.	2.19	63.0 64.4	A A
<i>I-880 Northbound</i>				
Dixon Landing Rd.	SR 262/Mission Blvd.	2.08	75.5 32.9	A E
SR 262/Mission Blvd.	Auto Mall Parkway	2.44	68.8 46.8	A D
Auto Mall Parkway	Stevenson Blvd.	1.54	68.2 50.2	A C
Stevenson Blvd.	Decoto Rd.	4.04	65.9 56.3	A B



TABLE 6: EXISTING ALAMEDA COUNTY CMP NETWORK LEVELS OF SERVICE

Segment		Length (mi)	Speed (mph)	2012 LOS (AM) (PM)
From	To			

I-880 Southbound

Decoto Rd.	Stevenson Blvd.	4.07	20.2 54.4	(F30) C
Stevenson Blvd.	Auto Mall Parkway	1.26	35.5 64.5	E A
Auto Mall Parkway	SR 262/ Mission Blvd.	3.04	32.3 62.5	E A

SR 262 (Mission Blvd.) Eastbound

I-880	I-680	1.33	28.7 17.8	B D
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SR 262 (Mission Blvd.) Westbound

I-680	I-880	1.11	21.6 30.6	D B
-------	-------	------	--------------	--------

Source: Alameda CTC, 2013

NB = northbound, SB = southbound, EB = eastbound, WB=westbound

(F30) = LOS F and Average Travel Speed <30



Santa Clara County Freeway Segments

The existing operations of the study freeway segments in Santa Clara County were obtained from VTA's 2012 Monitoring and Conformance Report (May 2012) and are presented in **Table 7**. For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl.

TABLE 7: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour	Lanes		Density		LOS	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
<i>I-880 – Northbound</i>							
US 101 to Brokaw Rd.	AM	3		60		E	
	PM	3		56		E	
E. Brokaw Rd. to Montague Expy.	AM	3		30		D	
	PM	3		31		D	
Montague Expy. to Great Mall Pkwy.	AM	3		23		C	
	PM	3		50		E	
Great Mall Pkwy. to W. Calaveras Blvd. (SR 237)	AM	3		24		C	
	PM	3		71		F	
W. Calaveras Blvd. (SR 237) to Dixon Landing Rd.	AM	3	1	20	7	C	A
	PM	3	1	83	45	F	D
<i>I-880 – Southbound</i>							
Dixon Landing Rd. to W. Calaveras Blvd. (SR 237)	AM	3	1	61	49	F	E
	PM	3	1	26	15	C	B
W. Calaveras Blvd. (SR 237) to Great Mall Pkwy.	AM	3		79		F	
	PM	3		24		C	
Great Mall Pkwy. to Montague Expy.	AM	3		42		D	
	PM	3		56		E	
Montague Expy. to E. Brokaw Rd.	AM	3		27		D	
	PM	3		76		F	
Brokaw Rd. to US 101	AM	3		32		D	
	PM	3		63		F	
<i>I-680 – Southbound</i>							
Scott Creek Rd. to Jacklin Rd.	AM	3	1	24	15	C	B
	PM	3	1	30	4	D	A



TABLE 7: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour	Lanes		Density		LOS	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Jacklin Rd. to E. Calaveras Blvd.	AM	3	1	45	11	D	A
	PM	3	1	32	5	D	A
E. Calaveras Blvd. to Yosemite Dr.	AM	4		56		E	
	PM	4		28		D	
Yosemite Dr. to Montague Expy.	AM	4		42		D	
	PM	4		63		F	
Montague Expy. to N. Capitol Ave.	AM	4		19		C	
	PM	4		76		F	
N. Capitol Ave. to Hostetter Rd.	AM	4		18		B	
	PM	4		93		F	
Hostetter Rd. to Berryessa Rd.	AM	4		21		C	
	PM	4		70		F	
<i>I-680 – Northbound</i>							
US 101 to King Rd.	AM	4		21		C	
	PM	4		27		D	
King Rd. to E. Capitol Expy.	AM	4		35		D	
	PM	4		29		D	
E. Capitol Expy. to Alum Rock Ave.	AM	4		66		F	
	PM	4		25		C	
Alum Rock Ave. to McKee Rd.	AM	4		76		F	
	PM	4		23		C	
McKee Rd. to Berryessa Rd.	AM	4		50		E	
	PM	4		21		C	
Berryessa Rd. to Hostetter Rd.	AM	4		33		D	
	PM	4		17		B	

Source: VTA, 2012.

The following segments in Santa Clara County operate at LOS F, unacceptable operations:

I-880 Northbound:

- Great Mall Parkway and W. Calaveras Boulevard (SR 237) (PM)
- W. Calaveras Boulevard (SR 237) and Dixon Landing Road (PM, mixed lanes)



I-880 Southbound:

- Dixon Landing Road to W. Calaveras Boulevard (SR 237) (AM)
- W Calaveras Boulevard (SR 237) to Great Mall Parkway (AM)
- Montague Expressway to E. Brokaw Road (PM)
- Brokaw Road to US-101 (PM)

I-680 Southbound:

- Yosemite Drive to Montague Expressway (PM)
- Montague Expressway to N. Capitol Avenue (PM)
- N. Capitol Avenue to Hostetter Road (PM)
- Hostetter Road to Berryessa Road (PM)

I-680 Northbound:

- E. Capitol Expressway to Alum Rock Avenue (AM)
- Alum Rock Avenue to McKee Road (AM)

EXISTING FREIGHT FACILITIES

The plan area is bisected by two parallel railroad right-of-ways, the Warm Springs Subdivision and the Milpitas Subdivision. Union Pacific Railroad currently uses the Warm Springs Subdivision and associated Warm Springs Yard to serve local industries, including Tesla Motors. The Milpitas Subdivision, which parallels the Warm Springs Subdivision to the east, is owned by the VTA and is being developed as the BART extension to Warm Springs/South Fremont and ultimately Santa Clara County. Currently, UPRR has interest in maintaining existing freight transportation capabilities in the plan area.

EXISTING TRANSIT SERVICE

The City of Fremont encourages the use of transit as an alternative mode of transportation and is primarily served by two major transit providers: Bay Area Rapid Transit (BART) and Alameda-Contra Costa Transit (AC Transit). BART provides commuter rail service and AC Transit provides local and regional bus service. The Santa Clara Valley Transportation Authority (VTA), which is the primary transit provider for Santa Clara County, also provides some regional bus access to the City of Fremont. Transit service and facilities - bus routes, major bus stops, BART tracks, and the BART station - are shown on **Figure 5**. The City of Fremont is served by intercity commuter rail transit - Amtrak and Altamont Commuter Express, and



paratransit services for seniors and people with disabilities. **Table 8** summarizes hours of operation and service frequencies for the routes near the Community Plan area.

AC TRANSIT

The Alameda-Contra Costa Transit District (AC Transit) operates several local bus lines and one supplementary bus line within south Fremont. Local Routes 212, 215, 217, and 239 provide extensive service throughout the day, serving stops between the Fremont BART station and Milpitas in the south and Hayward in the north. Route 217 also provides weekend service. Supplementary Route 623 provides limited weekday service serving Horner Jr. and Irvington Sr. High Schools in Fremont.

ALTAMONT COMMUTER EXPRESS (ACE) AND AMTRAK CAPITOL CORRIDOR

The Altamont Commuter Express (ACE) provides weekday train service between San Jose and Stockton. Trains run westbound in the morning and eastbound in the evening. The Fremont station and Great America station are located approximately four miles north and ten miles south of the plan area, respectively. AC Transit bus Route 210 directly connects the plan area with the Fremont ACE station.

The Capital Corridor is a passenger train system operated by Amtrak that provides service to 16 stations in 8 Northern California counties, from San Jose in Santa Clara County to Colfax in Placer County. Similar to the Altamont Commuter Express, the Capitol Corridor stops at the Fremont station and Great America station. On weekdays, seven eastbound and seven westbound trains serve the Fremont station.





- Santa Clara Valley Transportation Authority (VTA)
- AC Transit

FIGURE 5
EXISTING TRANSIT FACILITIES
 SOUTH FREMONT / WARM SPRINGS AREA STUDIES
 August 2013

TABLE 8: EXISTING TRANSIT SERVICES

Route	From	To	Weekdays		Weekends	
			Operating Hours	Peak Headway (minutes)	Operating Hours	Headway (minutes)
VTA¹						
120	Fremont BART	Lockheed Martin Transit Center/ Moffett Park	6:12am-7:10pm	30	No service	No service
140	Fremont BART	Mission College & Montague Expwy.	7:12am-7:08pm	45	No service	No service
180	Fremont BART	Great Mall/Main	5:46am-10:07pm	30	No service	No service
181	Fremont BART	San Jose Diridon Transit Center	5:27am-12:40am	15	7:09am-12:42am	20-60
183	Fremont BART	Aborn and White	5:10am-7:54pm	50	No service	No service
AC Transit²						
212	Fremont BART	New Park Mall	5:51am-10:01pm	30	No service	No service
215	Fremont BART	Warren Ave. & Landing Pkwy.	5:53am-8:46pm	45	No service	No service
217	Fremont BART	Great Mall Light Rail Station	5:15am-10:55pm	30	7:00am-7:55pm	40
239	Fremont BART	Milpitas Blvd. & Dixon Landing Rd.	5:56am-7:25pm	40	No service	No service
623	Horner Jr. High School	Milpitas Blvd. & Dixon Landing Rd.	7:14am-3:34pm	n/a: only one trip per peak period	No service	No service
San Joaquin Regional Rail Commission²						
ACE	San Jose	Stockton	4:20am-8:50pm	60	No service	No service



TABLE 8: EXISTING TRANSIT SERVICES

Route	From	To	Weekdays		Weekends	
			Operating Hours	Peak Headway (minutes)	Operating Hours	Headway (minutes)
Amtrak Capitol Corridor						
Capitol Corridor	Auburn	San Jose/Diridon	4:35am-11:55pm	60	5:25am-11:55pm	60
Bay Area Rapid Transit (BART) ²						
BART ³	Fremont	Richmond/Daly City	4:00am-12:00am	10	5:54am-12:00am	15

Notes:

1. Schedule reflects service as of January 7, 2013
2. Schedule reflects service as of April 2013
3. Other regional routes not shown.

Sources: VTA, AC Transit, ACE, BART, April 2013.

BAY AREA RAPID TRANSIT DISTRICT (BART)

BART operates train service throughout the San Francisco Bay Area. The system currently extends from Millbrae to San Francisco in the peninsula and from Oakland to Richmond, Pittsburg, and Dublin in the east bay. San Francisco and Oakland are connected by an underwater tube. Altogether BART connects 44 stations with 104 miles of tracks. The average weekday ridership in 2013 is 392,000 passengers. There are two BART lines that serve Fremont: the Richmond-Fremont Line and the Daly City-Fremont Line; the Fremont station is the current terminus of those lines, although both will extend to Warm Springs/South Fremont station once opened in 2015. On weekdays BART operates trains every five to fifteen minutes. The Fremont-Daly City line does not operate on weekday evenings or Sundays. Passengers bound for stations on other lines can transfer at particular stations. Passengers can also transfer between other local and regional transit providers, such as the Caltrain at the Millbrae BART station and Muni Metro stations at four BART stations in San Francisco.

When completed, the Warm Springs/South Fremont BART station will have approximately 2,000 parking spaces. Bicycle parking will provided with bike racks and bike lockers. Bus access will be provided via a bus transfer facility located within the station area.



SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)

The Santa Clara Valley Transportation Authority (VTA) operates several bus routes within the vicinity of the plan area, all of which travel through Fremont to serve the Fremont BART station. Based on its Express Bus Business Plan (2011) VTA plans to operate five bus lines to the Warm Springs/South Fremont BART Station, including existing routes 120, 180, and 181, and new routes 193 and 194. A second tier of bus routes is planned as demand grows, including Express 192, which will serve the Warm Springs/South Fremont BART station. Bus routes that currently terminate at the Fremont BART station will be re-routed to terminate at the Warm Springs/South Fremont BART station, once the station opens in 2015. Similarly, once the Berryessa and Milpitas BART stations open, the Express lines serving the Warm Springs/South Fremont station will likely be re-routed to serve the Berryessa and Milpitas stations.

PARATRANSIT

City of Fremont Paratransit and East Bay Paratransit are door-to-door alternative transit services for seniors and persons with disabilities that are prevented from using regular transit services. Services are provided during the same hours that BART and AC Transit operate. Applicants are required to submit a form and go through a review process to be eligible for services.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and off-street paths that are meant to provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Sidewalks are provided on small segments of Grimmer Boulevard, Fremont Boulevard, and Warm Springs Boulevard. Crosswalks are provided at signalized intersections such as Fremont Boulevard/Grimmer Boulevard, Grimmer Boulevard/Old Warm Springs Boulevard, Grimmer Boulevard/Warm Springs Boulevard, and Warm Springs Boulevard/Mission Boulevard. Overall, pedestrian access is poor due to the lack of sidewalks in most of the plan area, including:

- Most of Grimmer Boulevard in the eastbound direction
- Grimmer Boulevard in the westbound direction between Old Warm Springs Boulevard and Kato Road, and between Fremont Boulevard and Business Center Drive
- Most of Fremont Boulevard in both directions



- Kato Road
- Most of Warm Springs Boulevard
- Part of Reliance Way in the eastbound direction
- Most of Corporate Way in the westbound direction
- Much of Brown Road in both directions
- Mission Boulevard between Kato Road and Warm Springs Boulevard

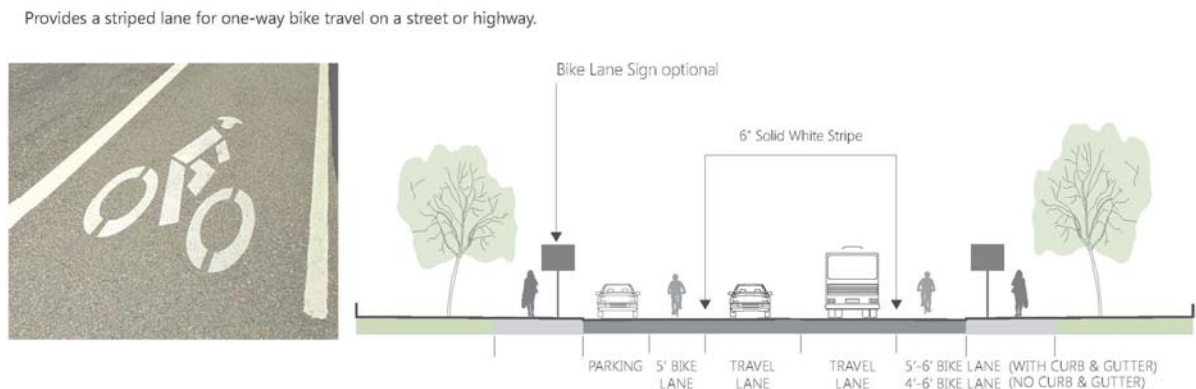
EXISTING BICYCLE FACILITIES

The 2012 City of Fremont Bicycle Master Plan references the following three bikeway classifications from Chapter 1000 of the Caltrans *Highway Design Manual*:

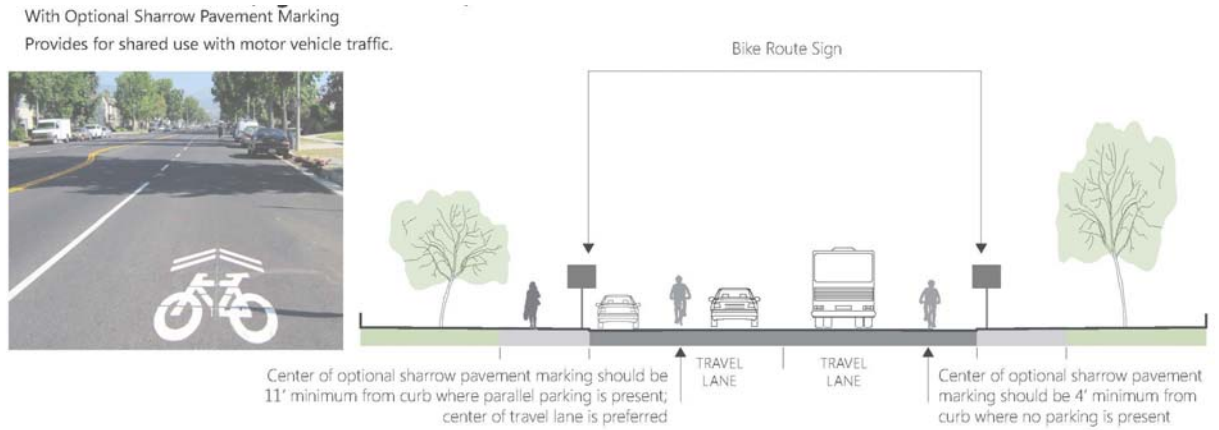
Class I Multi-Use Path provides for bicycle travel on a paved right-of-way completely separated from any street or highway.



Class II Bike Lane provides a striped and stenciled lane for one-way travel on a street or highway.

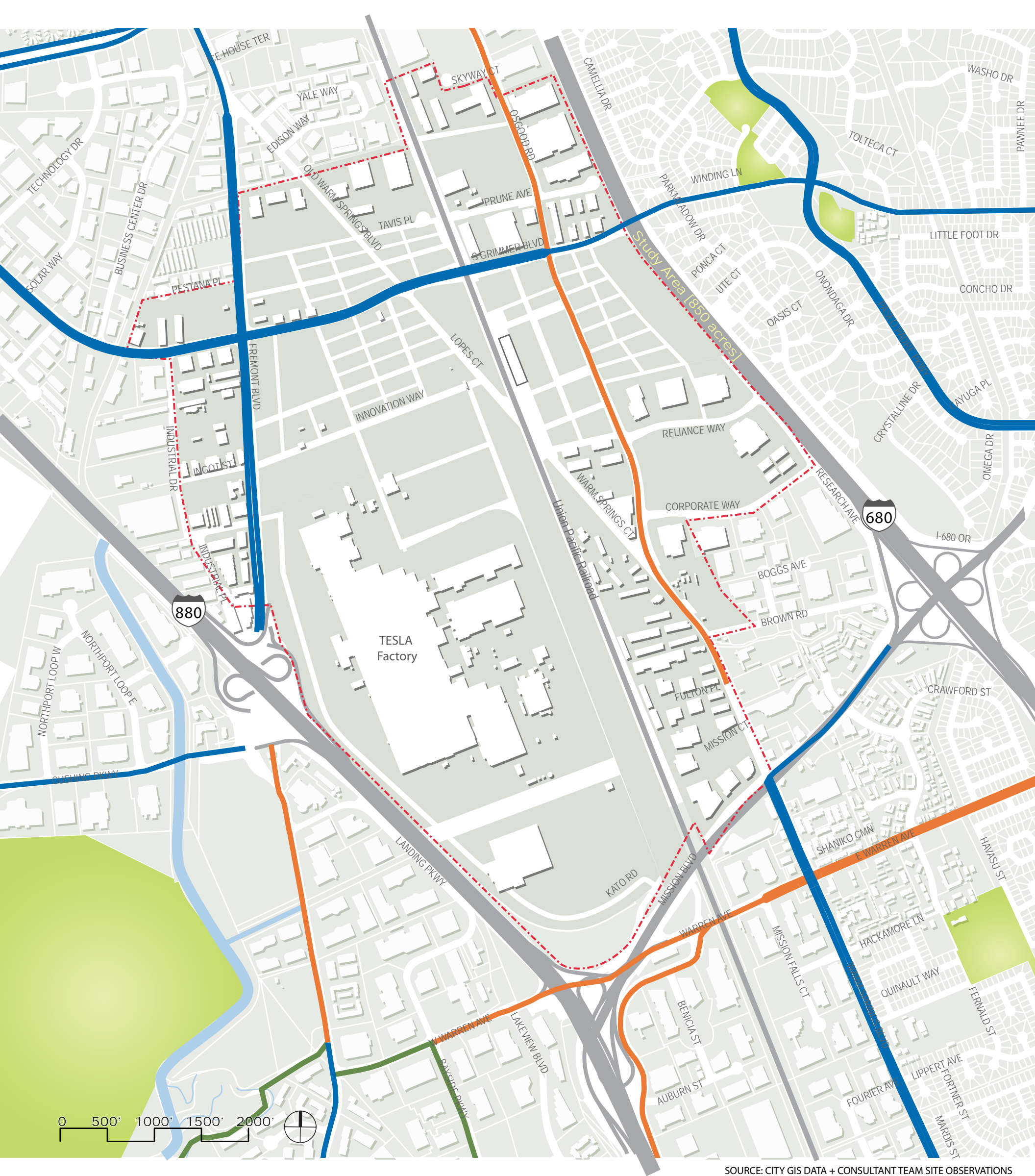


Class III Bike Route provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.



Few Class II bike facilities exist within the area; they include Fremont Boulevard and Grimmer Boulevard. There is a Class III bike facility on Warm Springs Boulevard. These connect with other nearby Class II and III bike facilities on Paseo Padre Parkway, Auto Mall Parkway, Cushing Parkway, Warren Avenue, Mission Boulevard, and Kato Road. Existing bicycle facilities are shown on **Figure 6**.





- Existing
- Separated Bike Lane

- Class II Bike Lane

- Class III Bike Route

FIGURE 6
EXISTING BICYCLE FACILITIES
 SOUTH FREMONT / WARM SPRINGS AREA STUDIES
 August 2013

3. WARM SPRINGS/SOUTH FREMONT COMMUNITY PLAN TRAVEL DEMAND CHARACTERISTICS AND TRANSPORTATION IMPROVEMENTS

The Community Plan will affect travel characteristics in the City of Fremont in two general ways: (1) it will increase travel demand due to new development that will occur as part of the plan, particularly automobile traffic which is the primary travel mode in the City of Fremont, and (2) it will modify the transportation network in the Community Plan area which may in turn result in minor mode shifts and traffic diversions. The increases in travel demand due to the new land uses and the associated amount of added traffic to the study locations on surrounding roadway system are addressed first, followed by a discussion on mode shift and traffic diversion.

VEHICLE TRIP GENERATION METHODOLOGY

Vehicle trip generation estimates were developed according to the following steps:

- First, trip estimates were derived based on the preferred land use plan.
- Next, Fehr & Peers' MXD+ model was used to determine the amount of trip internalization due to the mix of uses and 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 comparable BART transit oriented development (TOD) plans and projects.

BASE TRIP GENERATION ESTIMATES

The Institute of Transportation Engineers' *Trip Generation Manual*, 9th Edition was used as the source for the base automobile trip generation estimates. This publication contains the results of trip generation surveys for a variety of land uses and presents average trip generation rates and regression equations. For many of the land uses the number of vehicle trips per unit decreases as the size of the development increases reflecting economies of scale. Because the Warm Springs/South Fremont Community Plan contains relatively large amounts of development, the regression equations were used to develop trip generation estimates for many of the uses. Equations for shopping centers were used to estimate the amount of traffic generated by the retail and restaurant space. An initial breakdown of the amount of retail and restaurant space was provided. However it is likely that the amount of each use could change.



Since shopping centers contain both retail and restaurant space, it seemed to be an appropriate land use to utilize. Since restaurants generate traffic at a higher rate than retail space, no passby reduction is being applied to be reasonably conservative. The results are shown in **Table 9**.

MXD+ MODEL

The Warm Springs/South Fremont Community Plan includes a variety of uses - office, light industrial/manufacturing, residential, retail, hotel and school uses. In mixed-use developments (MXDs), some of the trip making occurs within the site such as residents walking to the retail uses or to jobs in the office space. The MXD+ model was used to develop vehicle trip reductions that would occur due to trip internalization caused by the combination of proposed land uses. The MXD+ model was also used to develop external pedestrian/bicycle trips and bus trips.

MXD+ Model Overview

The MXD+ model was developed by Fehr & Peers and is a quantitative model that captures the traffic benefits of MXDs.³ It is based on the results of a national research project conducted for the U.S. Environmental Protection Agency (EPA) co-led by Fehr & Peers and Dr. Reid Ewing of the University of Utah. The MXD trip generation model consists of several variables that are used to evaluate the trip making characteristics of a MXD, including:

- Land area
- Employment (regional, within a mile, and within a 30-minute transit trip)
- Resident population
- (Population + employment) per square mile
- Total jobs / population diversity
- Retail jobs / population diversity
- Number of intersections per square mile
- Average household size
- Vehicles owned per capita

Many of these variables are examples of the "Ds" of Smart Growth, which are built environment variables that are known to influence travel behavior – including the **d**ensity, **d**iversity, **d**evelopment scale, **d**esign,

³ The MXD model was developed using data from 240 mixed-use sites in six metropolitan regions (Boston, Atlanta, Houston, San Diego, Seattle, and Sacramento). Hierarchical Linear Modeling (HLM) techniques were used to quantify relationships between characteristics of the MXDs and the likelihood that trips generated by those MXDs will stay internal to the site and/or use modes of transportation other than the private vehicle (e.g. walk and transit).



and distance to transit. The MXD model has been validated against various mixed use developments around the country (including several sites in the Bay Area) and was recently adopted by the San Diego Association of Governments (SANDAG) and the American Planning Association (APA) as the preferred means of adjusting trip generation estimates for mixed-use projects.

Trip Internalization Estimates

Internalization of trips is primarily related to three variables: resident population, employment (job)-population balance, and intersection density within the development. The first is a measure of *development scale*, the second a measure of *diversity*, and the third a measure of *design*. Activity density within the MXD is also positively related to internal walking trips. Larger MXDs are more likely to capture trips internally, as are MXDs with a balance of employment and resident population and MXDs with short blocks and highly connected streets. The trip internalization reductions for the Warm Springs/South Fremont Community Plan are approximately 13 to 19 percent.

Bus Transit, Bicycle and Pedestrian Trips

In the MXD+ model, external pedestrian, bicycle and bus/shuttle transit use is modeled independently because it depends on slightly different environmental factors than internalized trips. The strongest influence on external walking and biking is jobs within one mile of the MXD boundary, a proxy for *destination accessibility*. High employment totals within a mile of the MXD affords trip attractions within walking and biking distance. The plan area would benefit from the close proximity of existing and planned new bus service. The MXD+ model was developed to account for external transit (bus and/or shuttle) reductions by tallying the total employment within a 30-minute transit trip. The resulting vehicle trip reductions due to biking and walking trips are three percent for daily trips, four percent for AM peak hour trips, and three percent for PM peak hour trips. The vehicle trip reductions due to bus transit trips are 3 percent for daily trips, AM peak hour trips, and PM peak hour trips.

BART Ridership

The Warm Springs/South Fremont Community Plan area surrounds the Warm Springs/South Fremont BART station. BART provides connectivity from Alameda County to San Francisco and Contra Costa County. BART will be extended south of Fremont to connect with Santa Clara County in the next several years.

The Warm Springs/South Fremont BART station is unique in that it represents a new end-of-line station (until BART is extended to Berryessa in San Jose in 2018). Fehr & Peers' direct ridership forecasting tool



was considered, but it is best suited for midline stations where transit ridership is more directly correlated to the land uses surrounding the station. Therefore, census data, MTC survey data,⁴ and survey data from residential and office uses near suburban BART stations were used to estimate BART ridership and the corresponding reductions in vehicle trips. For residential uses it was estimated that 15 percent of daily, AM peak hour, and PM peak hour trips would be on BART. For employment-based uses (industrial/manufacturing/light industrial, R&D, and office uses) it was estimated that 12 percent of daily, AM peak hour, and PM peak hour trips would be on BART. This corresponds to about 800-900 peak hour BART trips, and about 7,000 daily trips.

RESULTING TRIP GENERATION ESTIMATES

The mixed-use and BART reductions were applied to the base trip generation estimates to estimate the vehicle trips to be assigned to the external roadway system. The trip generation estimates for the Community Plan as a whole are presented in **Table 9**. The estimates for each area of the Community Plan are summarized in **Table 10**.

⁴ *Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence from the 2000 Bay Area Travel Survey*, MTC, 2006



TABLE 9: TRIP GENERATION BY LAND USE – SUMMARY

Land Use (ITE code)	Size	Unit	Daily				AM Peak Hour				PM Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
Hotel (310)	600	rooms	8.17	2,451	2,451	4,902	0.53	188	130	318	0.60	184	176	360
Elementary School (520)	700	students	1.29	452	452	904	0.45	173	142	315	0.15	51	54	105
Apartments ¹ (220)	3,100	DU	6.10	9,455	9,455	18,910	0.49	305	1,218	1,523	0.56	1,120	603	1,723
High Rise Condo. ¹ (232)	900	DU	4.02	1,808	1,808	3,616	0.32	55	235	290	0.36	199	122	321
Ind./Mfg. (Light Ind.) (110)	3,173	emp	2.96	4,695	4,695	9,390	0.29	770	158	928	0.31	205	773	978
R&D (760)	7,267	emp	1.90	6,903	6,903	13,806	0.28	1,754	286	2,040	0.28	200	1,802	2,002
General Office (710)	8,590	emp	2.18	9,376	9,376	18,752	0.36	2,704	369	3,073	0.38	551	2,688	3,239
Retail/Restaurant (820)	45	ksf	89.81	2,021	2,021	4,042	2.13	59	36	95	7.80	168	182	350
TOTALS				37,161	37,161	74,322		6,008	2,574	8,582		2,678	6,400	9,078
Trip Reductions														
<i>Internal Trip Capture Reduction from MXD Model</i>			16%	5,946	5,946	11,892	13%	781	335	1,116	19%	509	1,216	1,725
<i>External Trips after Internalization Reduction</i>				31,215	31,215	62,430		5,226	2,239	7,465		2,170	5,184	7,354
<i>Ped/Bike Reduction to External Trips</i>			3%	936	936	1,872	4%	209	90	299	3%	65	156	221
<i>Shuttle/Bus Reduction to External Trips</i>			3%	936	936	1,872	3%	157	67	224	3%	65	156	221
<i>BART Reduction to External (Residential) Trips</i>			15%	1,419	1,419	2,838	15%	47	190	237	15%	160	88	248
<i>BART Reduction to External (Employment) Trips</i>			12%	2,114	2,114	4,228	12%	546	85	631	12%	93	511	604
Net Added External Vehicle Trips				25,810	25,810	51,620		4,267	1,807	6,074		1,787	4,273	6,060

Note: Hotel and Elementary School trip generation rates are based on average rates; all other land uses are based on fitted curve equations.

¹ "Apartments" and "High Rise Condominiums" are ITE categories which encompass the types of residential development expected in the project area.

Source: Fehr & Peers, 2013.



TABLE 10: TRIP GENERATION BY AREA SUMMARY

Area	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Area 1 Industrial	1,380	1,380	2,760	242	48	290	56	230	286
Area 2 Industrial	548	548	1,096	142	23	165	15	138	153
Area 3 Flex	2,578	2,578	5,156	226	284	510	240	277	517
Area 4 Mixed-Use	3,220	3,220	6,440	234	492	726	364	218	582
Area 5 Innovation	8,023	8,023	16,046	2,006	303	2,309	426	1,960	2,386
Area 6 Industrial (Tesla)									
Area 7 Industrial	1,434	1,434	2,868	278	53	331	55	266	321
Area 8 Flex	3,874	3,874	7,748	568	203	771	257	553	810
Area 9 Mixed-Use	2,607	2,607	5,214	84	319	403	287	168	455
Area 10 Industrial	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

*Sum of area subtotals may differ slightly than the totals shown due to rounding.
Source: Fehr & Peers, 2013.



TRIP DISTRIBUTION AND ASSIGNMENT

The traffic generated by the Community Plan would be distributed onto the roadway system based on the locations of complementary land uses, prevailing travel patterns, and surrounding population densities. The major directions of approach and departure that form the trip distribution pattern are illustrated on **Figure 7**. They are based on travel patterns in the city's travel demand forecasting model, Census data, and trip distribution patterns used for other studies in the area. The AM and PM peak hour project trips are assigned to the study intersections and presented on **Figures 8a** and **8b**.

COMMUNITY PLAN TRANSPORTATION SYSTEM OBJECTIVES, MODIFICATIONS AND STRATEGIES

The Warm Springs/South Fremont Community Plan area would have access to a broad range of transportation systems, including rail, bus transit, local streets and regional freeways. The addition of BART in 2015 will increase the mobility of future residents and employees that will live, work, and shop within the plan area. When completed, these local and regional transportation facilities will enhance linkages between Warm Springs/South Fremont, other activity centers within Alameda County and the greater San Francisco Bay Area.

As redevelopment occurs within the plan area, opportunities would arise to create a new local multimodal circulation system to serve the needs of transit users, pedestrians, bicyclists, and motorists. The internal circulation system would be designed to minimize the need to use autos within the plan area and promote the use of walking and bicycling, with short block lengths and a well-connected street network. Additionally, linkages with the surrounding established neighborhoods would be enhanced to reduce need for residents and workers to use their cars to access the plan area. Land use and transportation planning are also closely correlated—the plan area would concentrate activities and densities within an easy walk to transit, prioritizes pedestrian safety and friendliness in intersection design, and create a connected network to enhance interaction amongst the various land uses.

The transportation system envisioned as part of the Warm Springs/South Fremont Community Plan is fully described in the Community Plan document. Portions that are germane to the Transportation Impact Analysis are excerpted and paraphrased in this chapter.



MULTI-MODAL OBJECTIVES AND POLICIES

The Warm Springs/South Fremont Community Plan includes multimodal objectives and policies. Those that are most applicable to this TIA are paraphrased below:

- The plan area street network would contribute to the quality of community life and would increase the community's regional and local accessibility and mobility through the creation of a fine-grained street grid, improved connections to surrounding neighborhoods, a typology-based street classification system that contributes to the character of the plan area and prioritizes modes of travel based on type of trips, expected roadway volume, and adjacent land uses, and establishes a multi-modal level of service methodology for the plan area's transportation system that prioritizes walking, bicycle, and transit performance and permits higher levels of automobile delay at intersections within the Warm Springs/South Fremont area.
- The expanded transit access due to the future Warm Springs/South Fremont BART station would be enhanced by giving priority to transit on roadways and at intersections with transit treatments, coordinating shuttles local and regional transit systems, and creating attractive transit facilities.
- The Community Plan would promote pedestrian activity by building pedestrian paths, a walkable street network with wide sidewalks, a limited number of conflict points with vehicle traffic, pedestrian crossings at every intersection, pedestrian bulbouts/curb extensions and enhanced crosswalks, and easy access to transit facilities and services.
- The Community Plan envisions a well-connected network of bicycle facilities that facilitate bicycling access to the Warm Springs/South Fremont BART station and key destinations throughout the area including bicycle priority streets with a backbone network of separated Class II bike lanes and Class III bicycle routes on residential streets, bicycle support facilities such as parking should be visible and accessible to encourage bicycling and current minimum bicycle parking requirements would be increased for developments in the plan area.

TRANSPORTATION SYSTEM AND KEY IMPROVEMENTS

The Community Plan's transportation system with recommended improvements are illustrated on Figures 2, 5, and 7 in the transportation and circulation portion of the plan. One of the key features is a pedestrian and bicycle bridge over the BART tracks connecting the western side of the plan area to the Warm Springs/South Fremont BART station. Other important transportation system components/improvements are discussed in this section.

Roadway System

Key components are:



- Innovation Way would be a new east-west street between Lopes Court and Fremont Boulevard, where it would line up with Ingot Street.
- A new north-south street will be the perpendicular spine to Innovation Way. The north-south street will run from Tavis Place south past Innovation Way to the north boundary of the Tesla Motors property.
- Consistent with the proposed plan, Research Avenue should extend north to connect with a new east-west street which provides direct access to the Warm Springs/South Fremont BART station.
- The Tesla Motors access road, also known as Kato Road, should be converted to a public access road with standard City street design and amenities, including a single travel lane northbound and two lanes southbound, bicycle lanes, and a sidewalk on the east side of the street.
- Lopes Court south of Grimmer Boulevard should be widened to include bicycle lanes, sidewalks and on-street parking.

Off-Site Intersection Improvements

The following local intersections have been identified as potential sites for improvements, which may include road widening, multimodal facility upgrades, and changes in signal operations. The improvements would support changes in traffic movement as trips to the plan area increase, while also accommodating increases in transit, walking, and bicycle trips. Specific improvements may be subject to more detailed plans and studies.

1. *South Grimmer Boulevard / Warm Springs Boulevard intersection.* BART would be funding some improvements to this intersection as part of the Warm Springs/South Fremont BART station project; however this intersection is expected to have a high increase in automobile traffic based on the new BART station and the proposed land uses in the plan area. As a result, it will necessitate improvements to balance additional auto capacity and provide improved multimodal access:
 - Eliminate the South Grimmer Boulevard eastbound and westbound free right-turns and replace them with right-turn pockets.
 - Extend the South Grimmer Boulevard eastbound bike lane to the intersection with Warm Springs Boulevard.
 - Change signal phasing to accommodate increased vehicle traffic turning in and out of Warm Springs Boulevard to access the BART station and plan area.
 - Provide pedestrian facilities to ensure safe and comfortable walking conditions, including continuous sidewalks, crosswalks on all four legs of the intersection, pedestrian countdown signals, directional curb ramps with truncated domes, and pedestrian lighting.



2. *Old Warm Springs Road / Lopes Court / South Grimmer Boulevard intersection.* Lopes Court would provide direct access to the proposed bicycle and pedestrian bridge to the BART station. The following improvements have been identified:
 - Convert the free right-turn lanes on eastbound and westbound S. Grimmer Boulevard to right-turn pockets by removing pork-chop islands and reducing curb return radii.
 - Extend the bike lanes to the crosswalks.
 - Provide pedestrian facilities to ensure safe and comfortable walking conditions on all four legs of the intersection, including continuous sidewalks, crosswalks on all four legs of the intersection, pedestrian countdown signals, directional curb ramps with truncated domes, and pedestrian lighting.
3. *Fremont Boulevard / South Grimmer Boulevard intersection.* This intersection is expected to experience an increase in automobile traffic as a result of Community Plan build out and would necessitate improvements to balance additional auto capacity with multimodal access.
 - Convert the free right-turn lanes on all legs of the intersection to right-turn pockets by removing pork-chop islands and reducing curb return radii.
 - Extend the bike lanes to the crosswalks.
 - Provide pedestrian facilities to ensure safe and comfortable walking conditions on all four legs of the intersection, including continuous sidewalks, crosswalks on all four legs of the intersection, pedestrian countdown signals, directional curb ramps with truncated domes, and pedestrian lighting.
4. *New traffic signals.* New traffic signals are anticipated to be necessary at the following intersections:
 - Fremont Boulevard / Ingot Street / Innovation Way
 - South Grimmer Boulevard / New N/S Road

Transit System

Transit improvements include a circulator shuttle or local bus route connecting the Warm Springs/South Fremont BART station to the Tesla Motors plant and other employment centers in the area. In addition, a potential improvement could be a Streetcar or Bus Rapid Transit (BRT) system on Fremont Boulevard or Warm Springs Boulevard to provide improved transit service to and from other neighborhoods in Fremont. Its feasibility would need to be studied before it could be implemented. Other transit considerations include providing amenities at bus stops (benches, shelters, etc.) increasing bus frequencies.



Pedestrian Network

Key pedestrian network components and improvements are:

- A potential new pedestrian and bicycle bridge across I-880 to provide access from locations within the plan area to Landing Parkway and the Bay Trail.
- Pedestrian-oriented streetscaping treatments on key pedestrian corridors throughout the area.
- Sidewalks on both sides of streets in the plan area and all new pedestrian facilities meet Americans with Disabilities Act (ADA) standards. The exception for the requirements of sidewalks include the freeway side of Kato Road (also known as the Tesla Access Road) and the south side of Grimmer Boulevard undercrossing.
- Pedestrian improvements at all intersections throughout the plan area to accommodate and attract pedestrian traffic.

Bicycle Network

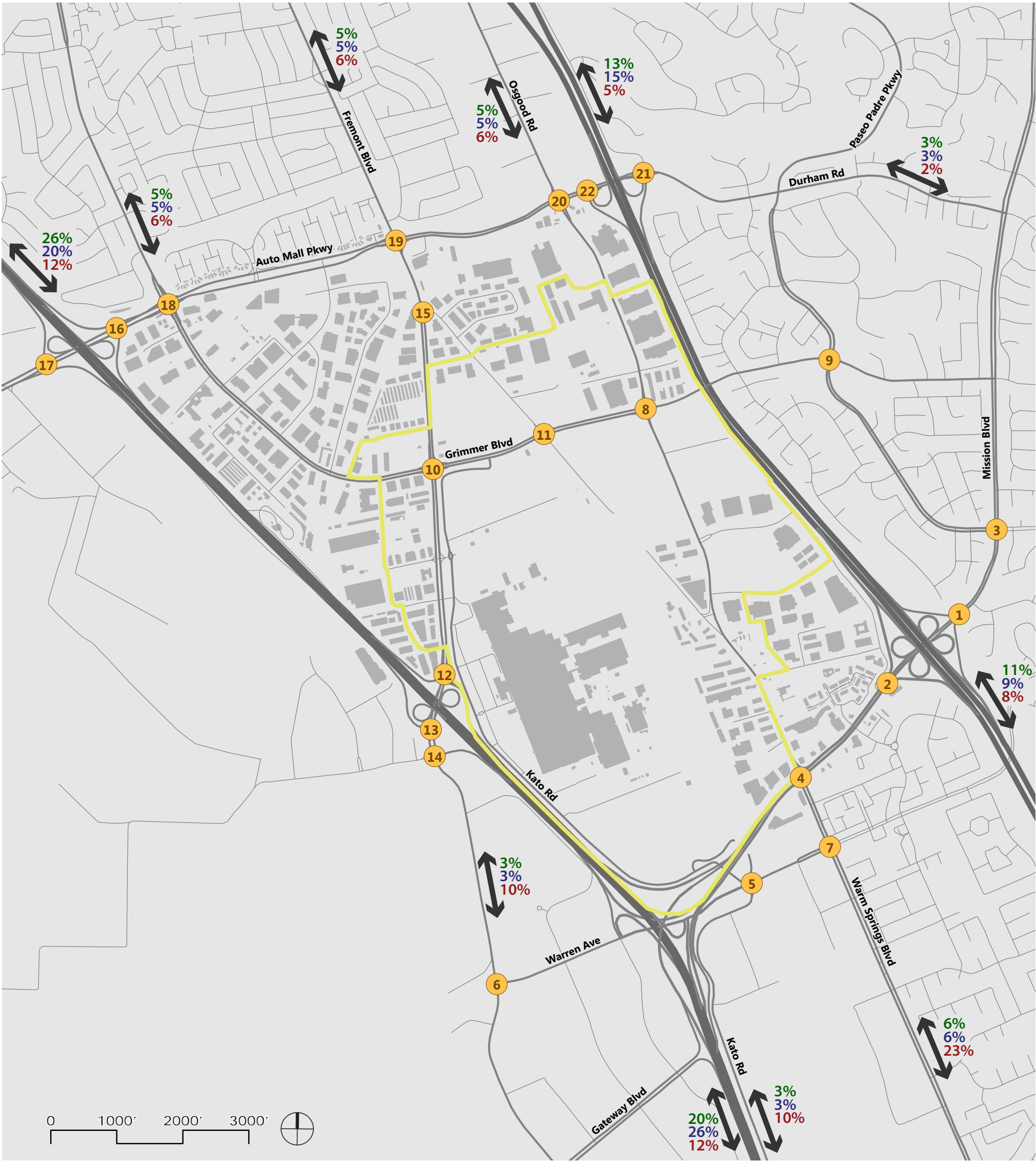
Key bicycle network components and improvements are:

- One-way protected cycle tracks on the direct routes to the Warm Springs/South Fremont BART station: Innovation Way, the new north-south street, and Lopes Court.
- A two-way cycle track on Kato Road.
- Shared lane markings (SLM), also known as sharrows, on select residential streets.
- Create a bicycle and pedestrian pathway connecting the I-880 pedestrian and bicycle bridge to a new bicycle pathway along the railroad tracks.
- Railroad Alignment Path: a proposed Class I bike path along the east or west side (depending on feasibility) of the railroad tracks between Mission Boulevard and Lopes Court/Warm Springs Court.
- Class II bike lanes on the newly extended Research Avenue to provide a connection north from Mission Boulevard to the eastern side of the plan area.
- Fremont Boulevard and I-880 Interchange improvements: The City of Fremont Bicycle Plan (2012) plans for extending Fremont Boulevard's Class II bike lanes south, across the I-880 / Fremont Boulevard interchange to connect to the Bay Trail. In addition to bike lanes upgrade the Fremont Boulevard / I-880 interchange to provide safer bicycle and pedestrian access to the Bay Trail by considering elimination of the "loop" on-ramps and creating a more compact interchange design that balances traffic capacity needs with access for all modes.



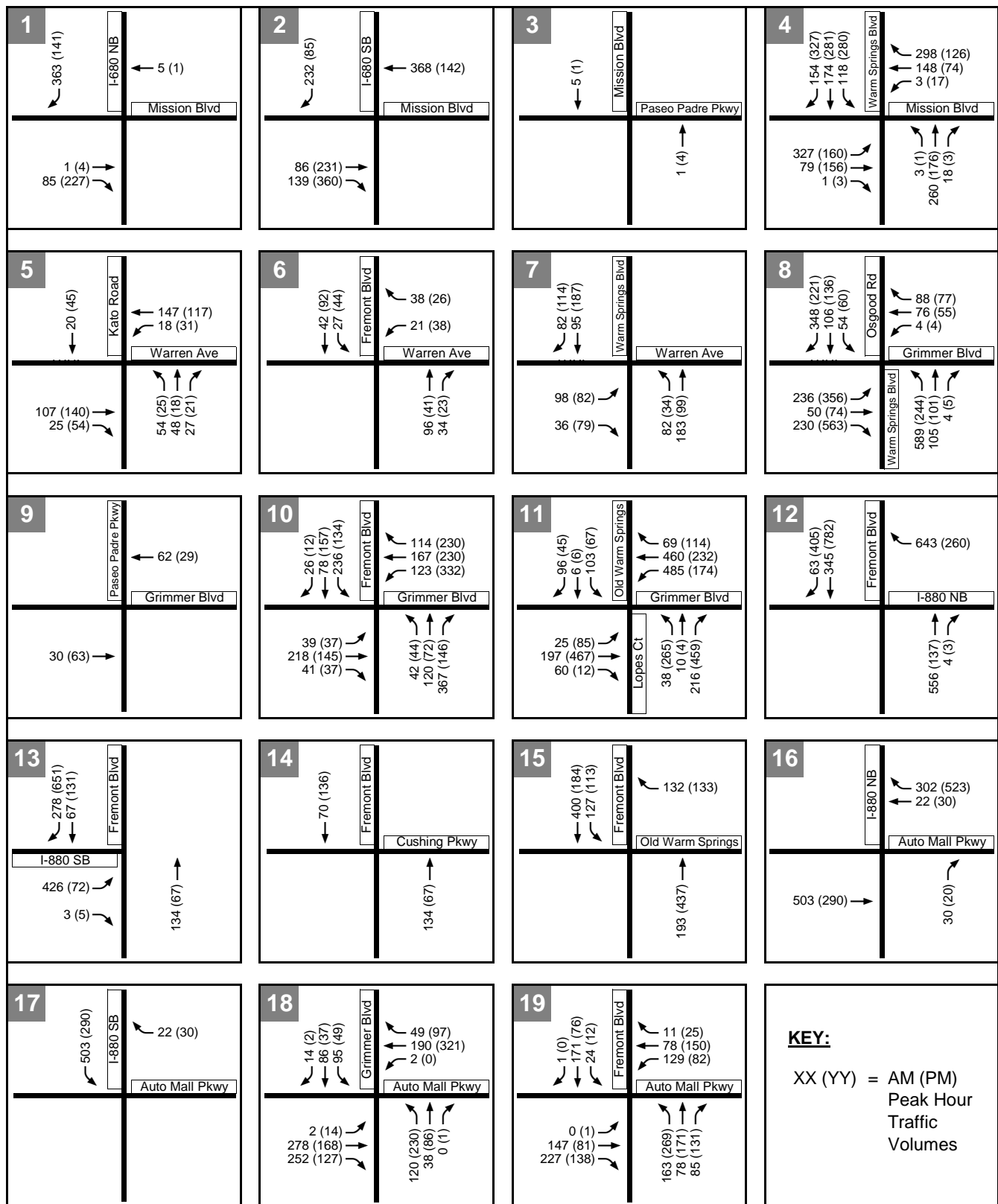
- A public bike-sharing program that allows free or low-cost rental of bikes at key generators (e.g., BART station, Innovation Way, Tesla Motors) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.





- Study Intersections
- Study Area Boundary
- ↕ XX% Employment Trip Distribution
- ↕ XX% Hotel & Residential Trip Distribution
- ↕ XX% Retail and School Trip Distribution

FIGURE 7
TRIP DISTRIBUTION
 SOUTH FREMONT / WARM SPRINGS AREA STUDIES
 August 2013

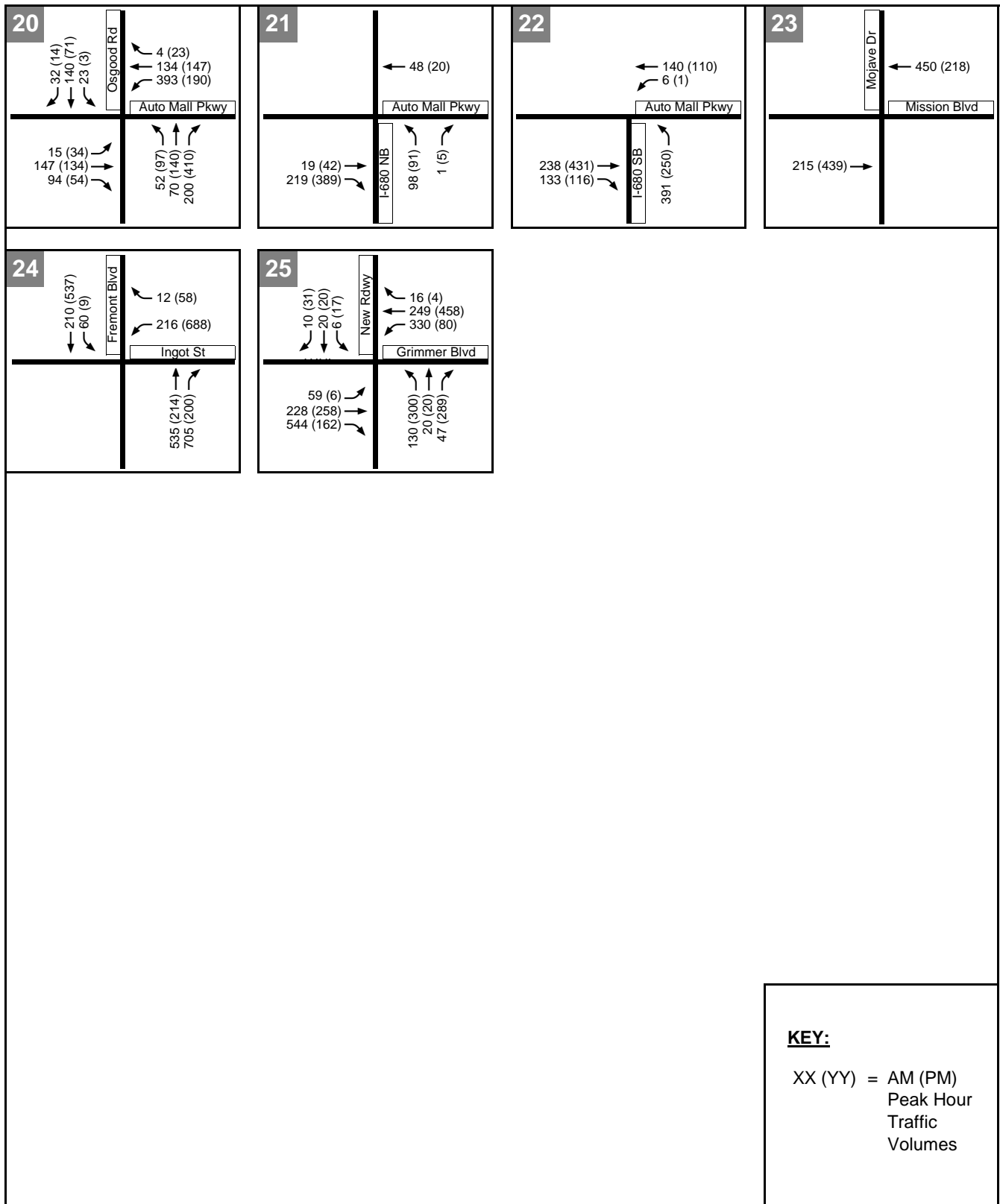


Warm Springs Community Plan

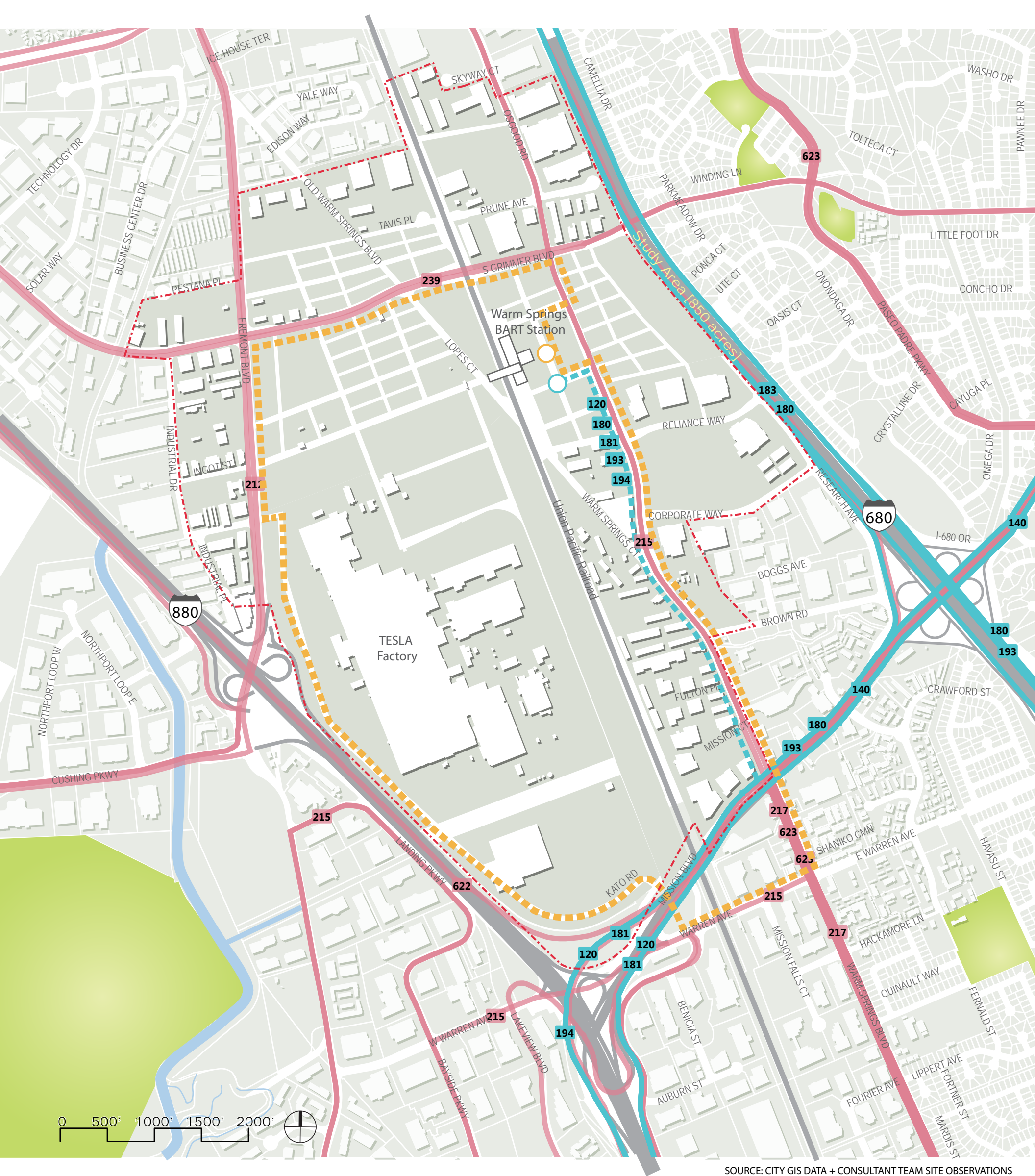
**PROJECT PEAK-HOUR
 INTERSECTION VOLUMES**

FIGURE 8a





KEY:
 XX (YY) = AM (PM)
 Peak Hour
 Traffic
 Volumes



SOURCE: CITY GIS DATA + CONSULTANT TEAM SITE OBSERVATIONS

- Proposed Shuttle Route

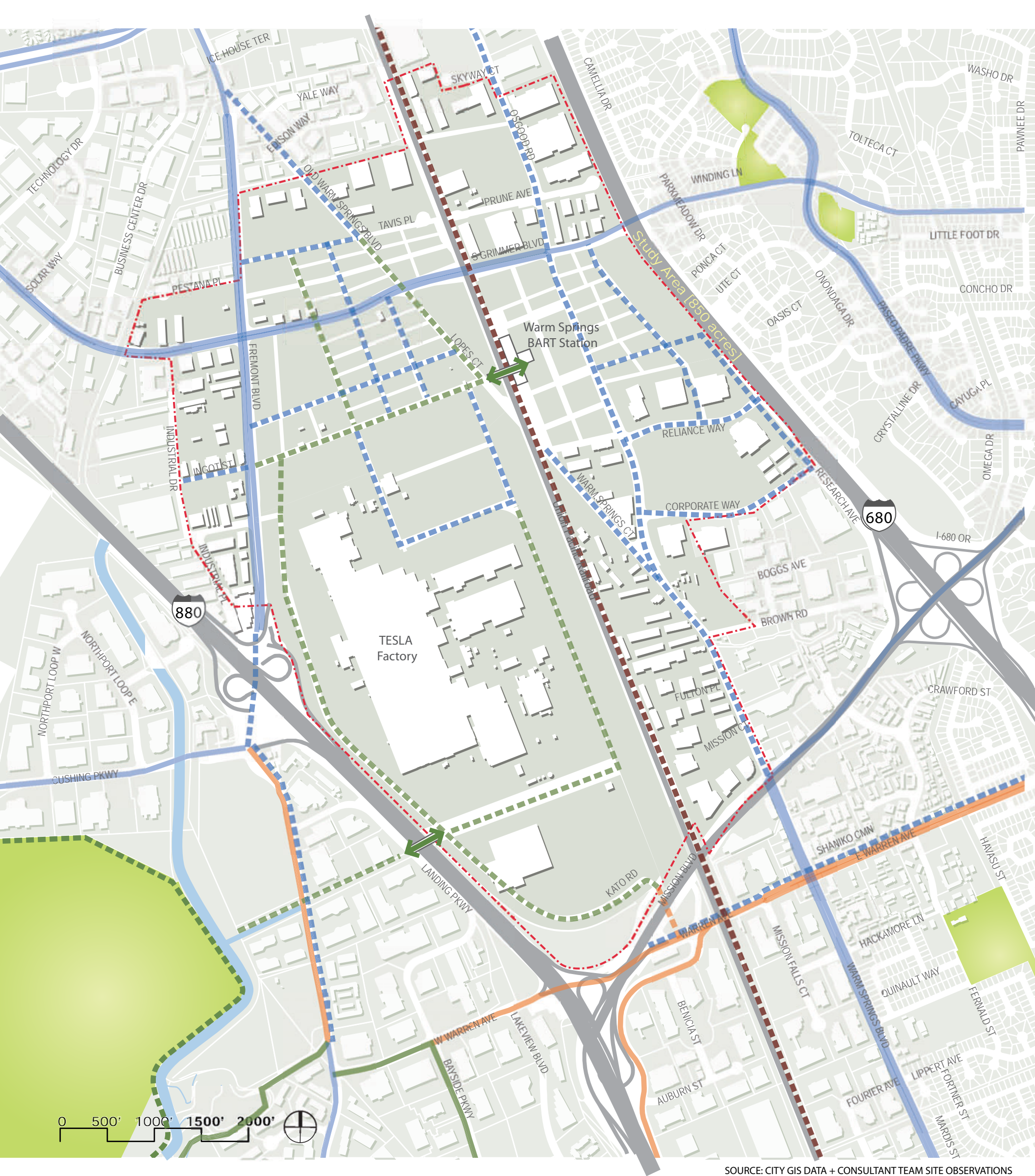
- AC Transit Route

- Santa Clara Valley Transportation Authority (VTA) Route

- Proposed Santa Clara Valley Transportation Authority (VTA) Route

Note: VTA routes will likely serve station only until BART extension to San Jose / Berryessa Stations in 2018, after which time routes will shift to other stations.

FIGURE 9
PROPOSED TRANSIT ROUTES
 SOUTH FREMONT / WARM SPRINGS AREA STUDIES
 August 2013



SOURCE: CITY GIS DATA + CONSULTANT TEAM SITE OBSERVATIONS

- | Existing | Future | |
|----------|--------|--|
| | | Class I Multi-Use Path |
| | | Class II Separated Bike Lane |
| | | Class II Bike Lane |
| | | Class III Bike Route |
| | | Proposed Bicycle and Pedestrian Crossing |

FIGURE 10
PROPOSED BICYCLE ROUTES
 SOUTH FREMONT / WARM SPRINGS AREA STUDIES
 November 2013

Transportation Demand Management

The Community Plan describes numerous Transportation Demand Management (TDM) strategies that are designed to reduce the drive-alone mode share to and from their sites in favor of walking, bicycling, taking transit or shuttles, carpooling or vanpooling. Common TDM strategies include providing shuttle service, providing bicycle parking and "end-of-trip" facilities (showers, lockers), marketing campaigns to discourage auto trips, dedicated carpool/vanpool spaces, offering cash in place of a free parking space (parking cash-out), and charging for parking. Given the high auto mode share in Fremont, there is a great opportunity to realize benefits from TDM programs.

TDM measures can reduce the amount of traffic generated by a land use development and its associated impacts. In an effort to reduced vehicle traffic and parking demand, the Community Plan recommends the establishment of a Transportation Management Association (TMA) by the City to institute and implement district-wide strategies. The list below presents some of the potential TDM measures:

- Subsidized transit passes
- Shuttle service
- Car sharing / Van pool program
- Guaranteed Ride Home via taxi vouchers
- Preferential carpool parking
- Parking cash-out programs

Because TDM measures are not required as part of the Community Plan and in order to evaluate a reasonable worst-case scenario consistent with CEQA, this analysis does not take into account a reduction in automobile trips that would be attributable to establishment of a TMA and TDM programs in the Community Plan area. Instead, TDM measures are considered as a mitigation measure for locations where the project would result in significant transportation impacts.

Parking Supply and Management

Parking is an essential component to the Community Plan, as parking strategies will be influential in affecting travel patterns and circulation. The right strategies can reduce the amount of vehicle traffic generated by a development and their transportation system impacts.

The management of the parking supply in the plan area relates closely to how people travel from and to the site. The recommended parking management strategies include:

- Minimum and maximum parking requirements



- Shared parking
- Parking pricing for park and ride and on-street spaces
- Bicycle parking
- Unbundled parking costs
- Parking offset credits for implementation of TDM measures
- Use of parking structures where appropriate
- Carsharing



4. EXISTING PLUS PROJECT CONDITIONS

Existing plus Project Conditions represent traffic generated by complete buildout of the Warm Springs/South Fremont Community Plan (and its transportation improvements) added to the Existing Conditions. These conditions are unlikely to occur since buildout of the Community Plan will take several, if not many, years and other developments will be constructed and add traffic to the surrounding roadway system within that time frame. Therefore, for the purposes of identifying project impacts, Background Conditions, which include Existing Conditions plus traffic generated by approved but not yet constructed development projects and funded transportation system improvements, were selected to represent baseline conditions for this study. Background and Background plus Project Conditions are described in the next chapter.

However, since Existing plus Project Conditions may provide some useful information to decision makers, a qualitative description is provided. The land uses envisioned in the Community Plan are anticipated to generate new vehicular traffic as discussed in the previous chapter. The addition of this traffic to the surrounding roadway system will increase congestion and degrade levels of service. In addition, the land uses will result in increased walking, bicycling and transit usage.

While some intersections would retain their existing levels of service, operations at some intersections would degrade in their service levels due to project vehicle trips. Most of these degradations would be one service level; however a few are projected to degrade two service levels. As a result a few more intersections would operate at unacceptable levels of service during the AM and PM peak hours.

More detailed analyses, impacts, and mitigation measures are described under Background plus Project Conditions. Measures that would mitigate project impacts with Background Conditions set as the baseline would also mitigate impacts under Existing plus Project Conditions. Therefore project impacts and mitigation measures will be fully disclosed.



5. BACKGROUND CONDITIONS (WITH AND WITHOUT THE PROJECT)

This chapter describes intersection operations under Background Conditions, with and without traffic generated by buildout of the Community Plan. Background Conditions include existing traffic volumes plus estimates of traffic generated by approved but not yet constructed (or occupied) developments in the project vicinity.

PLANNED TRANSPORTATION SYSTEM IMPROVEMENTS

ROADWAY SYSTEM

Roadway Improvements

A Project Study Report (PSR) was previously initiated for the Mission Boulevard/I-680 interchange and was being led by the Alameda County Transportation Commission (Alameda CTC). Improvements considered include widening of Mission Boulevard between Warm Springs Boulevard and I-680 to six lanes, improvements to the I-680 ramps and improvements to the Warm Springs Boulevard / Mission Boulevard intersection for better automobile access. Since this project is still in its planning stage and the PSR is currently on-hold, no improvements are included under Background Conditions.

The City of Fremont is leading the Warm Springs Boulevard Widening project between Reliance Way and Mission Boulevard. The project will widen the street to provide two traffic lanes plus a bicycle lane in each direction, install landscaped median islands, install curbs, gutters, and sidewalks on both sides of the street, provide new signing, striping, and pavement markings, install additional street lights, and construct storm drain system infrastructure along the street.

Intersection Improvements

The following intersection lane configuration changes are included in the analysis of Background Conditions:

- Grimmer Boulevard/Warm Springs Boulevard/Osgood Road intersection (from the Warm Spring/South Fremont BART extension project): add northbound left-turn lane, northbound through lane, convert westbound through lane to a westbound left-turn lane and add southbound through lane



- Mission Boulevard/Warm Springs Boulevard intersection (from the Warm Springs Boulevard widening project): convert southbound shared through/right-turn lane to a through lane

BAY AREA RAPID TRANSIT (BART)

The Warm Springs/South Fremont station will be the new station at the end of the 5.4-miles of new tracks south of the existing Fremont station. The extension is part of a larger three-phase expansion project to extend BART from Fremont to the Warm Springs/South Fremont station, Berryessa District, and finally to Downtown San Jose. The Warm Springs/South Fremont station is projected to open in 2015, and will be the first station completed in the expansion project. As such, it will act as the terminus station until the Berryessa extension, which includes two new stations – Milpitas and Berryessa, opening in 2018; then the Warm Springs/South Fremont station will operate as a typical station. The Warm Springs/South Fremont station will include an island platform with overhead concourse intermodal access to VTA and AC Transit buses, a taxi stand, and a passenger drop off area. The station will provide 2,000 parking spaces plus bicycle lockers.

VTA BUS

VTA bus routes that currently terminate at the Fremont BART station will be re-routed to terminate at the Warm Springs/South Fremont BART station, once the station opens in 2015.

PEDESTRIAN AND BICYCLE IMPROVEMENTS

The Warm Springs Boulevard Widening project will include a bicycle lane in each direction and sidewalks on both sides of Warm Springs Boulevard through the project area.

The City of Fremont Bicycle Master Plan was adopted in 2012. The Bicycle Plan includes proposed bicycle facilities near the plan area. These proposed facilities are listed below and shown in **Figure 10**.

- Class II Bicycle Lanes on the following street segments:
 - Fremont Boulevard between Industrial Place and W. Warren Avenue
 - Warm Springs Boulevard north of W. Warren Avenue to Washington Boulevard
 - E. Warren Avenue east of the UPRR tracks
 - Kato Road, south of W. Warren Avenue
- Class I Multi-Use Paths on the following:
 - Connecting Cushing Parkway to the path west of Fremont Boulevard
 - Along the UPRR railroad tracks



BACKGROUND TRAFFIC ESTIMATES

Traffic volumes for Background Conditions were estimated by adding traffic generated by approved but not yet constructed projects in the vicinity of the site to existing volumes. A list of approved projects was obtained from the City of Fremont. The vehicle trips added to the transportation system from the approved projects were either obtained from their TIAs or estimated by using average rates/regression equations from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (9th Edition). **Table 11** summarizes the approved projects and their AM and PM peak-hour vehicle trip estimates. A detailed trip generation estimate is included in **Appendix C**. The resulting background traffic volumes are presented on **Figures 12a** and **12b**. **Figures 11a** and **11b** show the lane configurations with the approved and funded improvements.

**TABLE 11:
APPROVED DEVELOPMENTS**

Project Name	Location	Description	AM Peak Hour Trips	PM Peak Hour Trips
Delta Products	Fremont Blvd./Cushing Parkway	178,327 sf R&D	218	191
Mission Falls Senior Community	Mission Falls Court	464-unit senior housing	123	176
Thermo Fisher Scientific	45600 Fremont Boulevard	53,250 sf office/R&D, 52,500 sf warehouse, 169,250 sf manufacturing	205	198
Hackamore Residential	303 Hackamore Lane	37 single family dus	17	20
Sabercat Neighborhood Center	Sabercat Road/Durham Road	158 condominiums 55,334 sf retail	109	221
Veterans Administration Clinic	Technology Drive/Auto Mall Parkway	80,000 sf clinic	191	286
Warm Springs/South Fremont BART Station	Warm Springs Boulevard/Grimmer Boulevard	Transit Station	600	600

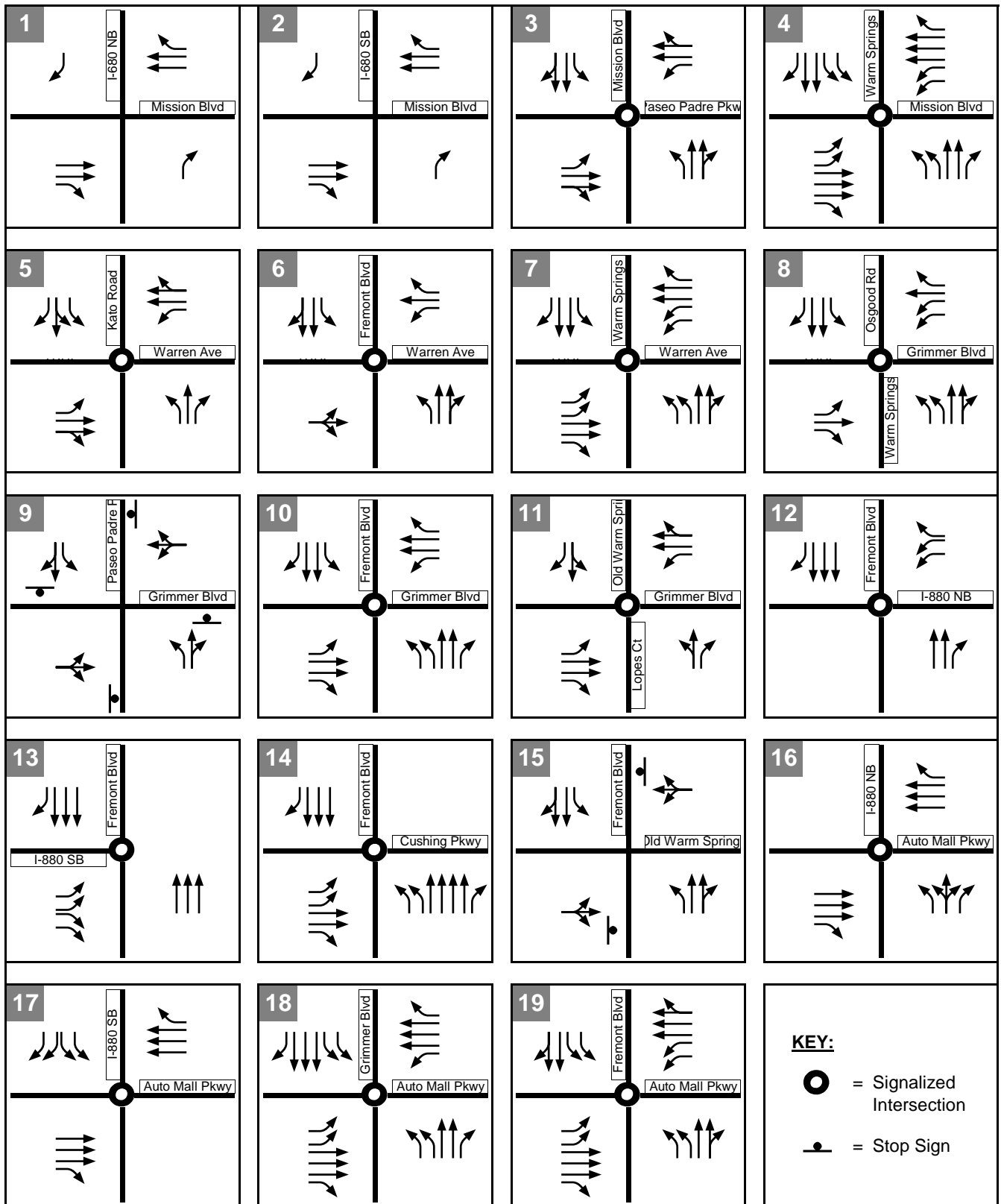
Source: City of Fremont, July 2013; Fehr & Peers, July 2013.



BACKGROUND INTERSECTION LEVELS OF SERVICE

Table 13 presents the LOS calculation results for the study intersections under Background Conditions. The LOS calculation sheets are contained in **Appendix B**. Under Background Conditions, all study intersections meet the City of Fremont's minimum acceptable peak-hour LOS standard of D except Auto Mall Parkway/Fremont Boulevard in the PM. This intersection already operates at unacceptable levels of service in the PM under Existing Conditions.

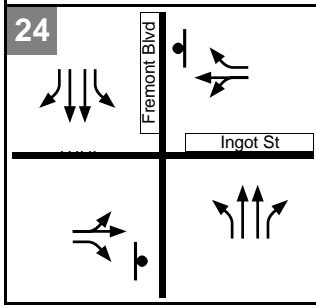
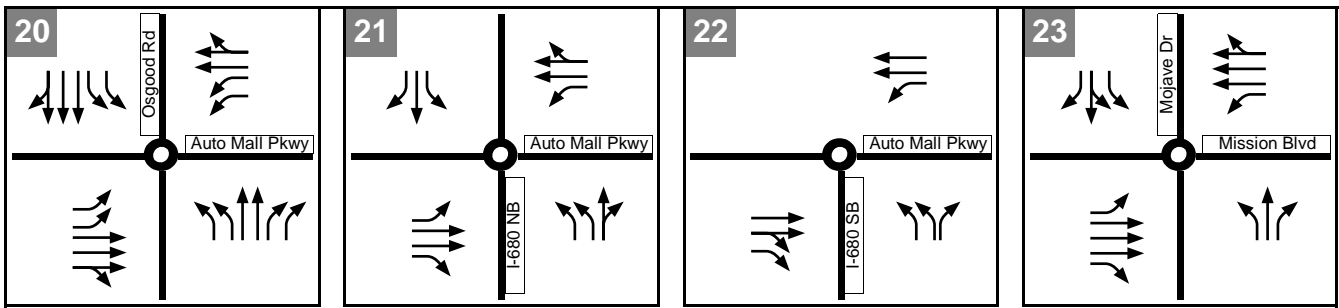






Warm Springs Community Plan

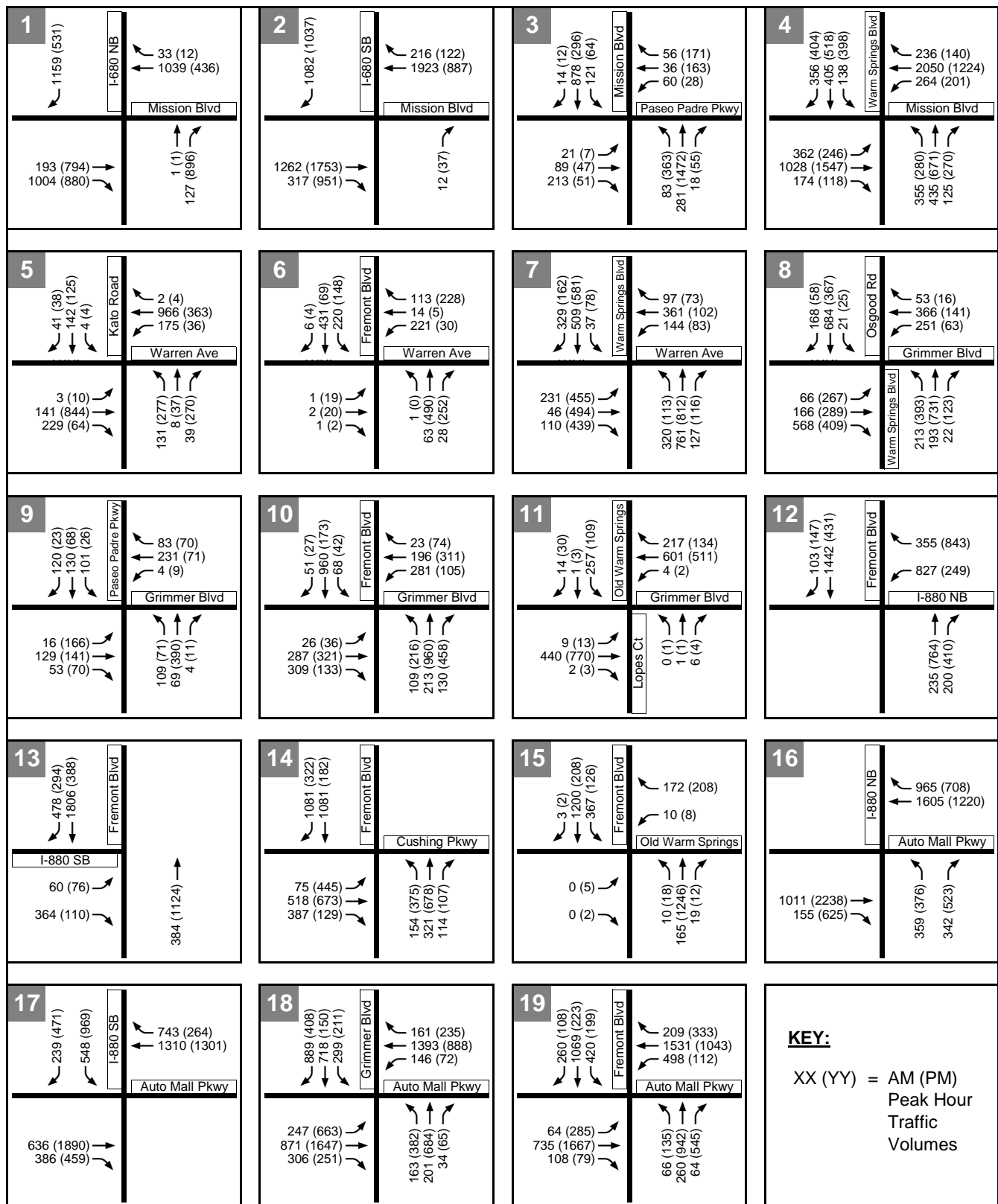
**INTERSECTION LANE GEOMETRIES
BACKGROUND**

FIGURE 11a



KEY:

-  = Signalized Intersection
-  = Stop Sign

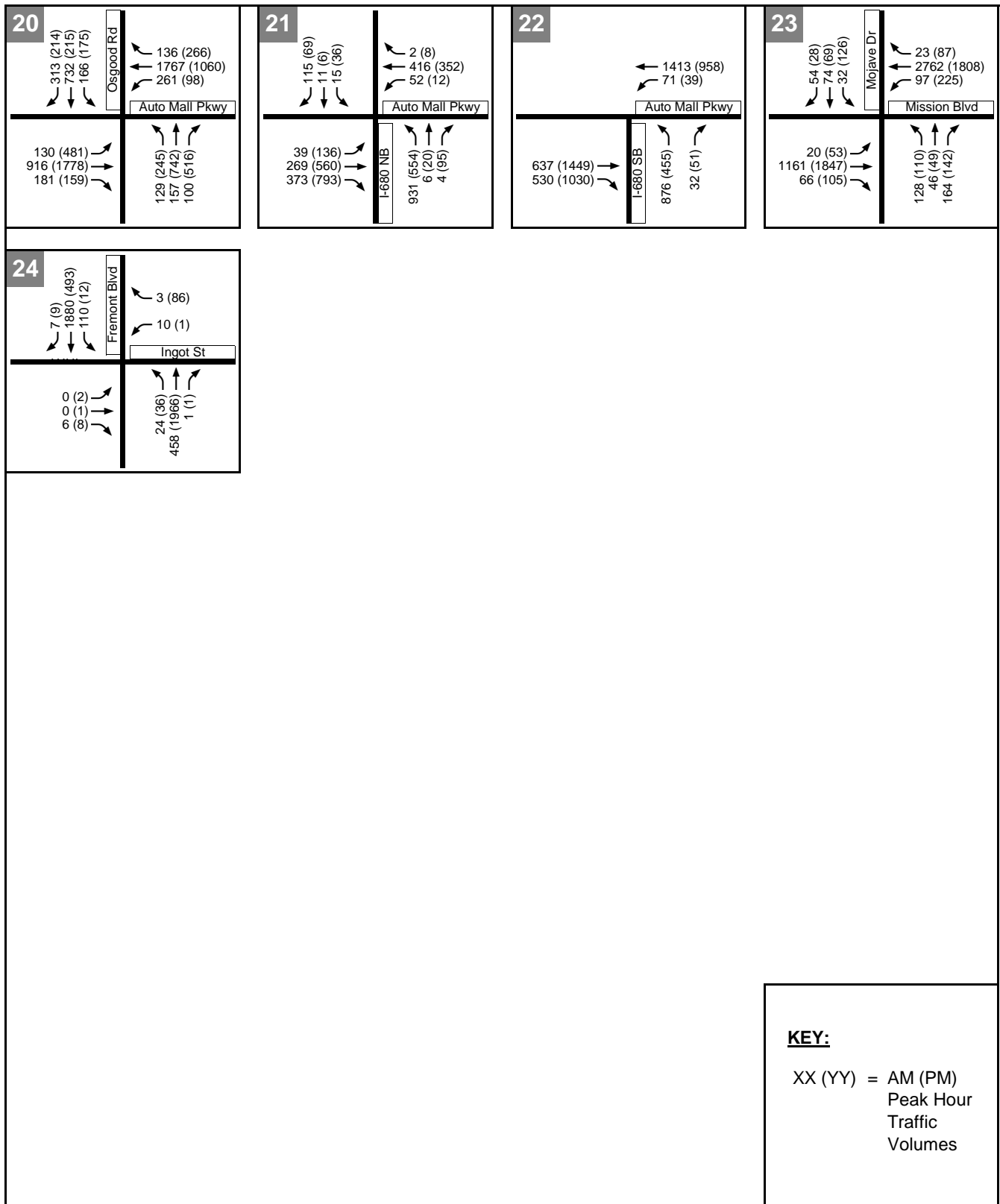


Warm Springs Community Plan

**PEAK-HOUR INTERSECTION VOLUMES
 BACKGROUND NO PROJECT**

FIGURE 12a





Warm Springs Community Plan

**PEAK-HOUR INTERSECTION VOLUMES
BACKGROUND NO PROJECT**

FIGURE 12b



BACKGROUND PLUS PROJECT TRAFFIC ESTIMATES

The project trip assignment presented on **Figures 8a and 8b** was added to the background traffic volumes. The resulting Background plus Project traffic volumes are presented on **Figures 13a and 13b**.

BACKGROUND PLUS PROJECT INTERSECTION CONFIGURATIONS

The analysis includes changes to one of the study intersection configurations plus a new intersection as part of the Community Plan. The two intersections are: Fremont Boulevard/Ingot Street/Innovation Way and Grimmer Boulevard/New Roadway (between Fremont Boulevard and Old Warm Springs Boulevard). Both will be signalized⁵ and their lane configurations are:

Fremont Boulevard/Ingot Street/Innovation Way

- One northbound left-turn lane, two northbound through lanes, one northbound right-turn lane
- One westbound left-turn lane, one westbound shared through/left-turn lane, one westbound right-turn lane
- One southbound left-turn lane, two southbound through lanes, one southbound right-turn lane
- One eastbound shared through/left-turn lane, one eastbound right-turn lane

Grimmer Boulevard/New Roadway

- Two northbound left-turn lanes, one northbound shared through/right-turn lane
- Two westbound left-turn lanes, two westbound through lanes, one westbound right-turn lane
- One southbound left-turn lane, one southbound shared through/right-turn lane
- One eastbound left-turn lane, two eastbound through lanes, one eastbound right-turn lane

⁵ The peak hour volume traffic signal warrant was evaluated for these intersections as discussed in Chapter 8, Signal Warrant and Freeway Ramp Analysis.



BACKGROUND PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection levels of service were calculated with the traffic added by buildout of the Community Plan to evaluate the operating conditions of the intersections and to identify potential impacts. The results of the LOS calculations for Background and Background plus Project conditions are presented in **Table 12**. The corresponding LOS calculation sheets are included in **Appendix B**.

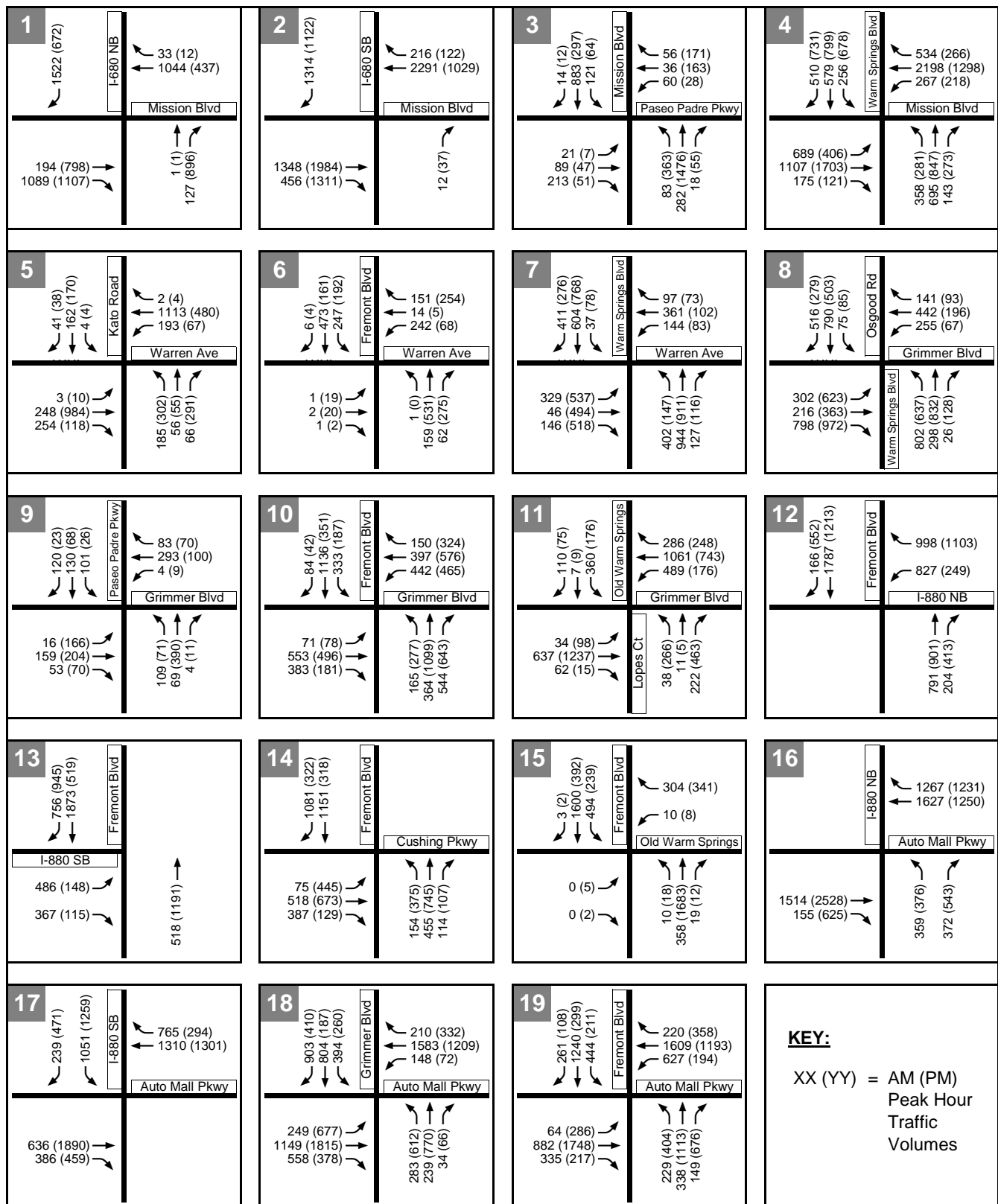
Some intersections show a slight reduction in average delay with the addition of project traffic, which may seem counter-intuitive. The average delay values in the table are weighted averages. Weighted average delays would be reduced when traffic is added to a movement with a low delay, such as the through movements in the non-peak direction.⁶ Conversely, relatively small volume increases to movements with high delays can substantially increase the weighted average delay.

Under Background plus Project conditions, the following intersections fall below the acceptable minimum LOS standard (D):

- Mission Boulevard/Warm Springs Boulevard (AM and PM)
- Grimmer Boulevard/Warm Springs Boulevard/Osgood Road (AM)
- Auto Mall Parkway/Fremont Boulevard (AM and PM)
- Auto Mall Parkway/Osgood Road (AM and PM)

⁶ For example, if you have one movement with 10 vehicles with a delay of 100 seconds and another movement with 400 vehicles and 10 seconds of delay, the weighted average delay is calculated as $(100 \text{ seconds} \times 10 \text{ vehicles} + 10 \text{ seconds} \times 400 \text{ vehicles}) / 410 \text{ vehicles} = 12.2 \text{ seconds per vehicle}$. Now if you add 100 vehicles to the movement with 10 seconds of delay, the weight average is calculated as $(100 \text{ seconds} \times 10 \text{ vehicles} + 10 \text{ seconds} \times 500 \text{ vehicles}) / 510 \text{ vehicles} = 11.8 \text{ seconds per vehicle}$. The weighted average delay improves, even though more vehicles are added.



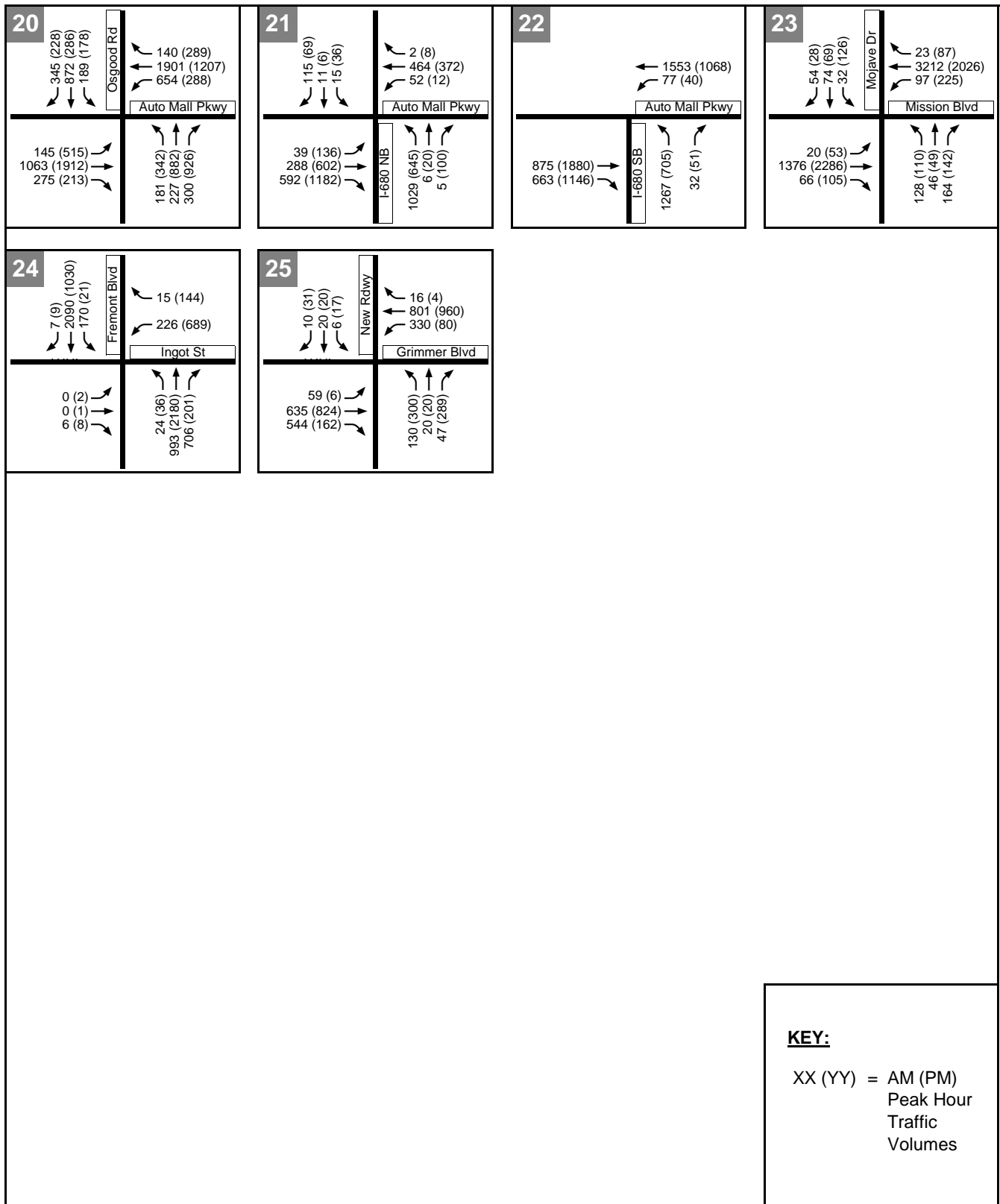


Warm Springs Community Plan

**PEAK-HOUR INTERSECTION VOLUMES
 BACKGROUND + PROJECT**

FIGURE 13a





Warm Springs Community Plan

**PEAK-HOUR INTERSECTION VOLUMES
BACKGROUND + PROJECT**

FIGURE 13b



TABLE 12: BACKGROUND AND BACKGROUND PLUS PROJECT SIGNALIZED INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Background + Project		
		Delay	LOS	Delay	LOS	Δ Crit. Delay
3. Mission Boulevard/Paseo Padre Parkway	AM	31.9	C	31.8	C	0
	PM	27.3	C	27.3	C	0
4. Mission Boulevard/Warm Springs Boulevard	AM	50.8	D	70.1	E	+27.5
	PM	53.9	D	64.5	E	+14.2
5. Warren Avenue/Kato Road	AM	24.2	C	25.7	C	+3.2
	PM	27.3	C	30.2	C	+4.3
6. Fremont Boulevard/W. Warren Avenue	AM	22.6	C	23.9	C	+3.1
	PM	24.3	C	26.0	C	+2.9
7. Warm Springs Boulevard/Warren Avenue	AM	39.3	D	40.3	D	+1.4
	PM	39.7	D	41.1	D	+4.0
8. Grimmer Boulevard/Warm Springs Boulevard/Osgood Road	AM	40.1	D	56.0	E	+26.9
	PM	34.8	C	45.2	D	+25.3
10. Grimmer Boulevard/Fremont Boulevard	AM	40.4	D	49.0	D	+12.2
	PM	28.6	C	44.4	D	+29.6
11. Grimmer Boulevard/Old Warm Springs Boulevard/Lopes Court	AM	22.0	C	45.5	D	+42.2
	PM	13.9	B	38.0	D	+30.0
12. Fremont Boulevard/I-880 Northbound Ramps	AM	13.9	B	14.0	B	+0.9
	PM	7.6	A	6.5	A	-0.4
13. Fremont Boulevard/I-880 Southbound Ramps	AM	10.9	B	13.3	B	+1.2
	PM	6.2	A	7.0	A	+0.1
14. Fremont Boulevard/Cushing Parkway	AM	15.3	B	15.2	B	0
	PM	13.4	B	13.9	B	+0.8
16. Auto Mall Parkway/I-880 Northbound Ramps	AM	9.9	A	10.1	B	+0.3
	PM	12.2	B	13.5	B	+2.2
17. Auto Mall Parkway/I-880 Southbound Ramps	AM	11.0	B	14.3	B	+4.9
	PM	14.8	B	18.6	B	+5.0
18. Auto Mall Parkway/South Grimmer Boulevard	AM	33.8	C	35.8	D	+4.2
	PM	36.0	D	38.7	D	+4.4
19. Auto Mall Parkway/Fremont Boulevard	AM	48.6	D	73.8	E	+34.0
	PM	60.9	E	98.8	F	+42.5
20. Auto Mall Parkway/Osgood Road	AM	46.7	D	63.4	E	+23.8
	PM	46.1	D	59.8	E	+12.3
21. Auto Mall Parkway/I-680 Northbound Ramps	AM	22.7	C	23.9	C	+1.5
	PM	22.3	C	22.9	C	+0.8
22. Auto Mall Parkway/I-680 Southbound Ramps	AM	26.3	C	34.0	C	+8.1
	PM	16.7	B	28.0	C	+13.8



TABLE 12: BACKGROUND AND BACKGROUND PLUS PROJECT SIGNALIZED INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Background + Project		
		Delay	LOS	Delay	LOS	Δ Crit. Delay
23. Mission Boulevard/Mohave Drive	AM PM	19.1 21.4	B C	23.1 22.3	C C	+6.5 +1.1
24. Fremont Boulevard/Ingot Street	AM PM	na	na	22.5 54.7	C D	Na
25. Grimmer Boulevard/New Roadway	AM PM	na	na	15.3 20.2	B C	Na

Source: Fehr & Peers, 2013



6. 2035 CUMULATIVE CONDITIONS

This chapter presents the results of the intersection and freeway segment LOS calculations under 2035 Cumulative Conditions. This chapter also describes the procedure used to determine the Cumulative Baseline and Cumulative Project traffic volumes. Cumulative Project impacts are identified by assessing whether the project's traffic contribution is considerable for those intersections projected to operate at unacceptable levels under Cumulative with Project Conditions.

2035 CUMULATIVE TRAFFIC ESTIMATES

The transportation analysis for the City's General Plan Update EIR contains traffic projections for many study intersections in the Warm Springs/South Fremont area. These projections used the City's Travel Demand Model to forecast future intersection traffic volumes based on land use development assumed in the City's General Plan.

Because not all study intersections were included in the City's General Plan Update EIR analysis, traffic projections for intersections not in that analysis were extrapolated based on adjacent intersection projections, roadway volume growth rates, and existing turning movement characteristics. **Figures 14a** and **14b** illustrate the Cumulative Baseline intersection lane configurations and **Figures 15a** and **15b** show the peak hour turning movement volumes.

2035 CUMULATIVE TRANSPORTATION IMPROVEMENTS

City staff provided information regarding the roadway system improvements that would be added under Cumulative Conditions. The resulting intersection lane configuration changes are discussed.

FREEWAY IMPROVEMENTS

As part of a future phase of the I-680 Express Lanes project, High Occupancy Toll (HOT) or "Express" lanes will be added to the northbound section of I-680 between Calaveras Boulevard and SR 84.

INTERSECTION IMPROVEMENTS

The lane configuration at the intersection of Osgood Road/Warm Springs Boulevard and Grimmer Boulevard will be modified. A through lane will be added on the eastbound and westbound approaches



for a total of two through lanes in each direction. In addition, a northbound right-turn lane will be added and the existing shared through/right-turn lane will be converted to a through lane.

Auto Mall Parkway will be widened from I-680 to just west of Osgood Road. An exclusive right-turn lane will be installed from westbound Auto Mall Parkway to northbound Osgood Road and the shared through/right-turn will be converted to a through lane. The existing traffic signal at Auto Mall Parkway and Osgood Road will be modified. Bicycle and pedestrian modifications will be included in the project design.

At the intersection of Auto Mall Parkway and I-680 northbound ramps, one of the eastbound through lanes will be converted to a shared through/right-turn lane.

2035 PROJECT TRAFFIC PROJECTIONS

The General Plan assumes some land use changes in the Community Plan area. There will be additional land use changes associated with buildout of the Warm Springs/South Fremont Community Plan. In order to determine the net-added number of vehicle trips associated with the Community Plan compared to the General Plan, a process to identify the net change in land use growth in the Plan area was developed. The corresponding spreadsheets showing the land use changes are contained in **Appendix F**.

The amount of traffic generated by these land use changes was estimated using the same process described in Chapter 3. The results are summarized in **Table 13**.



TABLE 13: CUMULATIVE CONDITIONS TRIP GENERATION BY LAND USE – SUMMARY

Land Use (ITE code)	Size	Unit	Daily				AM Peak Hour				PM Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
Apartments (220) ¹	2571	DU	6.11	7,852	7,852	15,704	0.49	253	1,011	1,264	0.56	931	501	1,432
High Rise Condominiums (232) ¹	576	DU	4.16	1,198	1,198	2,396	0.34	37	159	196	0.37	131	80	211
Ind./Mfg. (Light Ind.) (110)	2241	emp	2.96	3,321	3,321	6,642	0.30	561	115	676	0.32	149	559	708
General Office (710)	4360	emp	2.43	5,304	5,304	10,608	0.39	1,509	206	1,715	0.38	284	1,389	1,673
R&D (760)	3763	emp	2.17	4,077	4,077	8,154	0.32	1,023	166	1,189	0.31	117	1,057	1,174
Retail/Restaurant (820)	16	ksf	128.97	1,032	1,032	2,064	3.19	32	19	51	10.97	84	91	175
TOTALS				22,784	22,784	45,568		3,415	1,676	5,091		1,696	3,678	5,374
Trip Reductions														
<i>Internal Trip Capture Reduction from MXD Model</i>			16%	3,645	3,645	7,290	13%	444	218	662	19%	322	699	1,022
<i>External Trips after Internalization Reduction</i>				19,138	19,138	38,276		2,970	1,458	4,428		1,374	2,979	4,353
<i>Ped/Bike Reduction to External Trips</i>			3%	574	574	1,148	4%	119	58	177	3%	41	89	130
<i>Shuttle/Bus Reduction to External Trips</i>			3%	574	574	1,148	3%	89	44	133	3%	41	89	130
<i>BART Reduction to External (Residential) Trips</i>			15%	1,140	1,140	2,280	15%	38	153	190	15%	129	71	200
<i>BART Reduction to External (Employment) Trips</i>			12%	1,280	1,280	2,560	12%	323	51	374	12%	54	292	346
Net Added Cumulative External Vehicle Trips				15,570	15,570	31,140		2,401	1,153	3,554		1,109	2,438	3,547

Note: All land uses are based on fitted curve equations.

¹ "Apartments" and "High Rise Condominiums" are ITE categories which encompass the types of residential development expected in the project area.

Source: Fehr & Peers, 2013.



The net-added vehicle trips were assigned to the roadway system and the results are presented on Figures **16a** and **16b**. The Cumulative with Project intersection volumes were estimated by adding the net project trips to the Cumulative baseline volumes. The 2035 Cumulative plus Project Conditions volumes are shown on **Figures 17a and 17b**.

2035 CUMULATIVE INTERSECTION LEVELS OF SERVICE

The intersection LOS results are summarized in **Table 14**. The corresponding LOS calculation sheets are included in **Appendix B**. The intersections projected to operate at LOS E or F under Cumulative plus Project conditions are:

- Mission Boulevard/Warm Springs Boulevard (AM and PM)
- Warren Avenue/Kato Road (PM)
- Warm Springs Boulevard/ Warren Avenue (AM and PM)
- Grimmer Boulevard/Warm Springs Boulevard/Osgood Road (AM and PM)
- Grimmer Boulevard/ Fremont Boulevard (AM)
- Grimmer Boulevard/Old Warm Springs Boulevard/Lopes Court (AM)
- Fremont Boulevard/I-880 Northbound Ramps (AM)
- Fremont Boulevard/I-880 Southbound Ramps (AM)
- Auto Mall Parkway/South Grimmer Boulevard (AM and PM)
- Auto Mall Parkway/Fremont Boulevard (AM and PM)
- Auto Mall Parkway/Osgood Road (AM and PM)
- Auto Mall Parkway/I-680 Southbound Ramps (AM and PM)
- Mission Boulevard/Mohave Drive (AM and PM)
- Fremont Boulevard/Ingot Street/Innovation Way (AM)

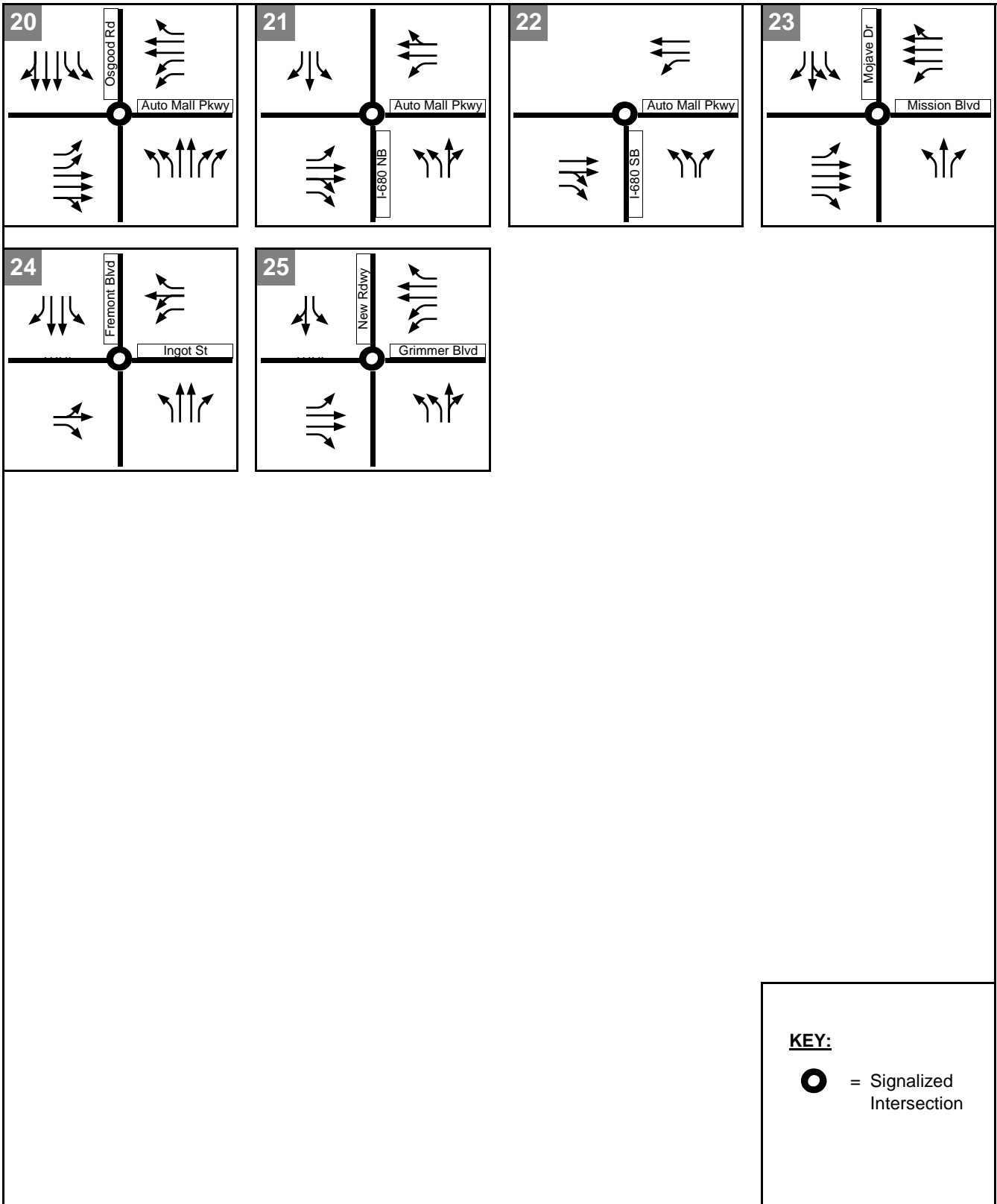


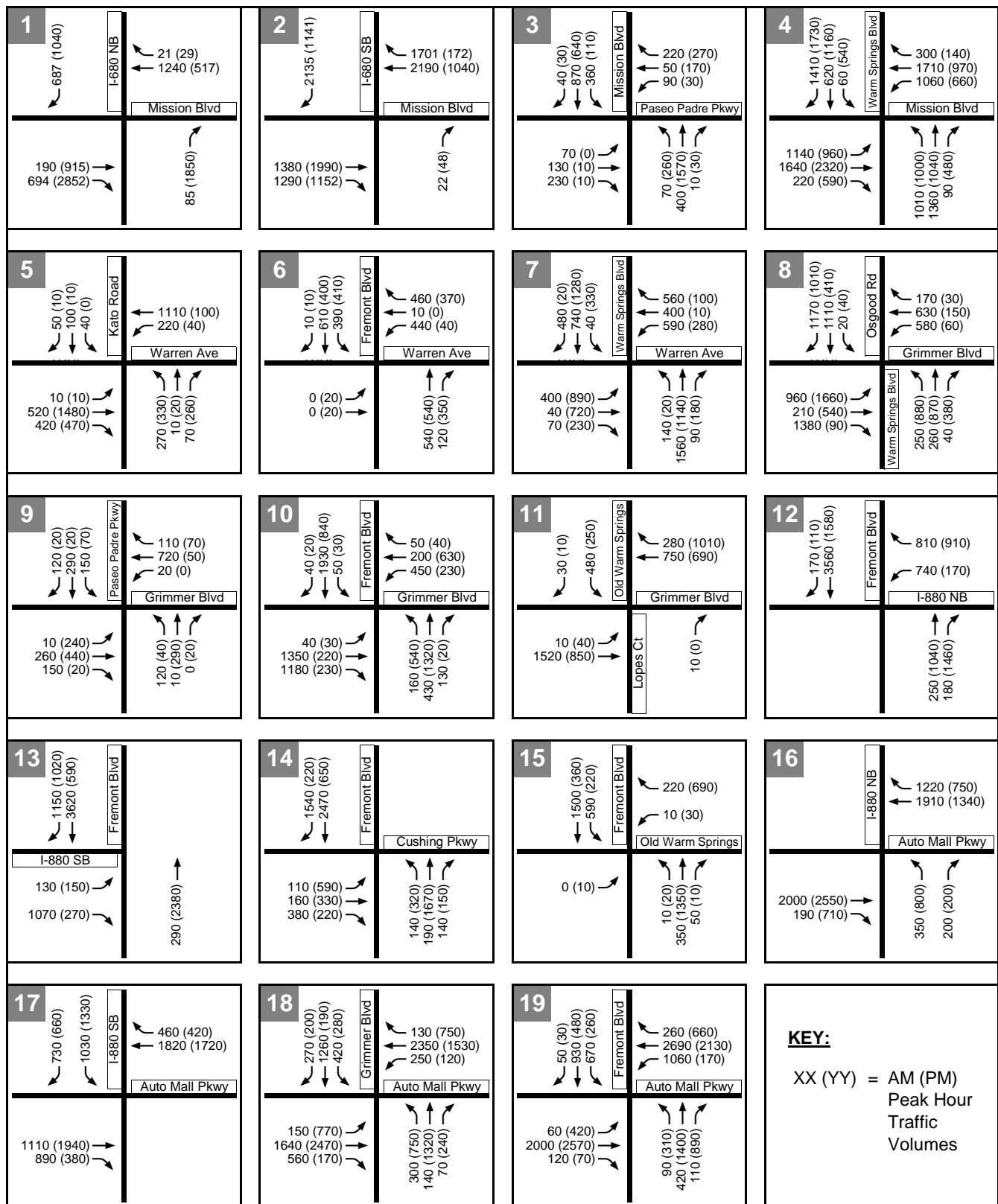


Warm Springs Community Plan

**INTERSECTION LANE GEOMETRIES
 CUMULATIVE**

FIGURE 14a



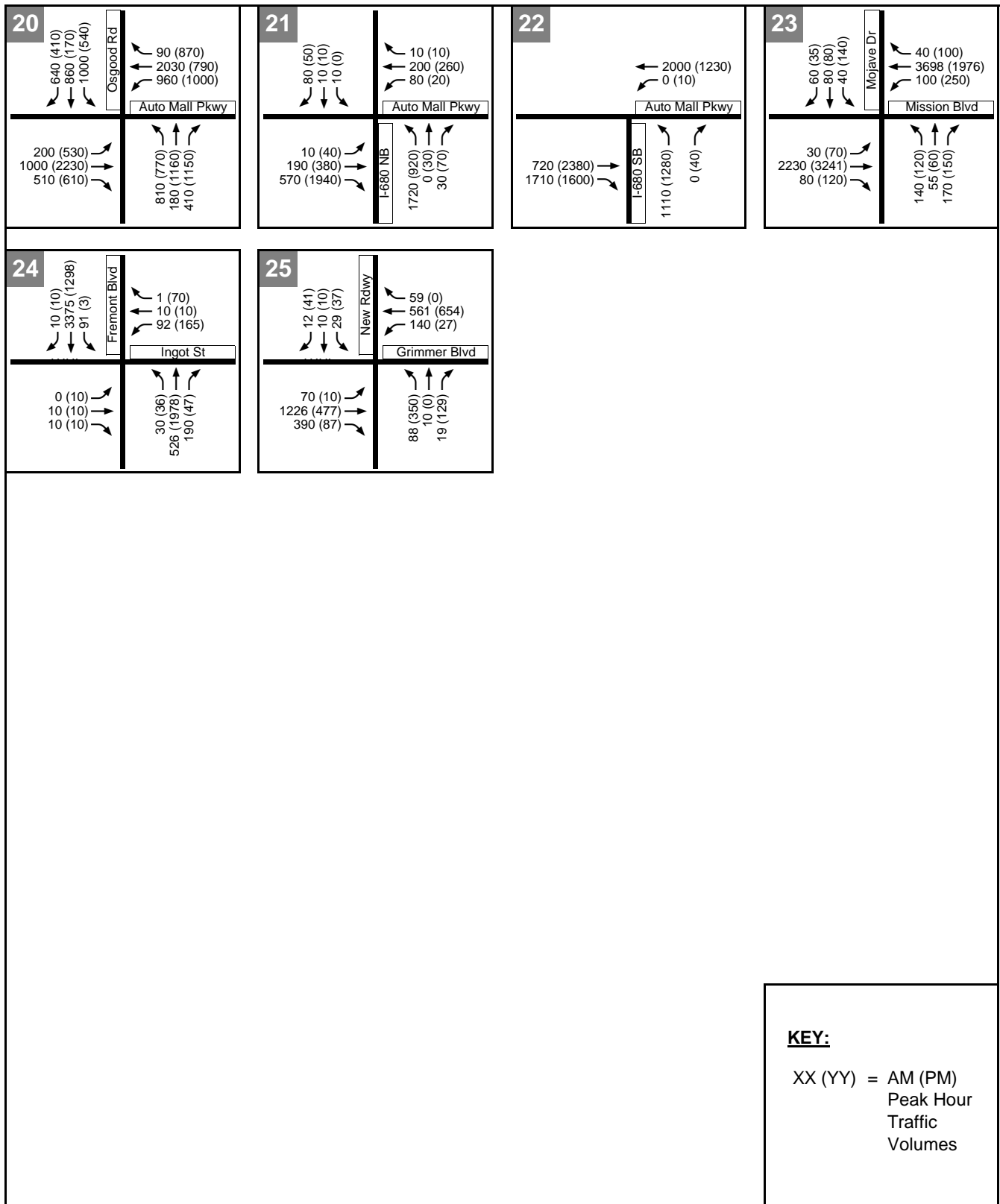


Warm Springs Community Plan

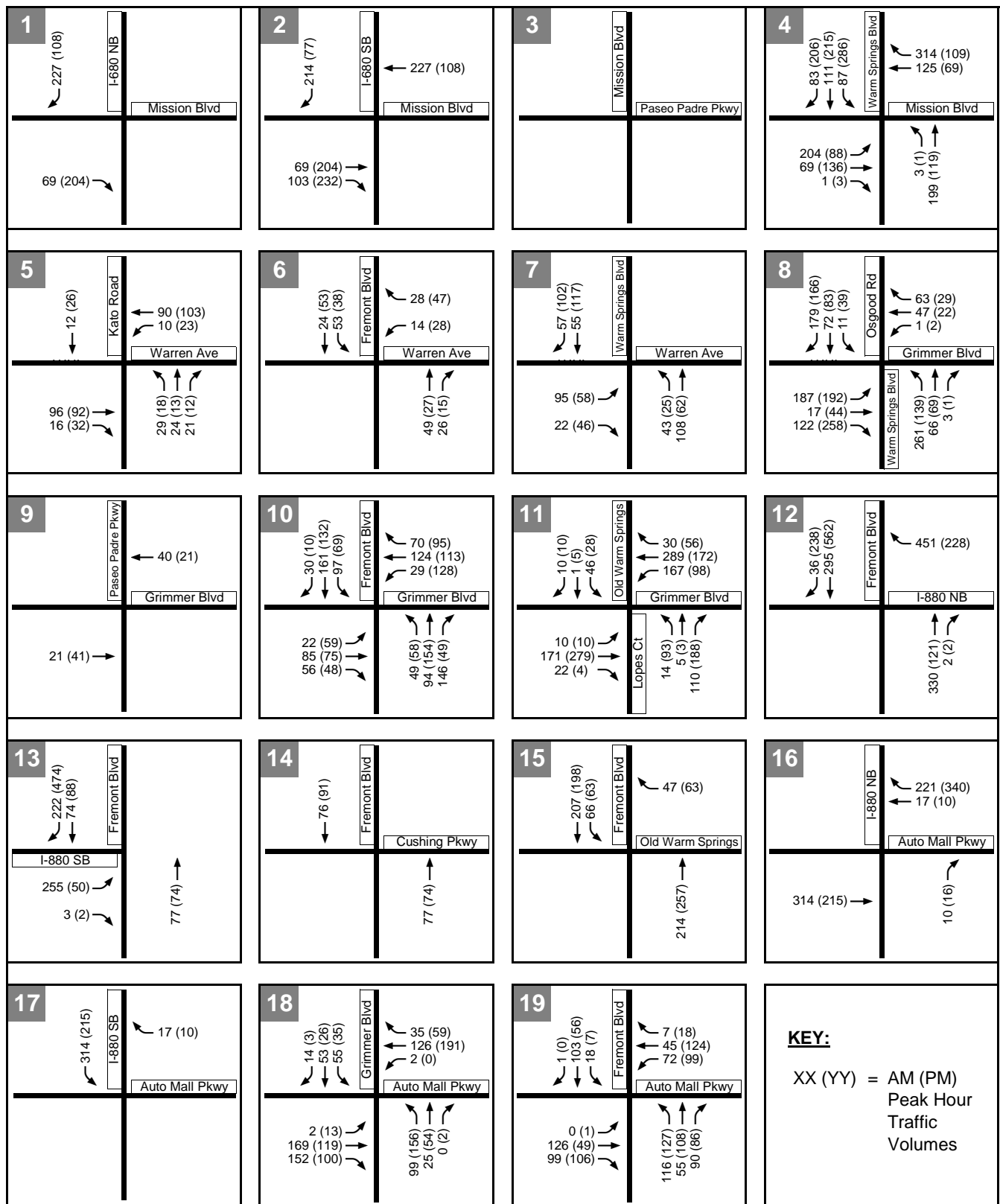
**PEAK-HOUR INTERSECTION VOLUMES
 CUMULATIVE NO PROJECT**

FIGURE 15a





KEY:
 XX (YY) = AM (PM)
 Peak Hour
 Traffic
 Volumes

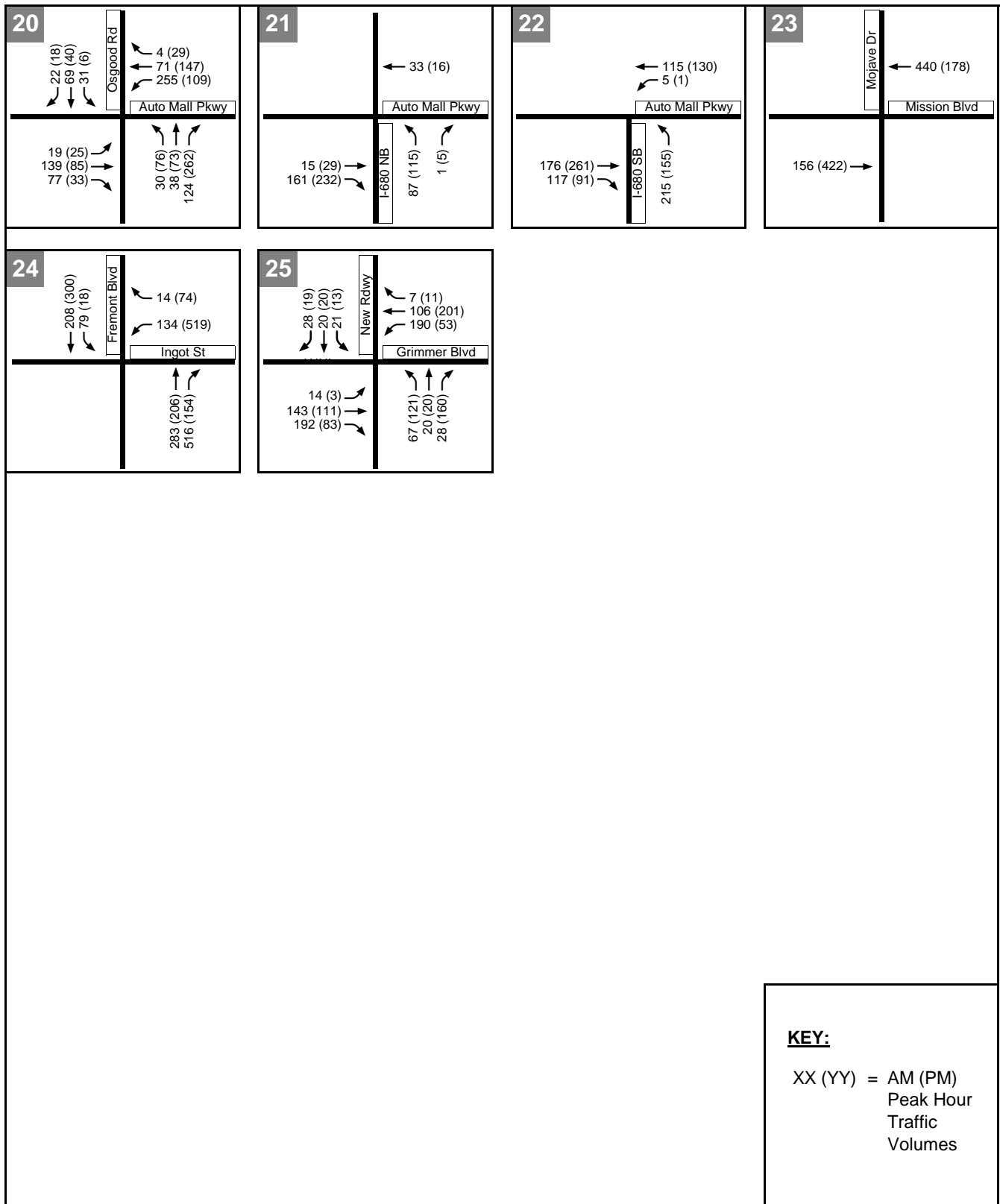


Warm Springs Community Plan

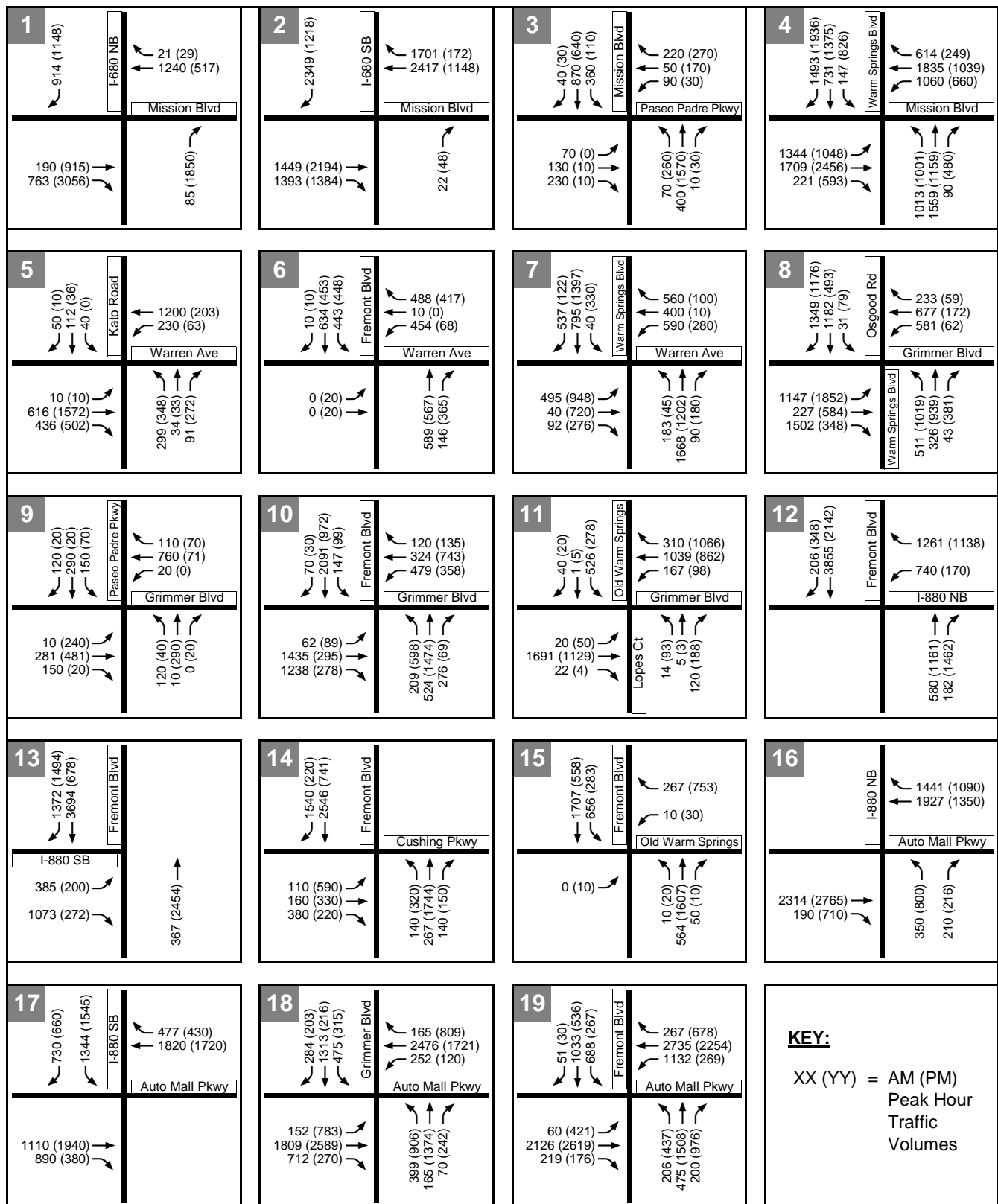
**PROJECT PEAK-HOUR INTERSECTION VOLUMES
 CUMULATIVE SCENARIOS**

FIGURE 16a





Warm Springs Community Plan

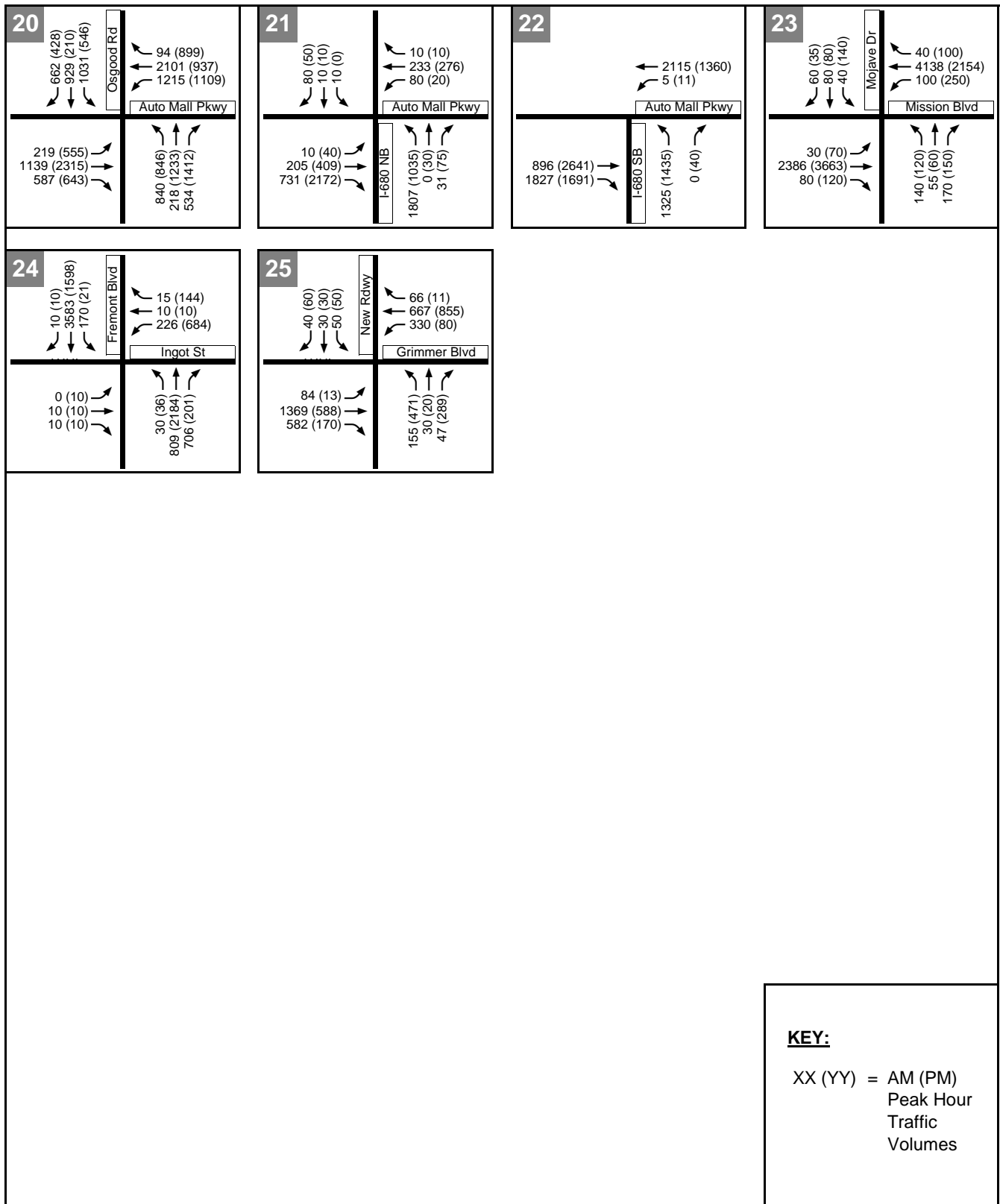


Warm Springs Community Plan

**PEAK-HOUR INTERSECTION VOLUMES
 CUMULATIVE + PROJECT**

FIGURE 17a





Warm Springs Community Plan

**PEAK-HOUR INTERSECTION VOLUMES
CUMULATIVE + PROJECT**

FIGURE 17b



TABLE 14: CUMULATIVE AND CUMULATIVE PLUS PROJECT SIGNALIZED INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative		Cumulative + Project		
		Delay	LOS	Delay	LOS	Δ Crit. Del.
3. Mission Boulevard/Paseo Padre Parkway	AM	34.3	C	34.3	C	0
	PM	29.3	C	29.3	C	0
4. Mission Boulevard/Warm Springs Boulevard	AM	258.4	F	275.3	F	+48.0
	PM	278	F	315.3	F	+61.7
5. Warren Avenue/Kato Road	AM	28.0	C	29.8	C	+2.5
	PM	50.5	D	66.4	E	+19.4
6. Fremont Boulevard/W. Warren Avenue	AM	25.5	C	28.6	C	+5.0
	PM	18.2	B	19.7	B	+2.9
7. Warm Springs Boulevard/Warren Avenue	AM	59.5	E	70.7	E	+18.8
	PM	55.9	E	59.4	E	+8.7
8. Grimmer Boulevard/Warm Springs Boulevard/Osgood Road	AM	164.7	F	226.8	F	+46.1
	PM	175.5	F	224.9	F	+85.3
10. Grimmer Boulevard/Fremont Boulevard	AM	232.3	F	251.9	F	+49.4
	PM	35.4	D	44.2	D	+14.4
11. Grimmer Boulevard/Old Warm Springs Boulevard/Lopes Court	AM	30.0	C	63.5	E	+55.5
	PM	22.7	C	36.8	D	+24.2
12. Fremont Boulevard/I-880 Northbound Ramps	AM	46.2	D	66.6	E	+25.8
	PM	4.5	A	4.2	A	-0.4
13. Fremont Boulevard/I-880 Southbound Ramps	AM	110.2	F	111.3	F	+7.4
	PM	8.5	A	8.8	A	+0.1
14. Fremont Boulevard/Cushing Parkway	AM	20.1	C	21	C	+1.5
	PM	14.2	B	14.1	B	+0.1
16. Auto Mall Parkway/I-880 Northbound Ramps	AM	8.7	A	8.5	A	0
	PM	15	B	17.2	B	+3.4
17. Auto Mall Parkway/ I-880 Southbound Ramps	AM	15	B	17.8	B	+4.2
	PM	19.2	B	24.9	C	+8.1
18. Auto Mall Parkway/South Grimmer Boulevard	AM	44.5	D	56.6	E	+35.5
	PM	91.2	F	105.8	F	+31.0
19. Auto Mall Parkway/Fremont Boulevard	AM	87.8	F	121.2	F	+42.8
	PM	237.2	F	273.3	F	+42.5
20. Auto Mall Parkway/Osgood Road	AM	164.5	F	205.3	F	+56.2
	PM	232.8	F	274.3	F	+72.6
21. Auto Mall Parkway/I-680 Northbound Ramps	AM	39.5	D	51.1	D	+13.6
	PM	19.8	B	20.5	C	+0.8
22. Auto Mall Parkway/I-680 Southbound Ramps	AM	34	C	62.4	E	+26.4
	PM	129.7	F	174.2	F	+55.1



TABLE 14: CUMULATIVE AND CUMULATIVE PLUS PROJECT SIGNALIZED INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative		Cumulative + Project		
		Delay	LOS	Delay	LOS	Δ Crit. Del.
23. Mission Boulevard/Mohave Drive	AM	44.5	D	73.1	E	+45.9
	PM	46.6	D	71.1	E	+39.0
24. Fremont Boulevard/Ingot Street	AM	181.6	F	181.1	F	+31.9
	PM	17.8	B	52.4	D	+53.5
25. Grimmer Boulevard/New Roadway	AM	10.6	B	16.4	B	+7.7
	PM	17.5	B	21.1	C	+0.9

Source: Fehr & Peers, 2013



7. CMP FREEWAY AND ARTERIAL ANALYSES

This chapter describes and summarizes the results of the Alameda County CMP roadway segment analysis and the Santa Clara County VTA freeway segment analysis. The Alameda County Transportation Commission (Alameda CTC) requires analysis of project impacts to the Metropolitan Transportation System (MTS) roadways if the proposed project generates more than 100 PM peak-hour trips. As indicated in **Table 9**, the trip generation for the proposed project would exceed that threshold. The VTA requires analysis of CMP facilities if the project generates more than 100 peak hour trips. The Santa Clara County CMP facilities are the freeway segments. Freeway segments in Santa Clara County where the project traffic exceeds one percent of their capacity were analyzed.

ALAMEDA COUNTY CMP ANALYSIS

The MTS roadways included in this analysis are listed below:

Freeway Segments

- I-880 Northbound and Southbound from Dixon Landing Road to Decoto Road.
- I-680 Northbound and Southbound from Scott Creek Road to Mission Boulevard (SR 238).

Arterial Segments

- Mission Boulevard (SR 262) Eastbound and Westbound from I-880 to Driscoll Road.

The Alameda CTC provided the most recent version of the Countywide Transportation Demand Model for Year 2020 and 2035 to forecast PM peak-hour roadway segment (link) volumes on the MTS network. The Countywide Model uses the Association of Bay Area Governments (ABAG) *Projections' 2009* land use data. The project's trips were added to the model forecasts. Link volume-to-capacity (v/c) ratios were calculated based on the model forecasts and summarized in **Appendix D**.

Based on the CMP analysis, the following roadway segments are expected to operate at LOS F and the project is expected to increase the volume by five percent or more or the project causes it to operate at LOS F:

- Northbound I-880 from Warren Avenue/Mission Boulevard to Fremont Boulevard (2035)
- Northbound I-880 from Fremont Boulevard to Auto Mall Parkway (2020)
- Northbound I-880 from Auto Mall Parkway to Stevenson Boulevard (2020 and 2035)
- Southbound I-880 from Decoto Road to Thornton Avenue (SR 84) (2020)
- Southbound I-880 from Thornton Avenue (SR 84) to Mowry Avenue (2020)



- Northbound I-680 from Auto Mall Parkway to Washington Boulevard (2020)
- Northbound I-680 from Washington Boulevard to Mission Boulevard (SR 238) (2035)
- Eastbound Mission Boulevard from I-880 to Warm Springs Boulevard (2020 and 2035)
- Eastbound Mission Boulevard from Warm Springs Boulevard to I-680 (2020 and 2035)
- Eastbound Mission Boulevard from Durham Road to Washington Boulevard (2020)

SANTA CLARA COUNTY VTA ANALYSIS

The results of the VTA freeway segment analysis are presented in **Table 15**. The freeway segments operating at LOS F where the project traffic is one percent or more of the capacity or where the addition of project traffic causes LOS F operations are:

I-880 Northbound:

- Great Mall to Calaveras (PM)
- Calaveras to Dixon Landing (PM)

I-880 Southbound:

- Dixon Landing to Calaveras (AM)
- Calaveras to Great Mall (AM)
- Montague to Brokaw (PM)
- Brokaw to US-101 (PM)

I-680 Southbound:

- Yosemite to Montague (PM)
- Montague to N. Capitol (PM)
- N. Capitol to Hostetter (PM)
- Hostetter to Berryessa (PM)



TABLE 15: VTA FREEWAY SEGMENT ANALYSIS

Freeway Segment	Peak Hour	LOS		Project Trips		Project LOS		LOS degrades to F?		Ex LOS F and adds >1% vol?	
		MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV
I-880 NB											
US 101 to Brokaw	AM	E		160	0	F		YES	-	-	-
	PM	E		40	0	E		-	-	-	-
Brokaw to Montague	AM	D		300	0	D		-	-	-	-
	PM	D		80	0	D		-	-	-	-
Montague to Great Mall	AM	C		420	0	C		-	-	-	-
	PM	E		160	0	E		-	-	-	-
Great Mall to Calaveras	AM	C		560	0	D		-	-	-	-
	PM	F		220	0	F		-	-	YES	-
Calaveras to Dixon Landing	AM	C	A	724	76	C	A	-	-	-	-
	PM	F	D	306	54	F	D	-	-	YES	-
I-880 SB											
Dixon Landing to Calaveras	AM	F	E	306	54	F	E	-	-	YES	-
	PM	C	B	680	120	D	B	-	-	-	-
Calaveras to Great Mall	AM	F		220	0	F		-	-	YES	-
	PM	C		560	0	D		-	-	-	-
Great Mall to Montague	AM	D		160	0	D		-	-	-	-
	PM	E		420	0	F		YES	-	-	-
Montague to Brokaw	AM	D		80	0	D		-	-	-	-
	PM	F		300	0	F		-	-	YES	-



TABLE 15: VTA FREEWAY SEGMENT ANALYSIS

Freeway Segment	Peak Hour	LOS	Project Trips		Project LOS	LOS degrades to F?		Ex LOS F and adds >1% vol?		
Brokaw to US 101	AM	D	40	0	D	-	-	-	-	
	PM	F	160	0	F	-	-	YES	-	
I-680 SB										
Calaveras to Yosemite	AM	E	60	0	E	-	-	-	-	
	PM	D	260	0	D	-	-	-	-	
Yosemite to Montague	AM	D	60	0	D	-	-	-	-	
	PM	F	260	0	F	-	-	YES	-	
Montague to N. Capitol	AM	C	40	0	C	-	-	-	-	
	PM	F	260	0	F	-	-	YES	-	
N. Capitol to Hostetter	AM	B	40	0	B	-	-	-	-	
	PM	F	200	0	F	-	-	YES	-	
Hostetter to Berryessa	AM	C	20	0	C	-	-	-	-	
	PM	F	140	0	F	-	-	YES	-	
Berryessa to McKee	AM	C	0	0	C	-	-	-	-	
	PM	E	60	0	E	-	-	-	-	

Source: Fehr & Peers, 2013



8. SIGNAL WARRANT AND FREEWAY RAMP ANALYSIS

This chapter discusses the results of the peak-hour signal warrant analysis for the following unsignalized intersections near the plan area and two intersections in the plan area under Background and Cumulative Conditions, with and without the project:

1. Fremont Boulevard/Old Warm Springs Boulevard
2. Grimmer Boulevard/Paseo Padre Parkway
3. Fremont Boulevard/Ingot Street/Innovation Way
4. Grimmer Boulevard/New Roadway

Only Grimmer Boulevard/New Roadway was not evaluated under Background Conditions without the project since it is assumed that the intersection would not exist in that scenario. Freeway ramps analysis is also discussed for: (1) Mission Boulevard/I-680 Northbound Ramps and (2) Mission Boulevard/I-680 Southbound Ramps.

SIGNAL WARRANT ANALYSIS

Signal warrant analyses are intended to examine the general correlation between the projected traffic volumes and the need to install new traffic signals. Future traffic projections are compared against a subset of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* (MUTCD) and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible State or local agency should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

The 3B peak-hour volume signal warrant from the MUTCD was evaluated under the Background and Cumulative with and without Project conditions for:

1. Fremont Boulevard/Old Warm Springs Boulevard
2. Grimmer Boulevard/Paseo Padre Parkway
3. Fremont Boulevard/Ingot Street/Innovation Way



4. Grimmer Boulevard/New Roadway

Appendix E contains the corresponding signal warrant analysis sheets. Fremont Boulevard/Old Warm Springs Boulevard meets the traffic signal warrant for the Background No Project scenario. Fremont Boulevard/Old Warm Springs Boulevard, Grimmer Boulevard/Paseo Padre Parkway, and Fremont Boulevard/Ingot Street/Innovation Way meet the signal warrant for the Cumulative No Project scenario. All intersections meet the traffic signal warrant for all Project scenarios.

FREEWAY RAMP ANALYSIS

A freeway ramp analysis was conducted for the I-680 northbound and southbound ramps at Mission Boulevard. The purpose is to quantitatively evaluate the impact of proposed project trips on the ramps of the I-680/Mission Boulevard interchange. **Tables 16** and **17** summarize the project trip contribution relative to the ramp capacity and total volume under the Background and Cumulative scenarios. This assumes a ramp capacity of 1,800 vehicles per hour per lane. Under Background Plus Project conditions, all of the ramp volumes are within the ramp's capacity. Under Cumulative conditions, the following ramps exceed the ramp capacity with and without the project:

- I-680 southbound off-ramp to westbound Mission (AM)
- I-680 northbound off-ramp to eastbound Mission (PM)
- I-680 northbound on-ramp from eastbound Mission (PM)



TABLE 16: I-680/MISSION BOULEVARD RAMP ANALYSIS – BACKGROUND CONDITIONS

Ramp Location	Background Volume (veh)		Project Trips (veh)		Total Volume (veh)		V/C (Total Volume/Capacity)		% Project Contribution (Project Trips/Total Volume)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Mission Boulevard/I-680 Northbound ramps										
I-680 northbound off-ramp to eastbound Mission	127	896	0	0	127	896	0.071	0.498	0%	0%
I-680 northbound off-ramp to westbound Mission	1,150	530	401	157	1,551	687	0.862	0.382	26%	23%
I-680 northbound on-ramp from westbound Mission	33	12	0	0	33	12	0.018	0.007	0%	0%
I-680 northbound on-ramp from eastbound Mission	1,003	875	94	231	1,097	1,106	0.609	0.614	9%	21%
Mission Boulevard/I-680 Southbound ramps										
I-680 southbound off-ramp to eastbound Mission	12	37	0	0	12	37	0.007	0.021	0%	0%
I-680 southbound off-ramp to westbound Mission	1,077	1036	234	93	1,311	1,129	0.728	0.627	18%	8%
I-680 southbound on-ramp from westbound Mission	216	122	0	0	216	122	0.120	0.068	0%	0%
I-680 southbound on-ramp from eastbound Mission	315	942	155	399	470	1341	0.261	0.745	33%	30%

Source: Fehr & Peers, 2013



TABLE 17: I-680/MISSION BOULEVARD RAMP ANALYSIS – CUMULATIVE CONDITIONS

Ramp Location	Cumulative Baseline Volumes (veh)		Project Trips (veh)		Total Volume (veh)		V/C (Total Volume/Capacity)		% Project Contribution (Project Trips/Total Volume)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Mission Boulevard/I-680 Northbound ramps										
I-680 northbound off-ramp to eastbound Mission	85	1,850	0	0	85	1,850	0.047	1.028	0%	0%
I-680 northbound off-ramp to westbound Mission	687	1,040	218	102	905	1,142	0.503	0.634	24%	9%
I-680 northbound on-ramp from westbound Mission	21	29	0	0	21	29	0.012	0.016	0%	0%
I-680 northbound on-ramp from eastbound Mission	694	2,852	67	169	761	3,021	0.423	1.678	9%	6%
Mission Boulevard/I-680 Southbound ramps										
I-680 southbound off-ramp to eastbound Mission	22	48	0	0	22	48	0.012	0.027	0%	0%
I-680 southbound off-ramp to westbound Mission	2,135	1,141	176	72	2,311	1,213	1.284	0.674	8%	6%
I-680 southbound on-ramp from westbound Mission	1701	172	0	0	1701	172	0.945	0.096	0%	0%
I-680 southbound on-ramp from eastbound Mission	1290	1152	98	222	1388	1374	0.771	0.763	7%	16%

Source: Fehr & Peers, 2013



9. IMPACTS AND MITIGATION MEASURES

This chapter addresses potential transit, bicycle, pedestrian, intersection, roadway segment, and freeway segment impacts associated with the Community Plan.

TRANSIT SYSTEM

The significance criteria for transit-related impacts are:

- The project would generate a substantial increase in transit riders that cannot be adequately served by existing transit services; or,
- The project conflicts with existing or planned transit facilities

TRANSIT RIDERSHIP

According to the VTA Short Range Transit Plan (January 2009), all Express Routes (Routes 120, 140, 180, and 181) that serve the Community Plan area performed below the Peak Load Factor of 50 percent. Based on the AC Transit Short Range Transit Plan (2010), routes that serve the Community Plan area performed at a Peak Load Factor range of below 75 percent.

In 2010, the Fremont BART station recorded just over 6,900 average weekday riders. The daily BART ridership expected to be generated by the Community Plan for the Warm Springs/South Fremont BART Station is 7,000 daily riders. With a combined 52 daily lines between Fremont and Daly City and 76 daily lines between Fremont and Richmond, the Warm Springs/South Fremont BART station and lines serving it would operate under its maximum capacity.

All transit services are expected to have available capacity to accommodate these additional riders. The Community Plan is, therefore, expected to have a less-than-significant transit impact.

BICYCLE SYSTEM

The Community Plan would create a significant impact to the bicycle system if any of the following criteria are met or exceeded:

- The project design would not provide or eliminate bicycle facilities that connect to the area circulation system,



- The project conflicts with existing or planned bicycle facilities; or
- The project design would create hazardous conditions for bicyclists.

The Community Plan would provide a number of new bicycle facilities (a new bicycle/pedestrian bridge, Class I bicycle paths, Class II bike lanes and Class III bike routes) and bicycle amenities and does not contain design aspects that would cause an increased potential for bicycle/vehicle conflicts. Additionally, the Community Plan would not conflict with existing or planned bicycle facilities. Therefore the Community Plan would have a less-than-significant bicycle impact.

PEDESTRIAN SYSTEM

The Community Plan would create a significant impact to the pedestrian facilities if any of the following criteria are met or exceeded:

- The project design would not provide or would eliminate pedestrian facilities to connect to the area circulation system, or
- The project design would create hazardous conditions for pedestrians, or
- The project conflicts with existing or planned pedestrian facilities.

The Community Plan would provide enhanced pedestrian facilities. In addition, many other pedestrian safety amenities are proposed to avoid pedestrian/vehicle conflicts as part of the Community Plan. Therefore the Community Plan would have a less-than-significant impact to the pedestrian activity.

SIGNALIZED INTERSECTIONS

Measures to mitigate significant intersection impacts are addressed in this section. As the City is built out, there is little opportunity to widen most of the roadways within the available right-of-way. Therefore many roadway widening projects would require property acquisition. Wider roadways could also result in secondary impacts to bicyclists and pedestrians by creating longer crossing distances and creating a less comfortable environment for walking or bicycling.

SIGNIFICANT PROJECT IMPACT LOCATIONS

The results in **Tables 13** and **15** indicate that the Community Plan would result in significant impacts at the following intersections under the identified scenarios:



Background Plus Project

- Mission Boulevard/Warm Springs Boulevard (AM and PM)
- Grimmer Boulevard/Warm Springs Boulevard/Osgood Road (AM)
- Auto Mall Parkway/Fremont Boulevard (AM and PM)
- Auto Mall Parkway/Osgood Road (AM and PM)

Cumulative Plus Project

- Mission Boulevard/Warm Springs Boulevard (AM and PM)
- Warren Avenue/Kato Road (PM)
- Warm Springs Boulevard/ Warren Avenue (AM and PM)
- Grimmer Boulevard/Warm Springs Boulevard/Osgood Road (AM and PM)
- Grimmer Boulevard/ Fremont Boulevard (AM)
- Grimmer Boulevard/Old Warm Springs Boulevard/Lopes Court (AM)
- Fremont Boulevard/I-880 Northbound Ramps (AM)
- Fremont Boulevard/I-880 Southbound Ramps (AM)
- Auto Mall Parkway/South Grimmer Boulevard (AM and PM)
- Auto Mall Parkway/Fremont Boulevard (AM and PM)
- Auto Mall Parkway/Osgood Road (AM and PM)
- Auto Mall Parkway/I-680 Southbound Ramps (AM and PM)
- Mission Boulevard/Mohave Drive (AM and PM)
- Fremont Boulevard/Ingot Street/Innovation Way (AM)

COMMUNITY PLAN POLICIES THAT REDUCE IMPACTS

As identified in **Chapter 3**, the following recommendations/policies associated with the Community Plan development could potentially alleviate and reduce the roadway system impacts created as a result of this project:

- Connect existing roadway system with new proposed roadway segments,
- Improve existing bicycle network connectivity and provide bicycle amenity,
- Improve existing pedestrian network connectivity and provide pedestrian amenities,
- Connect existing transit network with new proposed Community Plan internal transit network,
- Propose new parking policies to encourage alternative mode of transportation, and



- Implement TDM strategies to reduce vehicle trips.

Transportation Demand Management

Transportation Demand Management (TDM) includes strategies, measures and incentives to encourage people to walk, bicycle, use public transportation, carpool or use other alternatives to driving alone. Therefore they can reduce the amount of traffic generated by a land use development and its associated impacts. TDM measures produce more mobility using existing transportation systems, boost economic efficiency of the current transportation infrastructure, improve air quality, save energy, and reduce traffic congestion.

While TDM measures can be used as part of or in-place of physical improvements to mitigate impacted intersections, the effectiveness of each individual measure or bundles of measures requires further study and are not addressed in this report. Examples of TDM measures that new development in the Community Plan area may include in their TDM plans or programs are:

- Subsidized transit passes
- Car sharing / Van pool program
- Guaranteed Ride Home via taxi vouchers or similar provisions
- Preferential carpool parking
- Parking cash-out programs

SIGNALIZED INTERSECTION MITIGATION MEASURES

Physical mitigation measures were investigated to improve intersection levels of service to acceptable operating conditions and/or to reduce the increase in delay to a less-than-significant level. However, recognizing the City's effort to enhance the roadway system and promote the concept of "Complete Streets", the recently-adopted General Plan proposes more flexible LOS standards. Under the new General Plan, peak hour LOS E or F may be acceptable at locations within the City Center, Town Center, and Irvington and Warm Springs/South Fremont BART station areas (General Plan Policy 3-4.2). The shift for flexible LOS standards can help achieve the City's goal of encouraging transit ridership, bicycling, and walking.

Mitigations are presented in **Table 18** and discussed in detail below. As a result of the General Plan and proposed policies in the Community Plan, there are policy options that could be considered to mitigate or reduce the magnitude of intersection impacts instead of constructing physical improvements to reduce or eliminate intersection impacts. They include adopting the proposed LOS criteria in the General Plan and



Community Plan and/or requiring specific TDM levels for new development within the plan area. These options are discussed below.

Intersections with impacts under both Background plus Project and Cumulative plus Project conditions are addressed. Then, intersections with impacts under only Cumulative plus Project Conditions, but not Background plus Project conditions, are addressed.

Mission Boulevard and Warm Springs Boulevard (4)

Background Conditions

The project is projected to have a significant impact at this intersection under Background plus Project Conditions because the addition of project traffic would degrade operations from acceptable LOS D to unacceptable LOS E during both the AM and PM peak hours. Adding a third eastbound left-turn lane would improve overall vehicular operations of the intersection. This mitigation would reduce delay but not to an acceptable level of service (D or above). An additional eastbound left-turn lane will also increase the crosswalk distance and duration of pedestrian and bicyclist exposure to motor vehicle traffic. This is a secondary impact.

A lane addition would require right-of-way (ROW) acquisition on Mission Boulevard, plus ROW acquisition on Warm Springs Boulevard to add a third receiving lane at the northern leg of the intersection. Expanding the existing roadway would be contrary to the vision set by the General Plan and the Community Plan. An alternative mitigation measure would be to permit LOS E operations at this intersection. It should be noted that this intersection is controlled by Caltrans and they have an LOS D threshold.

Another alternative is to require TDM programs that reduce vehicle trips generated by employment uses in the plan area by a minimum of 20 percent. This mitigation would reduce delay but not to an acceptable level of service (D or above). Therefore, more aggressive TDM program goals would be required.

The impact would remain **significant and unavoidable** under Project Conditions unless this intersection is exempted from the LOS D threshold.

Cumulative Conditions

This intersection is projected to operate at LOS F under Cumulative Conditions and the project's contribution is considerable. A TDM program reducing peak hour employment trips by 20 percent would reduce delay, but would not reduce impacts to less than considerable or improve operations to an acceptable LOS. Mitigating this intersection under cumulative conditions to an acceptable level of service



would likely require substantial widening or grade separation. Thus, the project's contribution to cumulative impacts would remain **significant and unavoidable**.

Grimmer Boulevard and Warm Springs Boulevard/Osgood Road (8)

Background Conditions

Under Background Conditions, the addition of project traffic would degrade intersection operations from LOS D (acceptable) to LOS E (unacceptable) operations during the AM peak hour. This is a significant impact.

Changing the lane configuration to that assumed under Cumulative Conditions would improve overall vehicular operations of the intersection. Cumulative lane configurations assume the addition of a second northbound through lane, conversion of the northbound shared right/through to a right-turn lane, addition of a second westbound through lane, and addition of a second eastbound through lane. This mitigation would reduce delay to an acceptable level of service (D or above). The additional lanes would increase the crosswalk distance and duration of pedestrian and bicyclist exposure to motor vehicle traffic. This is a secondary impact.

Expanding the existing roadway may be contrary to the vision set by the General Plan and the Community Plan. An alternative mitigation measure would be to exempt this intersection from the LOS D standard and permit LOS E operations to occur at intersections within the plan area.

Another alternative is to require TDM programs that reduce vehicle trips generated by employment uses in the plan area by a minimum of 20 percent. This mitigation would reduce delay to an acceptable level of service (D or above).

Implementation of any of these mitigation measures would reduce impacts to **less than significant** levels under Background Conditions.

Cumulative Conditions

Under Cumulative Conditions the intersection operates at unacceptable LOS (F) both without and with the project. A TDM program reducing peak hour employment trips by 20 percent would reduce delay, but would not reduce impacts to less than considerable or improve operations to an acceptable LOS; thus, cumulative impacts are considered **significant and unavoidable**.



Auto Mall Parkway and Fremont Boulevard (19)

Background Conditions

The project is projected to have a significant impact at this intersection under Background plus Project Conditions because the addition of project traffic would degrade operations from LOS D (acceptable) to LOS E (unacceptable) operations during the AM peak hour, and from LOS E to LOS F during the PM peak hour.

A combination of the following measures would bring the intersection to an acceptable LOS (D and above) during the AM and PM peak hours:

- Convert southbound shared through/right-turn lane to a right-turn lane.
- Add a southbound through lane.
- Convert westbound shared through/right-turn lane to a right-turn lane.
- Add a westbound through lane.
- Convert northbound shared through/right-turn lane to a right-turn lane.
- Add a northbound through lane.
- Require a 20 percent reduction in employment trips via TDM.
- Right-turn-on-red reduction to the westbound right turn.

The additional lanes would increase the crosswalk distance and duration of pedestrian and bicyclist exposure to motor vehicle traffic. This is a secondary impact.

Expanding the existing roadway would be contrary to the vision set by the General Plan and the Community Plan. An alternative mitigation measure would be to permit LOS E operations at this intersection, which would reduce impacts under AM peak hour conditions. However, unless additional widening is done at this intersection, PM peak hour impacts under Background Conditions are considered **significant and unavoidable**.

Cumulative Conditions

Under Cumulative Conditions, the intersection would operate at LOS F with and without the project during both the AM and PM peak hours. There are no feasible mitigation measures that would bring this intersection to acceptable operations; thus the impact would remain **significant and unavoidable**.



Auto Mall Parkway and Osgood Road (20)

Background Conditions

The addition of project traffic would degrade intersection operations from LOS D to LOS E during both the AM and PM peak hours under Background plus Project Conditions. This is a significant impact.

Requiring TDM programs that reduce vehicle trips generated by employment uses in the plan area by a minimum of 20 percent would reduce delay, but not to an acceptable LOS (D and above).

Making the following modifications to the intersection lane geometry would bring the intersection to an acceptable LOS (D and above) during the AM and PM peak hours:

- Cumulative conditions (add a second westbound through lane and convert the westbound shared through/right-turn lane to a right-turn lane)
- Convert southbound shared through/right-turn lane into a right-turn lane
- Add a southbound through lane

The additional lanes would increase the crosswalk distance and duration of pedestrian and bicyclist exposure to motor vehicle traffic. This is a secondary impact.

Because further expanding the existing roadway may be contrary to the vision set by the General Plan and the Community Plan, an alternative mitigation measure would be to exempt this intersection from the LOS D standard. With adoption of the Warm Springs/South Fremont Community Plan and associated policies permitting LOS E conditions on key access routes to the plan area, impacts to this intersection would be considered **less than significant** under Background Conditions.

Cumulative Conditions

This intersection is projected to operate at LOS F under Cumulative Conditions and the project's contribution is considerable. There are no feasible mitigation measures that would bring this intersection to acceptable operations; thus the impact would remain **significant and unavoidable**.

SIGNALIZED INTERSECTIONS WITH IMPACTS UNDER CUMULATIVE PLUS PROJECT CONDITIONS ONLY

The additional following intersections have significant cumulative project impacts.

- Warren Avenue/Kato Road (PM)
- Warm Springs Boulevard/ Warren Avenue (AM and PM)



- Grimmer Boulevard/ Fremont Boulevard (AM)
- Grimmer Boulevard/Old Warm Springs Boulevard/Lopes Court (AM)
- Fremont Boulevard/I-880 Northbound Ramps (AM)
- Fremont Boulevard/I-880 Southbound Ramps (AM)
- Auto Mall Parkway/Grimmer Boulevard (AM and PM)
- Auto Mall Parkway/I-680 Southbound Ramps (AM and PM)
- Mission Boulevard/Mohave Drive (AM and PM)
- Fremont Boulevard/Ingot Street/Innovation Way (AM)

Warren Avenue and Kato Road (5)

Under Cumulative Conditions, this intersection is projected to operate at LOS E in the PM peak hour with the project. Adding a second northbound left-turn lane would bring the intersection to an acceptable LOS (D and above). Alternatively, the impacts could be reduced with adoption of a LOS E standard in the Warm Springs/South Fremont Community Plan area. As another option, requiring TDM programs that reduce vehicle trips generated by employment uses in the plan area by a minimum of 20 percent would reduce delay to an acceptable LOS.

Warm Springs Boulevard and Warren Avenue (7)

Under Cumulative Conditions, this intersection is projected to operate at LOS E with and without the project. The impacts could be reduced with adoption of a LOS E standard in the Warm Springs/South Fremont Community Plan area.

Grimmer Boulevard and Fremont Boulevard (10)

This intersection is projected to operate at LOS F in the AM peak hour. Requiring TDM programs that reduce vehicle trips generated by employment uses in the plan area by a minimum of 20 percent would reduce delay, but not to an acceptable LOS.

As there are no mitigation measures that would bring this intersection to acceptable operations, the cumulative impact is **significant and unavoidable**.

Grimmer Boulevard and Old Warm Springs/Lopes Court (11)

Under Cumulative Conditions, the addition of project traffic would degrade intersection operations from LOS C (acceptable) to LOS E (unacceptable) operations during the AM peak hour. This is a significant impact. Implementing a TDM program with 20 percent employment trip reduction in the plan area would reduce delay but would not bring the intersection to an acceptable LOS (D and above). The impacts could



be reduced with adoption of an LOS E standard in the Warm Springs/South Fremont Community Plan area and its surroundings.

Fremont Boulevard and I-880 Northbound Ramps (12)

This intersection is projected to operate at LOS E in the AM peak hour. Requiring TDM programs that reduce vehicle trips generated by employment uses in the plan area by a minimum of 20 percent would reduce delay, but not to an acceptable LOS. The impacts could be reduced with adoption of an LOS E standard in the Warm Springs/South Fremont Community Plan area and its surroundings.

Fremont Boulevard and I-880 Southbound Ramps (13)

This intersection is projected to operate at LOS F in the AM peak hour. A TDM program would have minimal impact on reducing delay at this location. Adding a fourth southbound through lane would reduce delay to an acceptable LOS of D. Limited funds make this unlikely; thus the cumulative impact is **significant and unavoidable**.

Auto Mall Parkway and South Grimmer Boulevard (18)

This intersection is projected to operate at LOS E in the AM peak hour and LOS F in the PM peak hour. A TDM program would have minimal impact on reducing delay at this location. As there are no mitigation measures that would bring this intersection to acceptable operations, the cumulative impact is **significant and unavoidable**.

Auto Mall Parkway and I-680 Southbound Ramps (22)

This intersection is projected to operate at LOS E in the AM and LOS F in the PM peak hours. Requiring TDM programs that reduce vehicle trips generated by employment uses in the plan area by a minimum of 20 percent would reduce delay, but not to an acceptable LOS. Adopting an LOS E standard would reduce the impact in the AM peak hour, but not in the PM peak hour. Thus, the cumulative impact is **significant and unavoidable**.

Mission Boulevard and Mohave Drive (23)

This intersection is projected to operate at LOS E in the AM and PM peak hours. Requiring TDM programs that reduce vehicle trips generated by employment uses in the plan area by a minimum of 20 percent would reduce delay, but not to an acceptable LOS. The impacts could be reduced with adoption of a LOS E standard in the Warm Springs/South Fremont Community Plan area and its surroundings.



Fremont Boulevard and Ingot Street/Innovation Way (24)

This intersection is projected to operate at LOS F in the AM peak hour. A TDM program would have minimal impact on reducing delay at this location. Adding a third southbound through lane would reduce delay to an acceptable LOS of D. Assuming available right-of-way (ROW), implementing this improvement would reduce the impact to **less than significant**.

UN SIGNALIZED INTERSECTIONS

Fremont Boulevard and Old Warm Springs Boulevard

This intersection satisfies peak hour signal warrant criteria under Background plus Project Conditions. Signalizing the intersection would improve delay and LOS to an acceptable LOS in the AM but not in the PM. Combining signalization with the following configuration changes would bring it to an acceptable LOS of D in the PM:

- Convert northbound shared through/right-turn lane to right-turn lane
- Add two northbound through lanes

Grimmer Boulevard and Paseo Padre Parkway

This intersection satisfies peak hour signal warrant criteria under Background plus Project Conditions. Under Cumulative Conditions, this intersection is projected to operate at LOS F. Signalizing this intersection would bring it to an acceptable LOS of C in the PM, but not in the AM. Combining signalization with a TDM program would reduce delay, but not to an acceptable LOS in the PM.

Combining signalization with the following configuration changes would bring it to an acceptable LOS of D in the AM:

- Convert eastbound and westbound lanes to shared through/right-turn lanes
- Add a left-turn lane in the eastbound and westbound directions

FREEWAY RAMPS

Under Cumulative conditions, the following ramps exceed the ramp capacity with and without the project:

- I-680 southbound off-ramp to westbound Mission (AM)
- I-680 northbound off-ramp to eastbound Mission (PM)



- I-680 northbound on-ramp from eastbound Mission (PM)

Mitigations for freeway ramp impacts would require adding travel lanes and widening roadways. Limited funds and/or right-of-way for ramp-widening make this unlikely. Therefore, freeway ramp impacts are considered **significant and unavoidable**.

SUMMARY OF INTERSECTION IMPACTS

Table 18 summarizes intersection impacts and mitigation measures.

**TABLE 18:
SUMMARY OF INTERSECTION MITIGATION MEASURES**

Intersection	Mitigation	Impact Reduction	
		B+P	C+P
Mission Boulevard/Warm Springs Boulevard	<ul style="list-style-type: none"> • Add EB LT lane and receiving lane • Implement TDM program for employment uses with minimum 20% trip reduction • Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	*	No Feasible Mitigation
Warren Avenue/Kato Road	<ul style="list-style-type: none"> • Add NB LT lane • Implement TDM program for employment uses with minimum 20% trip reduction • Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	✓



**TABLE 18:
 SUMMARY OF INTERSECTION MITIGATION MEASURES**

Intersection	Mitigation	Impact Reduction	
		B+P	C+P
Grimmer Boulevard and Warm Springs Boulevard/Osgood Road	<ul style="list-style-type: none"> Construct cumulative improvements, or Implement TDM program for employment uses with minimum 20% trip reduction, or Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	✓	No Feasible Mitigation
Grimmer Boulevard and Old Warm Springs/Lopes Court	<ul style="list-style-type: none"> Implement TDM program for employment uses with minimum 20% trip reduction Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	✓



**TABLE 18:
SUMMARY OF INTERSECTION MITIGATION MEASURES**

Intersection	Mitigation	Impact Reduction	
		B+P	C+P
Auto Mall Parkway and Fremont Boulevard	<ul style="list-style-type: none"> Construct improvements and implement TDM program for employment uses with minimum 20% trip reduction: Convert SB shared through/right-turn lane to a right-turn lane, add a SB through lane, convert westbound shared through/right-turn lane to a right-turn lane, add a WB through lane, convert NB shared through/right-turn lane to a right-turn lane, and add a NB through lane. , or Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections (PM impact still remains) 	✓*	No Feasible Mitigation
Auto Mall Parkway and Osgood Road	<ul style="list-style-type: none"> Construct lane additions under Cumulative conditions (add a second WB through lane and convert the WB shared through/right-turn lane to a right-turn lane), and convert SB shared through/right-turn lane into a right-turn lane, and add a SB through lane, or Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	✓*	No Feasible Mitigation



**TABLE 18:
SUMMARY OF INTERSECTION MITIGATION MEASURES**

Intersection	Mitigation	Impact Reduction	
		B+P	C+P
Warm Springs Boulevard and Warren Avenue	<ul style="list-style-type: none"> Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	✓
Grimmer Boulevard and Fremont Boulevard	<ul style="list-style-type: none"> Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	No Feasible Mitigation
Fremont Boulevard and I-880 Northbound Ramps	<ul style="list-style-type: none"> Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	✓
Fremont Boulevard and I-880 Southbound Ramps	<ul style="list-style-type: none"> Construct 4th SB through lane Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	✓*
Auto Mall Parkway and South Grimmer Boulevard	<ul style="list-style-type: none"> Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	No Feasible Mitigation
Auto Mall Parkway and I-680 Southbound Ramps	<ul style="list-style-type: none"> Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	No Feasible Mitigation
Mission Boulevard and Mohave Drive	<ul style="list-style-type: none"> Adopt Warm Springs/South Fremont Community Plan allowing modified LOS standard (LOS E) for plan area intersections 	N/A	✓
Fremont Boulevard and Ingot Street/ Innovation Way	<ul style="list-style-type: none"> Add third SB through lane 	N/A	✓



**TABLE 18:
SUMMARY OF INTERSECTION MITIGATION MEASURES**

Intersection	Mitigation	Impact Reduction	
		B+P	C+P
Fremont Boulevard and Old Warm Springs Boulevard	<ul style="list-style-type: none"> Signalize intersection Convert NB shared through/right-turn lane to right-turn lane, and add two NB through lanes 	✓*	✓*
Grimmer Boulevard and Paseo Padre Parkway	<ul style="list-style-type: none"> Signalize intersection Convert EB and WB lanes to shared through/right-turn lane, and add EB and WB left-turn lanes 	N/A	✓*

Notes:

WB = Westbound EB = Eastbound NB = Northbound SB = Southbound SE = Southeast

- No modification necessary: intersection operates at its standard or better

✓ Improves vehicular operations to the intersection's LOS standard or below the four second criteria when compared to without project scenarios.

* Modification may not be feasible due to additional right-of-way acquisition, jurisdiction, or other factors.

Source: Fehr & Peers, 2013



CMP ROADWAY SEGMENTS

The results in **Tables F-1** through **F-4** in **Appendix D** indicate that the Community Plan would result in significant traffic impacts at the following roadway segments in the PM:

I-880 Northbound:

- Warren Avenue/Mission Boulevard to Fremont Boulevard (2035)
- Fremont Boulevard to Auto Mall Parkway (2020)
- Auto Mall Parkway to Stevenson Boulevard (2020 and 2035)

I-880 Southbound:

- Decoto Road to Thornton Avenue (84) (2020)
- Thornton Avenue (84) to Mowry Avenue (2020)

I-680 Northbound:

- Auto Mall Parkway to Washington Boulevard (2020)
- Washington Boulevard to Mission Boulevard (SR 238) (2035)

Eastbound Mission Boulevard:

- I-880 to Warm Springs Boulevard (2020 and 2035)
- Warm Springs Boulevard to I-680 (2020 and 2035)
- Durham Road to Washington Boulevard (2020)

Mitigation for roadway segment impacts would require adding travel lanes and widening roadways throughout the city. As the area is predominantly built out, there is little opportunity to widen roadways within the available right-of-way. Therefore any widening would require property acquisition. Due to the number of affected properties and financial implications, roadway segment impacts are considered **significant and unavoidable**.

VTA FREEWAY SEGMENTS

The results in **Tables F-1** through **F-4** in **Appendix D** indicate that the Community Plan would result in significant traffic impacts at the following roadway segments:

I-880 Northbound:



- Great Mall to Calaveras (PM)
- Calaveras to Dixon Landing (PM)

I-880 Southbound:

- Dixon Landing to Calaveras (AM)
- Calaveras to Great Mall (AM)
- Montague to Brokaw (PM)
- Brokaw to US-101 (PM)

I-680 Southbound:

- Yosemite to Montague (PM)
- Montague to N. Capitol (PM)
- N. Capitol to Hostetter (PM)
- Hostetter to Berryessa (PM)

Mitigation for roadway segment impacts would require adding travel lanes and widening roadways throughout the city. As the areas bordering these freeways are predominantly built out, there is little opportunity to widen roadways within the available right-of-way. Therefore any widening would require property acquisition. Due to the number of affected properties and financial implications, roadway segment impacts are considered **significant and unavoidable**.



**APPENDIX A:
EXISTING TRAFFIC COUNTS**



**APPENDIX B:
INTERSECTION LEVEL OF SERVICE CALCULATIONS**



**APPENDIX C:
APPROVED DEVELOPMENT TRIP GENERATION**



**APPENDIX D:
CMP ANALYSIS TABLES**



**APPENDIX E:
SIGNAL WARRANT ANALYSIS SPREADSHEETS**



**APPENDIX F:
TRIP GENERATION SPREADSHEETS**



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Groups Printed- Vehicles

Start Time	MISSION BLVD Southbound					PASEO PADRE PKWY Westbound					MISSION BLVD Northbound					PASEO PADRE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	91	6	0	98	5	9	9	2	25	1	23	8	0	32	20	12	2	0	34	189
07:15 AM	3	129	7	4	143	11	15	9	0	35	8	30	10	0	48	28	15	2	2	47	273
07:30 AM	4	135	18	0	157	15	32	22	0	69	3	56	20	0	79	33	15	2	1	51	356
07:45 AM	6	174	9	0	189	18	18	15	0	51	3	79	14	1	97	33	17	2	0	52	389
Total	14	529	40	4	587	49	74	55	2	180	15	188	52	1	256	114	59	8	3	184	1207
08:00 AM	2	187	24	0	213	18	11	11	0	40	1	79	17	0	97	38	24	6	2	70	420
08:15 AM	1	214	24	2	241	13	8	12	0	33	2	62	23	1	88	50	14	11	2	77	439
08:30 AM	8	227	42	0	277	10	12	16	0	38	3	63	17	0	83	62	27	3	0	92	490
08:45 AM	3	230	31	1	265	15	5	16	0	36	3	63	17	1	84	58	23	0	0	81	466
Total	14	858	121	3	996	56	36	55	0	147	9	267	74	2	352	208	88	20	4	320	1815
Grand Total	28	1387	161	7	1583	105	110	110	2	327	24	455	126	3	608	322	147	28	7	504	3022
Apprch %	1.8	87.6	10.2	0.4		32.1	33.6	33.6	0.6		3.9	74.8	20.7	0.5		63.9	29.2	5.6	1.4		
Total %	0.9	45.9	5.3	0.2	52.4	3.5	3.6	3.6	0.1	10.8	0.8	15.1	4.2	0.1	20.1	10.7	4.9	0.9	0.2	16.7	

Start Time	MISSION BLVD Southbound				PASEO PADRE PKWY Westbound				MISSION BLVD Northbound				PASEO PADRE PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
08:00 AM	2	187	24	213	18	11	11	40	1	79	17	97	38	24	6	68	418
08:15 AM	1	214	24	239	13	8	12	33	2	62	23	87	50	14	11	75	434
08:30 AM	8	227	42	277	10	12	16	38	3	63	17	83	62	27	3	92	490
08:45 AM	3	230	31	264	15	5	16	36	3	63	17	83	58	23	0	81	464
Total Volume	14	858	121	993	56	36	55	147	9	267	74	350	208	88	20	316	1806
% App. Total	1.4	86.4	12.2		38.1	24.5	37.4		2.6	76.3	21.1		65.8	27.8	6.3		
PHF	.438	.933	.720	.896	.778	.750	.859	.919	.750	.845	.804	.902	.839	.815	.455	.859	.921

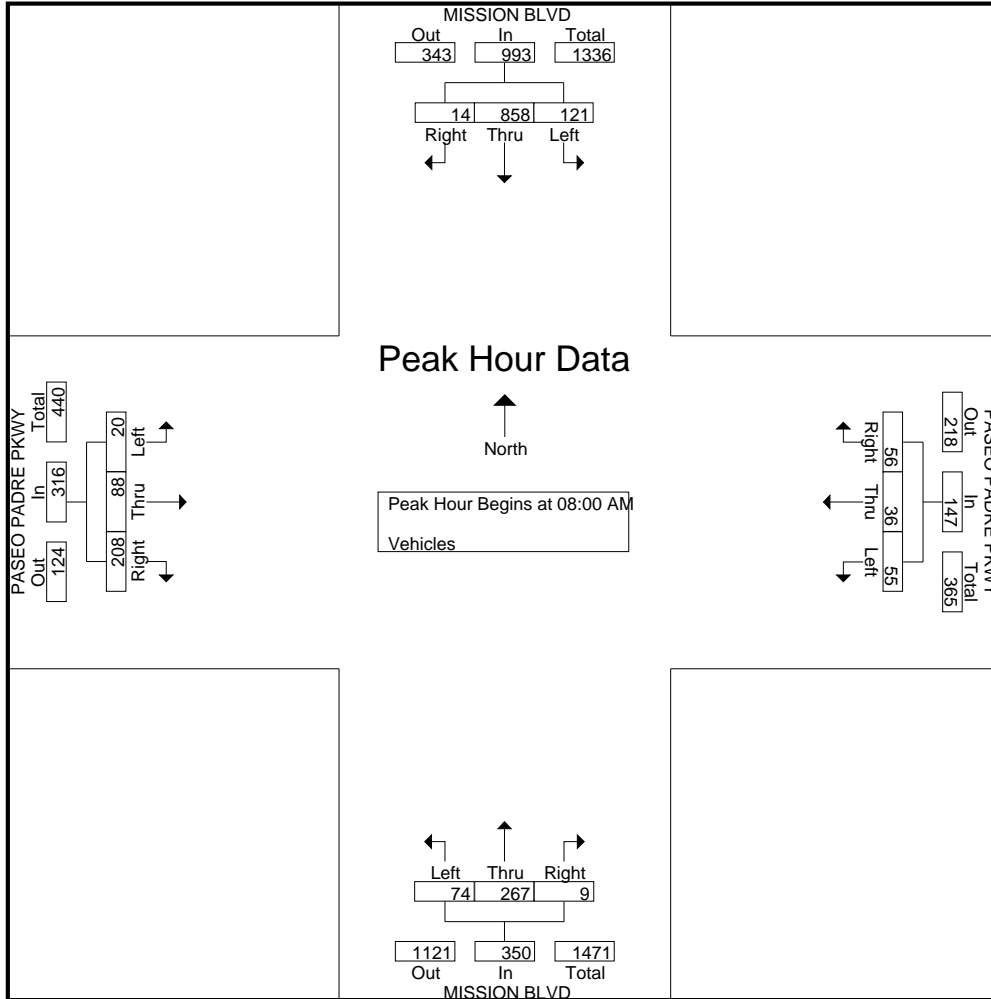
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

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Groups Printed- Bikes

Start Time	MISSION BLVD Southbound					PASEO PADRE PKWY Westbound					MISSION BLVD Northbound					PASEO PADRE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Apprch %	0	25	75	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	20	60	0	80	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	

Start Time	MISSION BLVD Southbound				PASEO PADRE PKWY Westbound				MISSION BLVD Northbound				PASEO PADRE PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	2	3	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	0	33.3	66.7		0	0	0		0	0	0		0	100	0		
PHF	.000	.250	.500	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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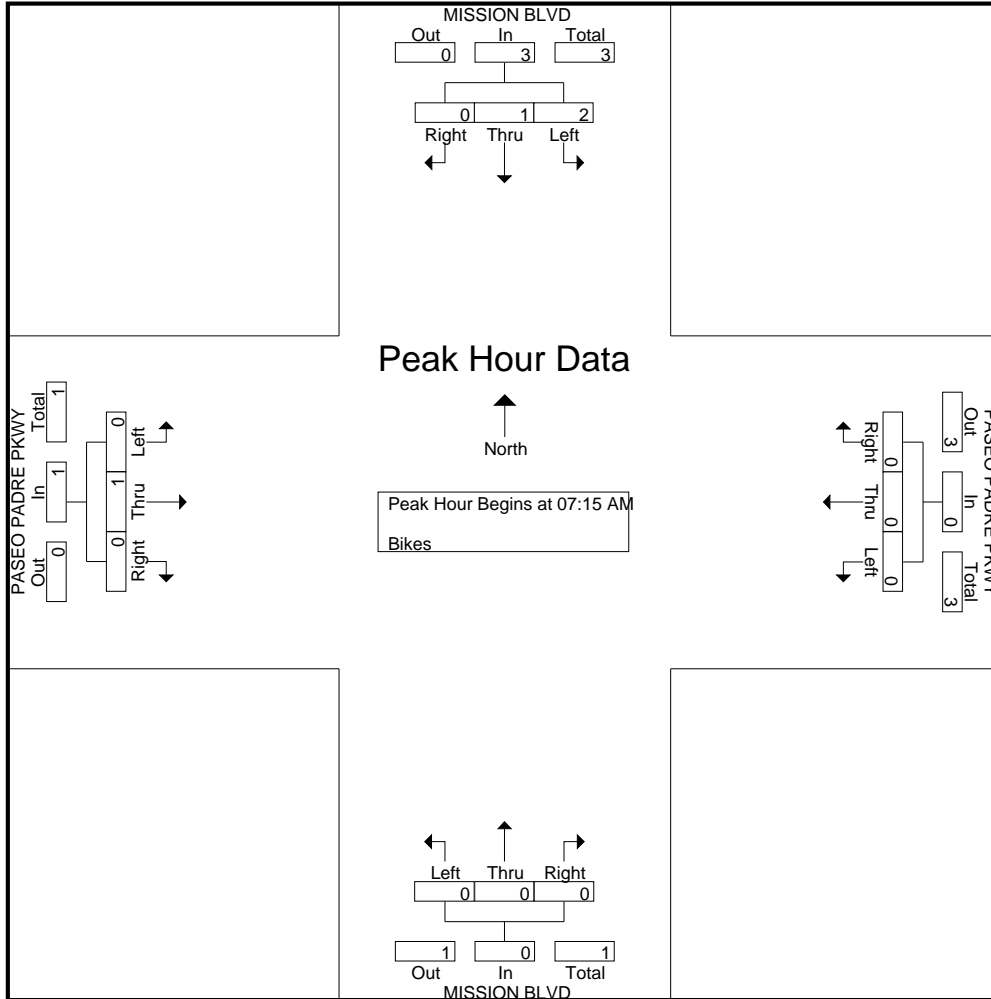
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Groups Printed- Vehicles

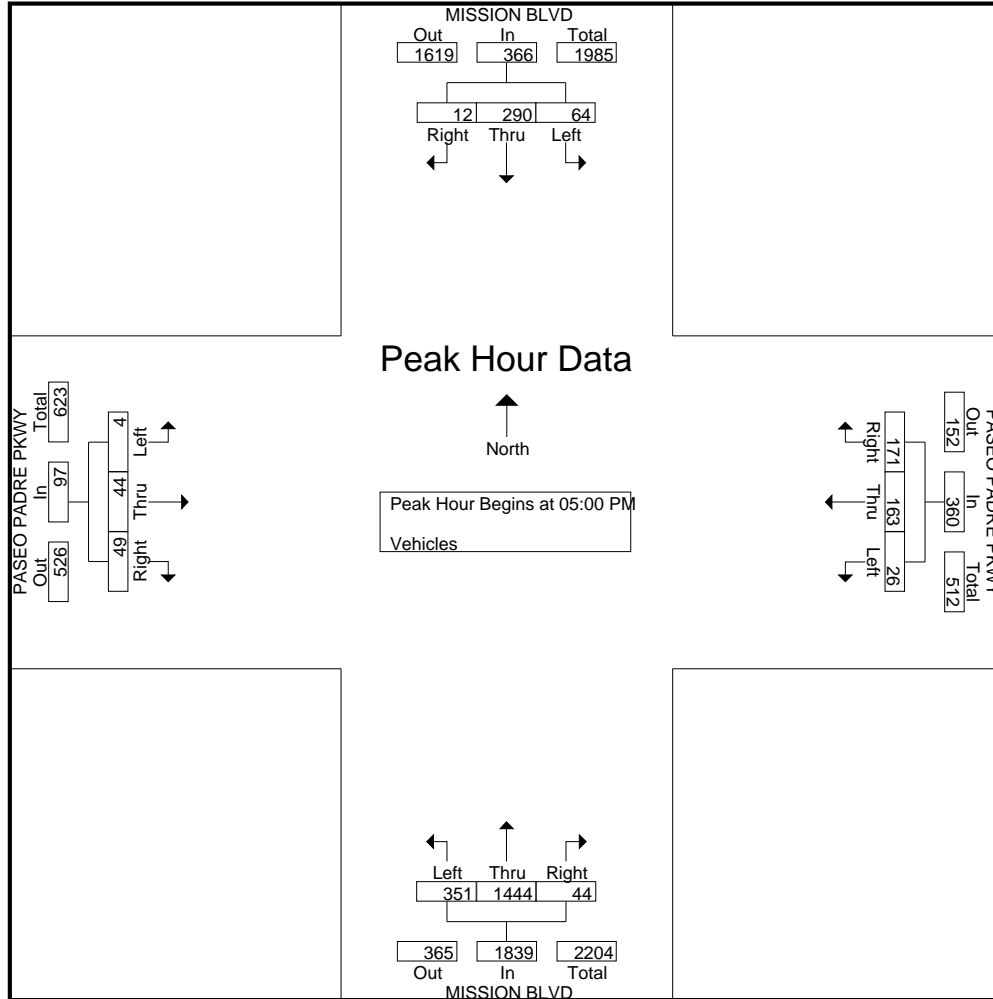
Start Time	MISSION BLVD Southbound					PASEO PADRE PKWY Westbound					MISSION BLVD Northbound					PASEO PADRE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	84	12	2	98	27	23	5	0	55	7	202	61	0	270	13	17	2	0	32	455
04:15 PM	3	76	8	3	90	34	22	5	1	62	7	242	63	0	312	13	19	2	0	34	498
04:30 PM	1	81	8	0	90	29	17	5	0	51	4	252	74	0	330	12	13	2	0	27	498
04:45 PM	6	77	11	3	97	37	23	10	0	70	8	277	83	2	370	15	12	1	0	28	565
Total	10	318	39	8	375	127	85	25	1	238	26	973	281	2	1282	53	61	7	0	121	2016
05:00 PM	1	81	19	0	101	41	46	9	0	96	11	267	84	0	362	18	7	0	0	25	584
05:15 PM	3	71	13	0	87	32	46	7	1	86	12	414	88	0	514	13	10	2	1	26	713
05:30 PM	1	74	16	0	91	45	38	6	0	89	13	429	110	0	552	8	12	0	0	20	752
05:45 PM	7	64	16	1	88	53	33	4	0	90	8	334	69	0	411	10	15	2	2	29	618
Total	12	290	64	1	367	171	163	26	1	361	44	1444	351	0	1839	49	44	4	3	100	2667
Grand Total	22	608	103	9	742	298	248	51	2	599	70	2417	632	2	3121	102	105	11	3	221	4683
Apprch %	3	81.9	13.9	1.2		49.7	41.4	8.5	0.3		2.2	77.4	20.2	0.1		46.2	47.5	5	1.4		
Total %	0.5	13	2.2	0.2	15.8	6.4	5.3	1.1	0	12.8	1.5	51.6	13.5	0	66.6	2.2	2.2	0.2	0.1	4.7	

Start Time	MISSION BLVD Southbound				PASEO PADRE PKWY Westbound				MISSION BLVD Northbound				PASEO PADRE PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	81	19	101	41	46	9	96	11	267	84	362	18	7	0	25	584
05:15 PM	3	71	13	87	32	46	7	85	12	414	88	514	13	10	2	25	711
05:30 PM	1	74	16	91	45	38	6	89	13	429	110	552	8	12	0	20	752
05:45 PM	7	64	16	87	53	33	4	90	8	334	69	411	10	15	2	27	615
Total Volume	12	290	64	366	171	163	26	360	44	1444	351	1839	49	44	4	97	2662
% App. Total	3.3	79.2	17.5		47.5	45.3	7.2		2.4	78.5	19.1		50.5	45.4	4.1		
PHF	.429	.895	.842	.906	.807	.886	.722	.938	.846	.841	.798	.833	.681	.733	.500	.898	.885

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Groups Printed- Bikes

Start Time	MISSION BLVD Southbound					PASEO PADRE PKWY Westbound					MISSION BLVD Northbound					PASEO PADRE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	6
Apprch %	0	100	0	0		25	75	0	0		0	0	0	0		0	100	0	0		
Total %	0	16.7	0	0	16.7	16.7	50	0	0	66.7	0	0	0	0	0	0	16.7	0	0	16.7	

Start Time	MISSION BLVD Southbound				PASEO PADRE PKWY Westbound				MISSION BLVD Northbound				PASEO PADRE PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	
04:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	1	2	0	3	0	0	0	0	0	0	0	0	
% App. Total	0	100	0		33.3	66.7	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.250	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

Traffic Data Service

Campbell, CA

(408) 377-2988

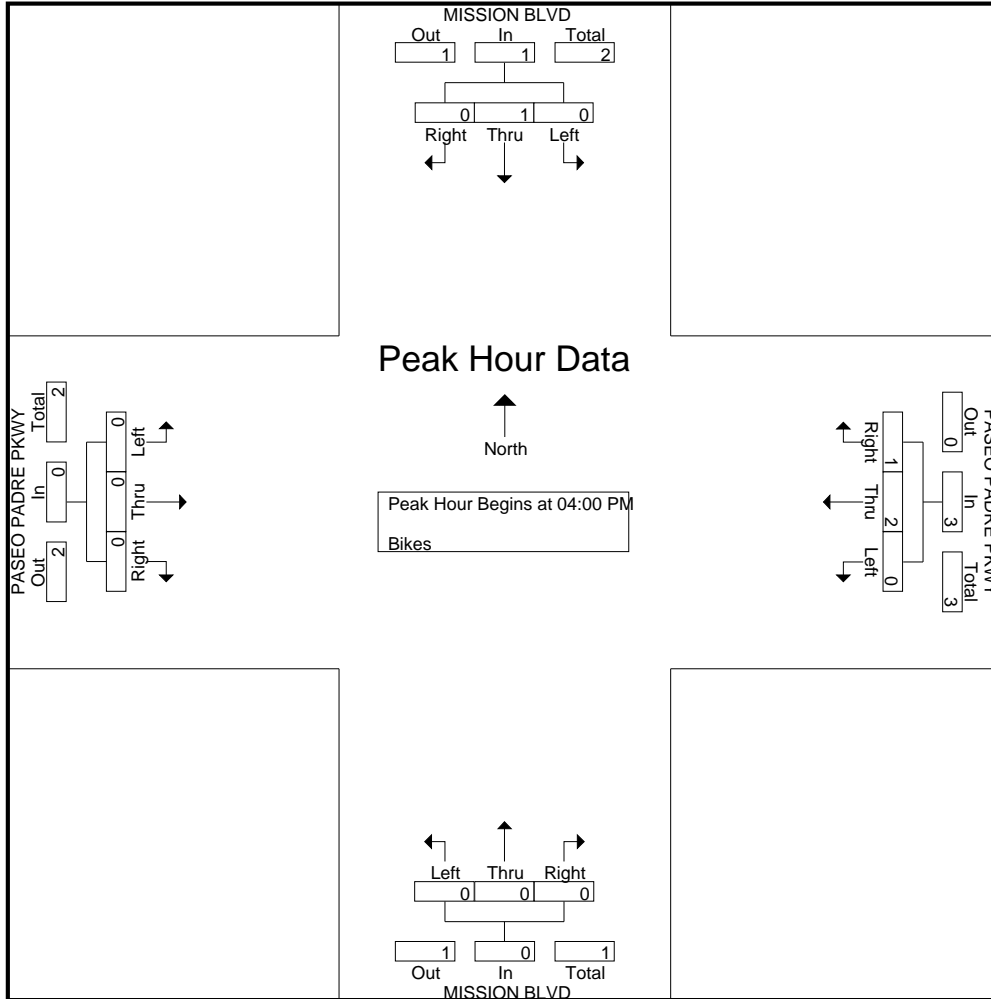
tdsbay@cs.com

File Name : 3PM FINAL

Site Code : 00000003

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 9AM FINAL
 Site Code : 00000009
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

Start Time	PASEO PADRE PKWY Southbound					S. GRIMMER BLVD Westbound					PASEO PADRE PKWY Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	10	14	3	2	29	1	17	0	1	19	1	10	15	0	26	2	6	1	1	10	84
07:15 AM	13	17	2	2	34	0	26	0	3	29	1	4	15	0	20	7	6	5	0	18	101
07:30 AM	15	19	4	1	39	3	48	0	3	54	1	10	44	0	55	9	11	7	0	27	175
07:45 AM	20	28	11	2	61	5	55	2	3	65	2	16	34	0	52	11	22	5	3	41	219
Total	58	78	20	7	163	9	146	2	10	167	5	40	108	0	153	29	45	18	4	96	579
08:00 AM	28	19	43	3	93	23	39	1	3	66	1	16	15	4	36	17	61	4	6	88	283
08:15 AM	26	38	41	11	116	44	77	0	16	137	0	24	33	16	73	14	30	2	8	54	380
08:30 AM	34	41	5	2	82	11	48	1	3	63	1	12	15	2	30	7	13	1	3	24	199
08:45 AM	31	37	5	3	76	7	45	0	0	52	0	9	20	1	30	12	7	3	1	23	181
Total	119	135	94	19	367	85	209	2	22	318	2	61	83	23	169	50	111	10	18	189	1043
Grand Total	177	213	114	26	530	94	355	4	32	485	7	101	191	23	322	79	156	28	22	285	1622
Apprch %	33.4	40.2	21.5	4.9		19.4	73.2	0.8	6.6		2.2	31.4	59.3	7.1		27.7	54.7	9.8	7.7		
Total %	10.9	13.1	7	1.6	32.7	5.8	21.9	0.2	2	29.9	0.4	6.2	11.8	1.4	19.9	4.9	9.6	1.7	1.4	17.6	

Start Time	PASEO PADRE PKWY Southbound				S. GRIMMER BLVD Westbound				PASEO PADRE PKWY Northbound				S. GRIMMER BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	20	28	11	59	5	55	2	62	2	16	34	52	11	22	5	38	211
08:00 AM	28	19	43	90	23	39	1	63	1	16	15	32	17	61	4	82	267
08:15 AM	26	38	41	105	44	77	0	121	0	24	33	57	14	30	2	46	329
08:30 AM	34	41	5	80	11	48	1	60	1	12	15	28	7	13	1	21	189
Total Volume	108	126	100	334	83	219	4	306	4	68	97	169	49	126	12	187	996
% App. Total	32.3	37.7	29.9		27.1	71.6	1.3		2.4	40.2	57.4		26.2	67.4	6.4		
PHF	.794	.768	.581	.795	.472	.711	.500	.632	.500	.708	.713	.741	.721	.516	.600	.570	.757

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

Traffic Data Service

Campbell, CA

(408) 377-2988

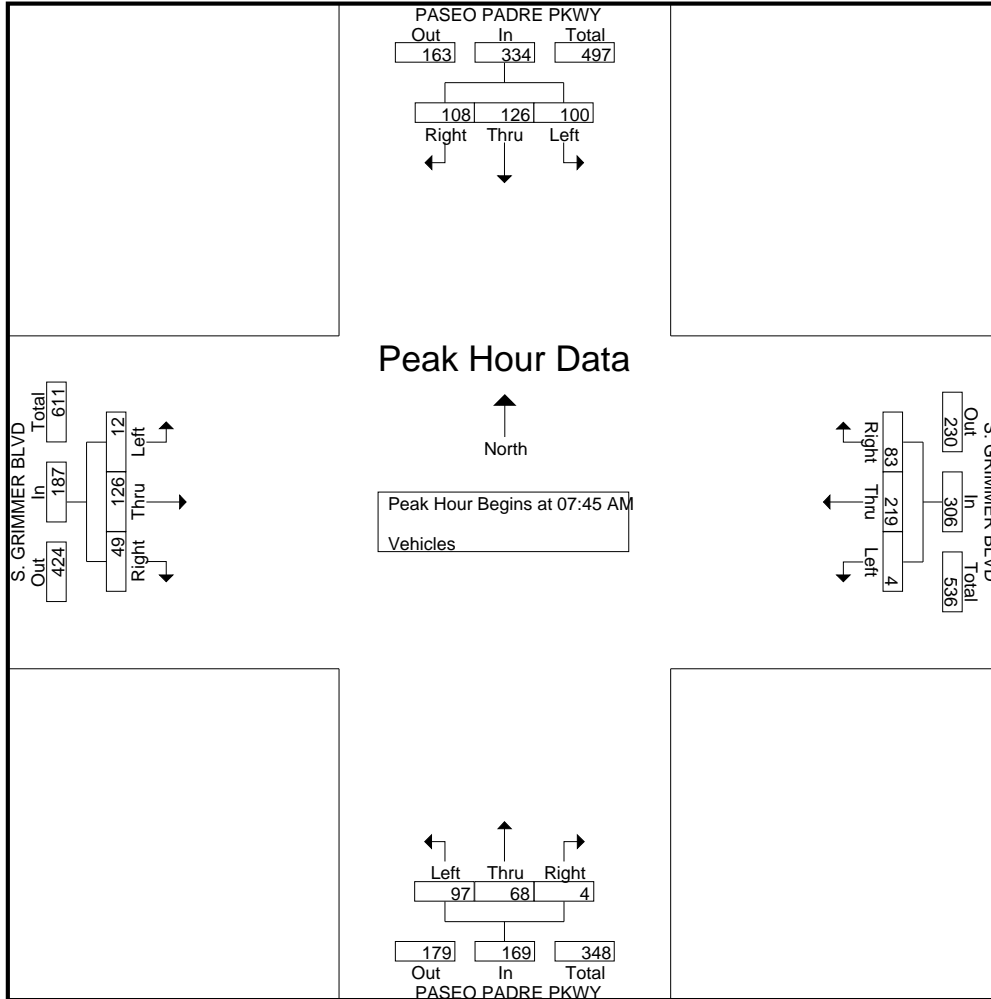
tdsbay@cs.com

File Name : 9AM FINAL

Site Code : 00000009

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 9AM FINAL
 Site Code : 00000009
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	PASEO PADRE PKWY Southbound					S. GRIMMER BLVD Westbound					PASEO PADRE PKWY Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	

Start Time	PASEO PADRE PKWY Southbound				S. GRIMMER BLVD Westbound				PASEO PADRE PKWY Northbound				S. GRIMMER BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Traffic Data Service

Campbell, CA

(408) 377-2988

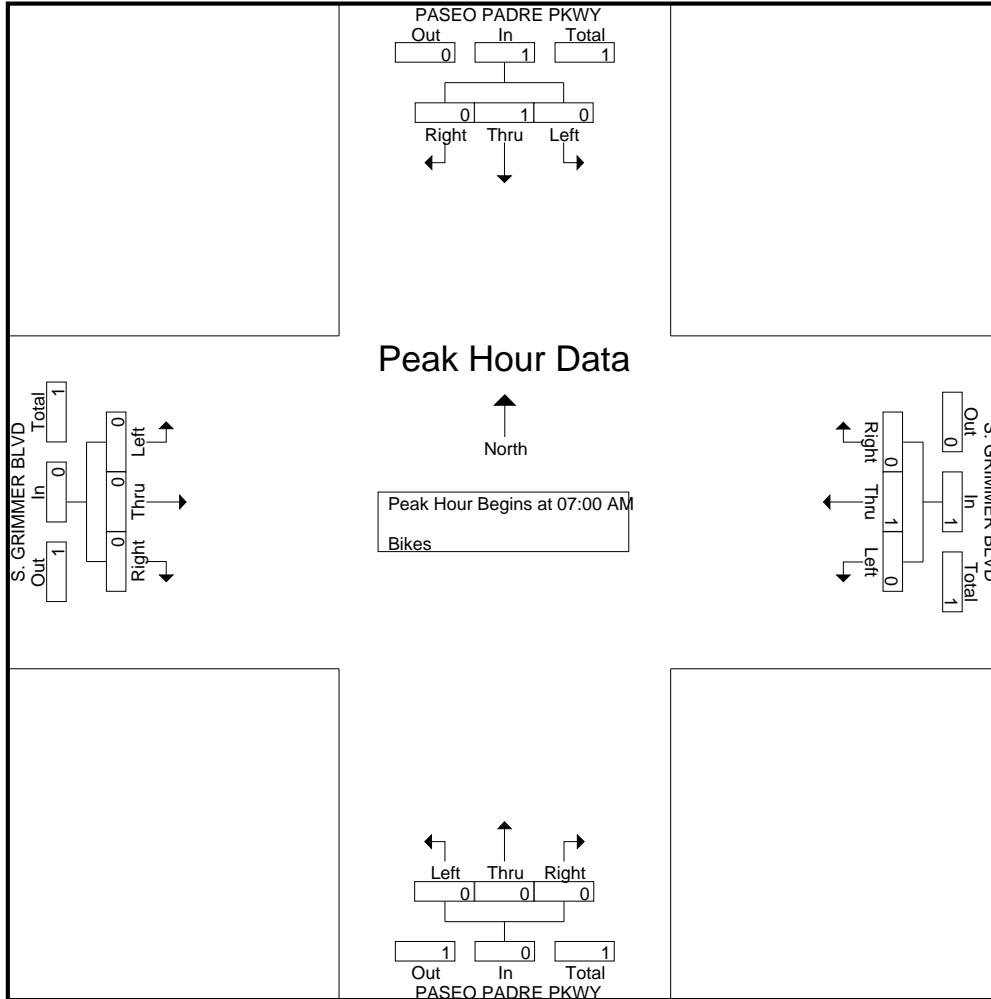
tdsbay@cs.com

File Name : 9AM FINAL

Site Code : 00000009

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 9PM FINAL
 Site Code : 00000009
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

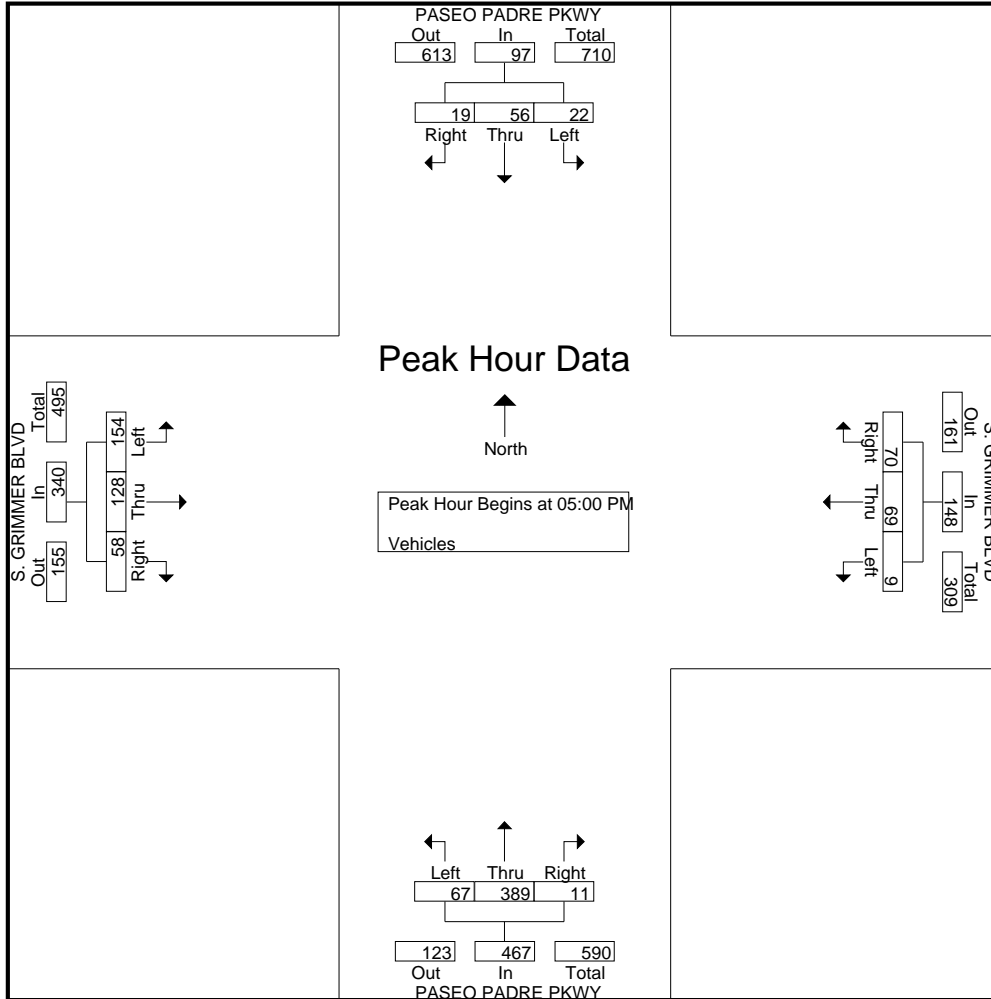
Start Time	PASEO PADRE PKWY Southbound					S. GRIMMER BLVD Westbound					PASEO PADRE PKWY Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	16	4	0	26	9	18	1	0	28	0	57	11	0	68	12	19	24	0	55	177
04:15 PM	4	23	2	0	29	8	20	1	1	30	3	62	13	0	78	7	17	35	1	60	197
04:30 PM	9	16	8	1	34	7	13	4	1	25	2	72	13	0	87	12	23	24	0	59	205
04:45 PM	7	15	6	1	29	10	18	2	2	32	2	81	9	1	93	19	20	23	0	62	216
Total	26	70	20	2	118	34	69	8	4	115	7	272	46	1	326	50	79	106	1	236	795
05:00 PM	4	15	2	0	21	12	10	3	0	25	4	86	21	0	111	9	27	36	2	74	231
05:15 PM	9	14	5	0	28	21	23	4	0	48	3	112	16	1	132	19	26	39	0	84	292
05:30 PM	4	14	8	0	26	20	20	0	0	40	0	110	15	0	125	12	37	34	0	83	274
05:45 PM	2	13	7	0	22	17	16	2	1	36	4	81	15	1	101	18	38	45	1	102	261
Total	19	56	22	0	97	70	69	9	1	149	11	389	67	2	469	58	128	154	3	343	1058
Grand Total	45	126	42	2	215	104	138	17	5	264	18	661	113	3	795	108	207	260	4	579	1853
Apprch %	20.9	58.6	19.5	0.9		39.4	52.3	6.4	1.9		2.3	83.1	14.2	0.4		18.7	35.8	44.9	0.7		
Total %	2.4	6.8	2.3	0.1	11.6	5.6	7.4	0.9	0.3	14.2	1	35.7	6.1	0.2	42.9	5.8	11.2	14	0.2	31.2	

Start Time	PASEO PADRE PKWY Southbound				S. GRIMMER BLVD Westbound				PASEO PADRE PKWY Northbound				S. GRIMMER BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	15	2	21	12	10	3	25	4	86	21	111	9	27	36	72	229
05:15 PM	9	14	5	28	21	23	4	48	3	112	16	131	19	26	39	84	291
05:30 PM	4	14	8	26	20	20	0	40	0	110	15	125	12	37	34	83	274
05:45 PM	2	13	7	22	17	16	2	35	4	81	15	100	18	38	45	101	258
Total Volume	19	56	22	97	70	69	9	148	11	389	67	467	58	128	154	340	1052
% App. Total	19.6	57.7	22.7		47.3	46.6	6.1		2.4	83.3	14.3		17.1	37.6	45.3		
PHF	.528	.933	.688	.866	.833	.750	.563	.771	.688	.868	.798	.891	.763	.842	.856	.842	.904

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 9PM FINAL
Site Code : 00000009
Start Date : 5/15/2013
Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 9PM FINAL
 Site Code : 00000009
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	PASEO PADRE PKWY Southbound					S. GRIMMER BLVD Westbound					PASEO PADRE PKWY Northbound					S. GRIMMER BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	5
Grand Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	7
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		0	
Total %	0	57.1	0	0	57.1	0	0	0	0	0	0	28.6	0	0	28.6	0	14.3	0	0	14.3	0	

Start Time	PASEO PADRE PKWY Southbound				S. GRIMMER BLVD Westbound				PASEO PADRE PKWY Northbound				S. GRIMMER BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.625

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Traffic Data Service

Campbell, CA

(408) 377-2988

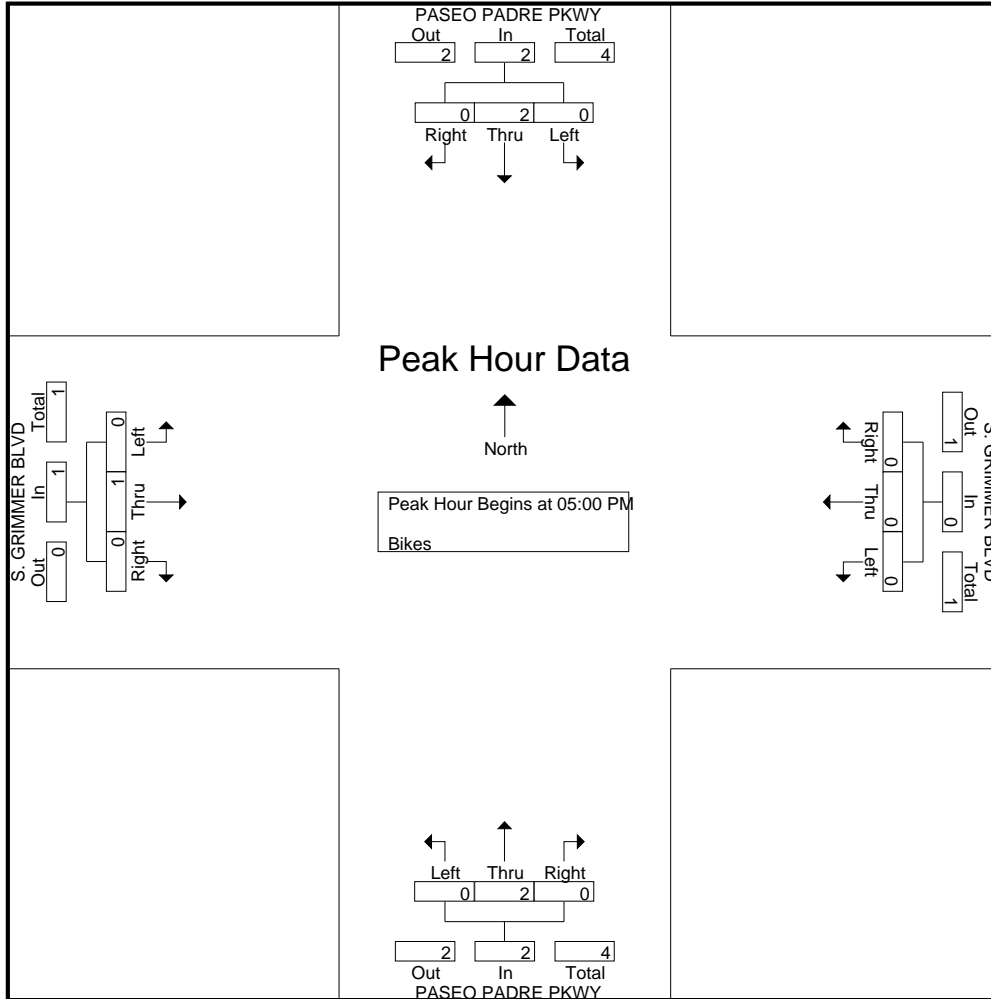
tdsbay@cs.com

File Name : 9PM FINAL

Site Code : 00000009

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 11AM FINAL
 Site Code : 00000011
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

Start Time	OLD WARM SPRINGS BLVD Southbound					S. GRIMMER BLVD Westbound					LOPES CT Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	0	16	0	20	18	75	0	0	93	1	0	1	0	2	0	45	3	0	48	163
07:15 AM	3	0	13	0	16	52	88	0	0	140	0	0	0	0	0	0	60	0	0	60	216
07:30 AM	0	0	23	0	23	85	150	0	0	235	0	1	0	0	1	0	90	1	0	91	350
07:45 AM	5	0	80	0	85	82	163	2	0	247	1	0	0	0	1	0	86	2	0	88	421
Total	12	0	132	0	144	237	476	2	0	715	2	1	1	0	4	0	281	6	0	287	1150
08:00 AM	5	1	101	0	107	29	107	1	0	137	2	0	0	0	2	1	111	2	0	114	360
08:15 AM	4	0	53	0	57	21	151	1	0	173	3	0	0	0	3	1	77	4	0	82	315
08:30 AM	7	0	41	0	48	17	139	0	0	156	1	0	0	0	1	2	107	3	0	112	317
08:45 AM	6	0	29	0	35	19	153	3	0	175	1	0	0	0	1	0	110	2	0	112	323
Total	22	1	224	0	247	86	550	5	0	641	7	0	0	0	7	4	405	11	0	420	1315
Grand Total	34	1	356	0	391	323	1026	7	0	1356	9	1	1	0	11	4	686	17	0	707	2465
Apprch %	8.7	0.3	91	0		23.8	75.7	0.5	0		81.8	9.1	9.1	0		0.6	97	2.4	0		
Total %	1.4	0	14.4	0	15.9	13.1	41.6	0.3	0	55	0.4	0	0	0	0.4	0.2	27.8	0.7	0	28.7	

Start Time	OLD WARM SPRINGS BLVD Southbound					S. GRIMMER BLVD Westbound					LOPES CT Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	23	0	23	85	150	0	0	235	0	1	0	0	1	0	90	1	0	91	350
07:45 AM	5	0	80	0	85	82	163	2	0	247	1	0	0	0	1	0	86	2	0	88	421
08:00 AM	5	1	101	0	107	29	107	1	0	137	2	0	0	0	2	1	111	2	0	114	360
08:15 AM	4	0	53	0	57	21	151	1	0	173	3	0	0	0	3	1	77	4	0	82	315
Total Volume	14	1	257	0	272	217	571	4	0	792	6	1	0	0	7	2	364	9	0	375	1446
% App. Total	5.1	0.4	94.5	0		27.4	72.1	0.5	0		85.7	14.3	0	0		0.5	97.1	2.4	0		
PHF	.700	.250	.636	0	.636	.638	.876	.500	0	.802	.500	.250	.000	0	.583	.500	.820	.563	0	.822	.859

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Traffic Data Service

Campbell, CA

(408) 377-2988

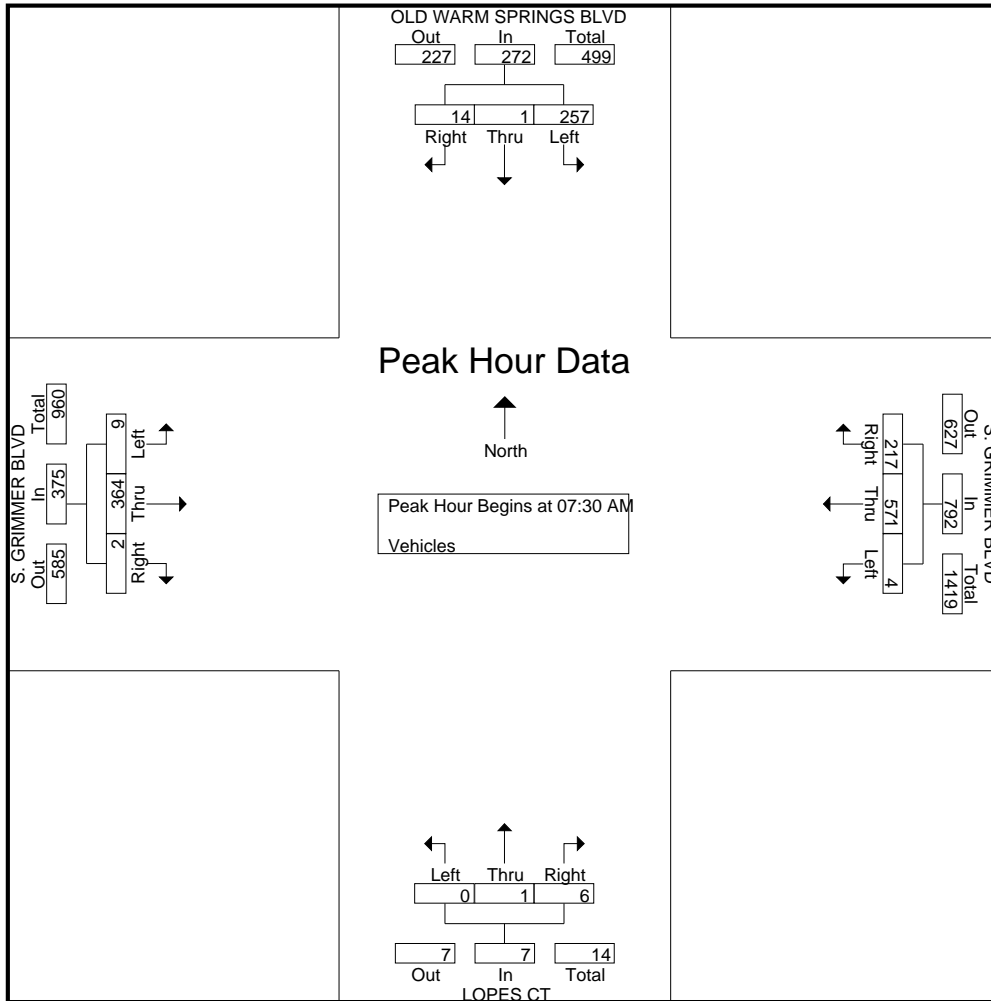
tdsbay@cs.com

File Name : 11AM FINAL

Site Code : 00000011

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 11AM FINAL
 Site Code : 00000011
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	OLD WARM SPRINGS BLVD Southbound					S. GRIMMER BLVD Westbound					LOPES CT Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	3	0	3	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Apprch %	0	0	100	0		75	25	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	42.9	0	42.9	42.9	14.3	0	0	57.1	0	0	0	0	0	0	0	0	0	0	

Start Time	OLD WARM SPRINGS BLVD Southbound				S. GRIMMER BLVD Westbound				LOPES CT Northbound				S. GRIMMER BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	3	0	0	3	0	0	0	0	0	0	0	0	5
% App. Total	0	0	100		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.500	.500	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.417

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Traffic Data Service

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(408) 377-2988

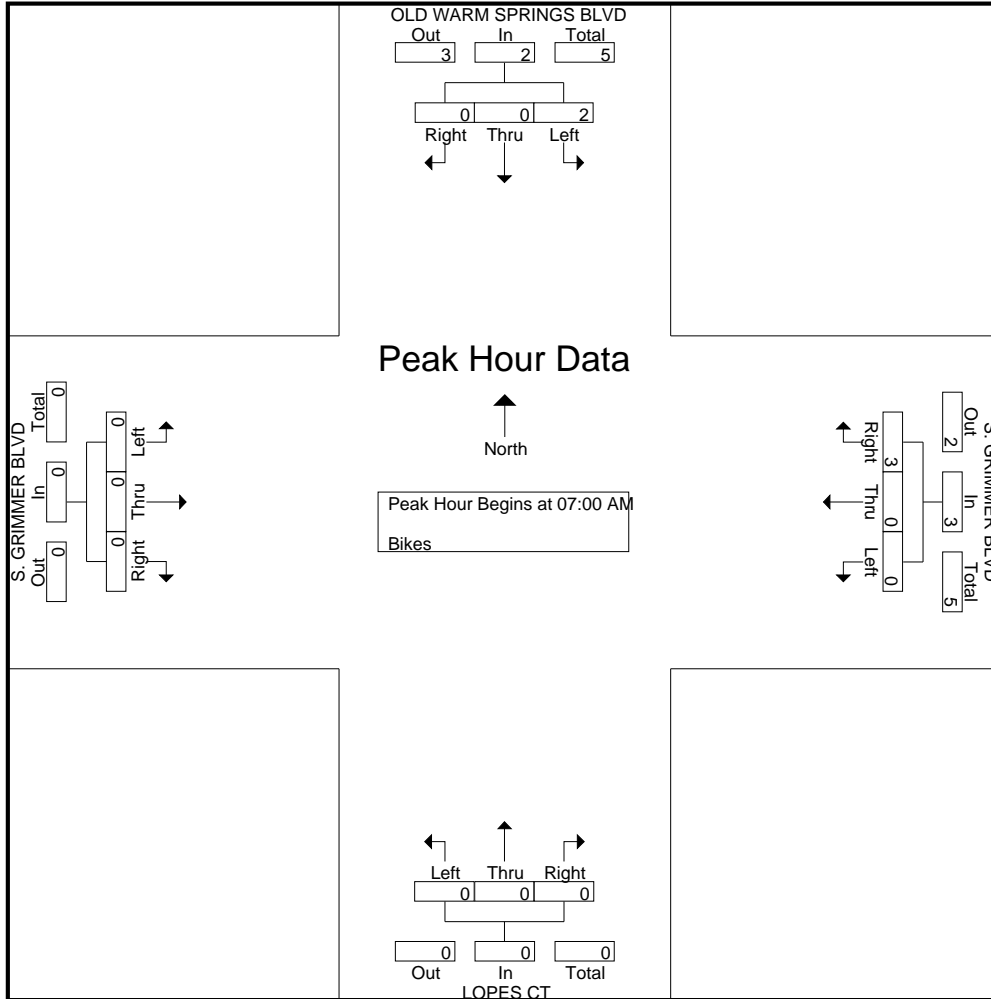
tdsbay@cs.com

File Name : 11AM FINAL

Site Code : 00000011

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

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(408) 377-2988
tdsbay@cs.com

File Name : 11PM FINAL
Site Code : 00000011
Start Date : 5/15/2013
Page No : 1

Groups Printed- Vehicles

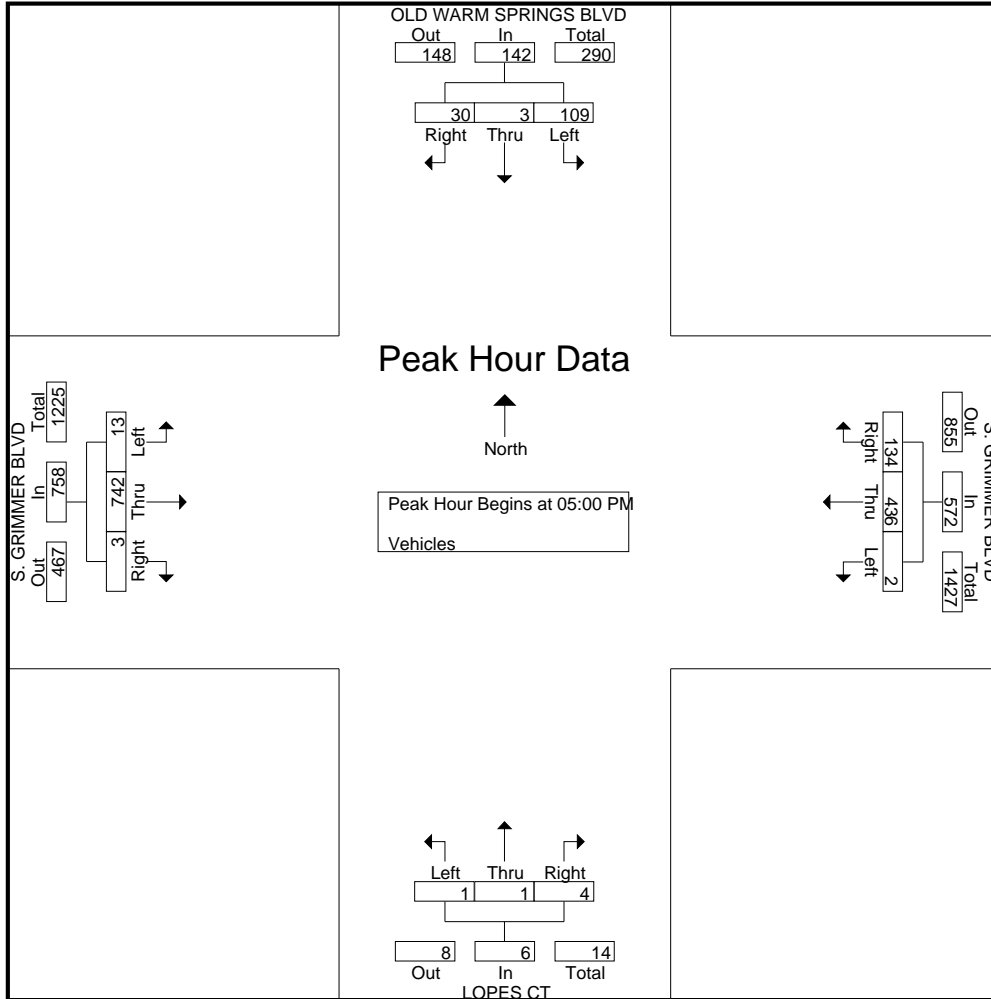
Start Time	OLD WARM SPRINGS BLVD Southbound					S. GRIMMER BLVD Westbound					LOPES CT Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	3	0	31	0	34	24	116	0	0	140	0	1	0	0	1	0	189	4	0	193	368
04:15 PM	7	2	19	0	28	22	83	1	0	106	3	2	0	0	5	2	201	5	0	208	347
04:30 PM	4	0	47	0	51	22	106	0	0	128	0	0	1	0	1	1	181	0	0	182	362
04:45 PM	10	0	29	0	39	31	91	2	0	124	1	1	1	0	3	1	186	4	0	191	357
Total	24	2	126	0	152	99	396	3	0	498	4	4	2	0	10	4	757	13	0	774	1434
05:00 PM	5	1	25	0	31	29	94	1	0	124	1	0	0	0	1	0	171	3	0	174	330
05:15 PM	11	1	23	0	35	31	118	0	0	149	1	1	1	0	3	2	167	2	0	171	358
05:30 PM	8	1	32	0	41	40	106	0	0	146	1	0	0	0	1	1	192	4	0	197	385
05:45 PM	6	0	29	0	35	34	118	1	0	153	1	0	0	0	1	0	212	4	0	216	405
Total	30	3	109	0	142	134	436	2	0	572	4	1	1	0	6	3	742	13	0	758	1478
Grand Total	54	5	235	0	294	233	832	5	0	1070	8	5	3	0	16	7	1499	26	0	1532	2912
Apprch %	18.4	1.7	79.9	0		21.8	77.8	0.5	0		50	31.2	18.8	0		0.5	97.8	1.7	0		
Total %	1.9	0.2	8.1	0	10.1	8	28.6	0.2	0	36.7	0.3	0.2	0.1	0	0.5	0.2	51.5	0.9	0	52.6	

Start Time	OLD WARM SPRINGS BLVD Southbound					S. GRIMMER BLVD Westbound					LOPES CT Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	1	25	0	31	29	94	1	0	124	1	0	0	0	1	0	171	3	0	174	330
05:15 PM	11	1	23	0	35	31	118	0	0	149	1	1	1	0	3	2	167	2	0	171	358
05:30 PM	8	1	32	0	41	40	106	0	0	146	1	0	0	0	1	1	192	4	0	197	385
05:45 PM	6	0	29	0	35	34	118	1	0	153	1	0	0	0	1	0	212	4	0	216	405
Total Volume	30	3	109	0	142	134	436	2	0	572	4	1	1	0	6	3	742	13	0	758	1478
% App. Total	21.1	2.1	76.8	0		23.4	76.2	0.3	0		66.7	16.7	16.7	0		0.4	97.9	1.7	0		
PHF	.682	.750	.852	0	.866	.838	.924	.500	0	.935	1.00	.250	.250	0	.500	.375	.875	.813	0	.877	.912

Traffic Data Service

Campbell, CA
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tdsbay@cs.com

File Name : 11PM FINAL
Site Code : 0000011
Start Date : 5/15/2013
Page No : 2



Traffic Data Service

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 tdsbay@cs.com

File Name : 11PM FINAL
 Site Code : 00000011
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

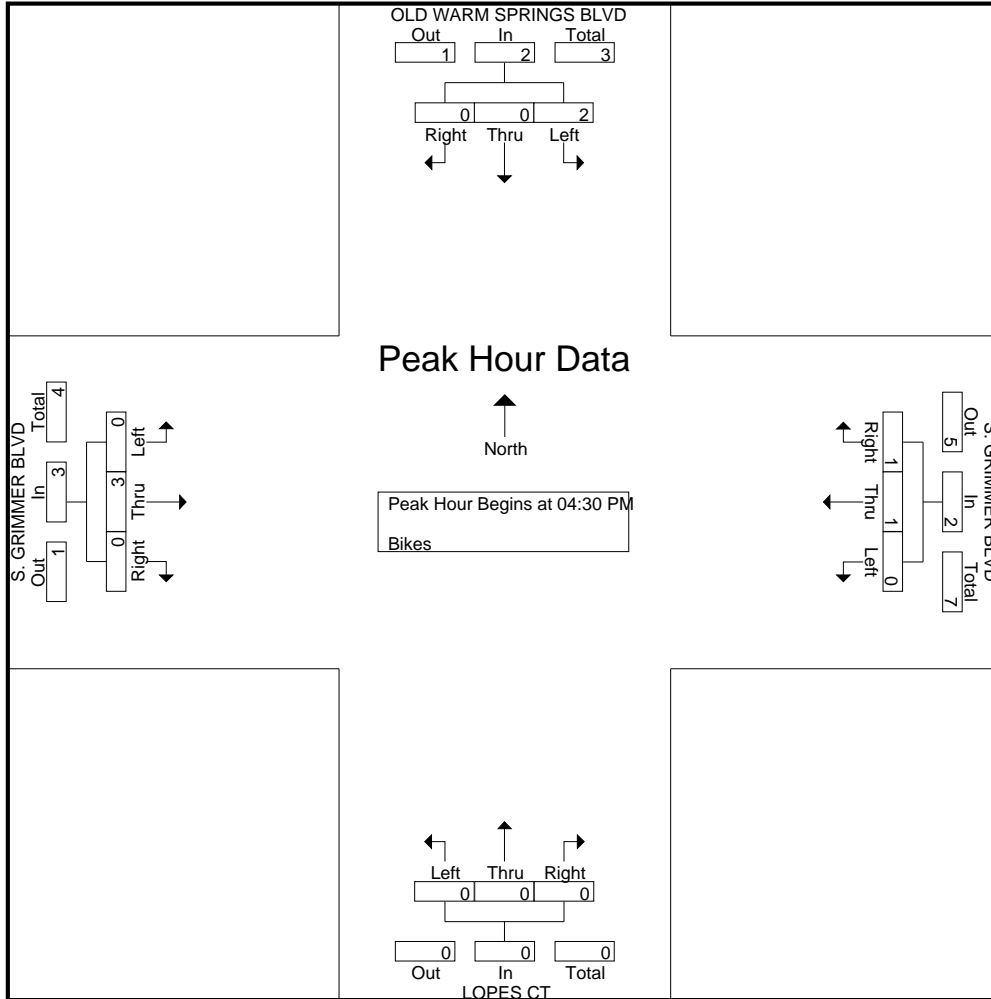
Start Time	OLD WARM SPRINGS BLVD Southbound					S. GRIMMER BLVD Westbound					LOPES CT Northbound					S. GRIMMER BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
Grand Total	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	13
Apprch %	0	0	100	0		20	80	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	23.1	0	23.1	7.7	30.8	0	0	38.5	0	0	0	0	0	0	38.5	0	0	38.5	

Start Time	OLD WARM SPRINGS BLVD Southbound				S. GRIMMER BLVD Westbound				LOPES CT Northbound				S. GRIMMER BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	2	2	1	1	0	2	0	0	0	0	0	3	0	3	7
% App. Total	0	0	100		50	50	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.438

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 11PM FINAL
Site Code : 0000011
Start Date : 5/15/2013
Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 15AM FINAL
 Site Code : 00000015
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

Start Time	FREMONT BLVD Southbound					OLD WARM SPRINGS RD Westbound					FREMONT BLVD Northbound					DVWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	173	40	0	213	23	0	0	0	23	4	37	0	0	41	0	0	0	0	0	277
07:15 AM	0	164	33	0	197	51	0	2	0	53	3	48	0	0	51	0	0	0	0	0	301
07:30 AM	0	209	54	0	263	86	0	1	0	87	1	61	3	0	65	0	0	0	0	0	415
07:45 AM	0	265	102	0	367	86	0	2	0	88	2	44	3	0	49	0	0	0	0	0	504
Total	0	811	229	0	1040	246	0	5	0	251	10	190	6	0	206	0	0	0	0	0	1497
08:00 AM	0	261	128	0	389	36	0	1	0	37	4	45	2	0	51	0	0	0	0	0	477
08:15 AM	3	345	76	0	424	24	0	4	0	28	6	29	3	1	39	0	0	0	0	0	491
08:30 AM	0	329	61	0	390	26	0	3	0	29	7	35	2	0	44	0	0	0	1	1	464
08:45 AM	2	260	46	0	308	19	0	2	0	21	2	37	4	0	43	0	0	0	0	0	372
Total	5	1195	311	0	1511	105	0	10	0	115	19	146	11	1	177	0	0	0	1	1	1804
Grand Total	5	2006	540	0	2551	351	0	15	0	366	29	336	17	1	383	0	0	0	1	1	3301
Apprch %	0.2	78.6	21.2	0		95.9	0	4.1	0		7.6	87.7	4.4	0.3		0	0	0	100		
Total %	0.2	60.8	16.4	0	77.3	10.6	0	0.5	0	11.1	0.9	10.2	0.5	0	11.6	0	0	0	0	0	

Start Time	FREMONT BLVD Southbound					OLD WARM SPRINGS RD Westbound					FREMONT BLVD Northbound					DVWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	0	265	102	0	367	86	0	2	0	88	2	44	3	0	49	0	0	0	0	0	504
08:00 AM	0	261	128	0	389	36	0	1	0	37	4	45	2	0	51	0	0	0	0	0	477
08:15 AM	3	345	76	0	424	24	0	4	0	28	6	29	3	1	38	0	0	0	0	0	490
08:30 AM	0	329	61	0	390	26	0	3	0	29	7	35	2	0	44	0	0	0	0	0	463
Total Volume	3	1200	367	0	1570	172	0	10	0	182	19	153	10	0	182	0	0	0	0	0	1934
% App. Total	0.2	76.4	23.4	0		94.5	0	5.5	0		10.4	84.1	5.5	0		0	0	0	0	0	
PHF	.250	.870	.717	0	.926	.500	.000	.625	0	.517	.679	.850	.833	0	.892	.000	.000	.000	0	0	.959

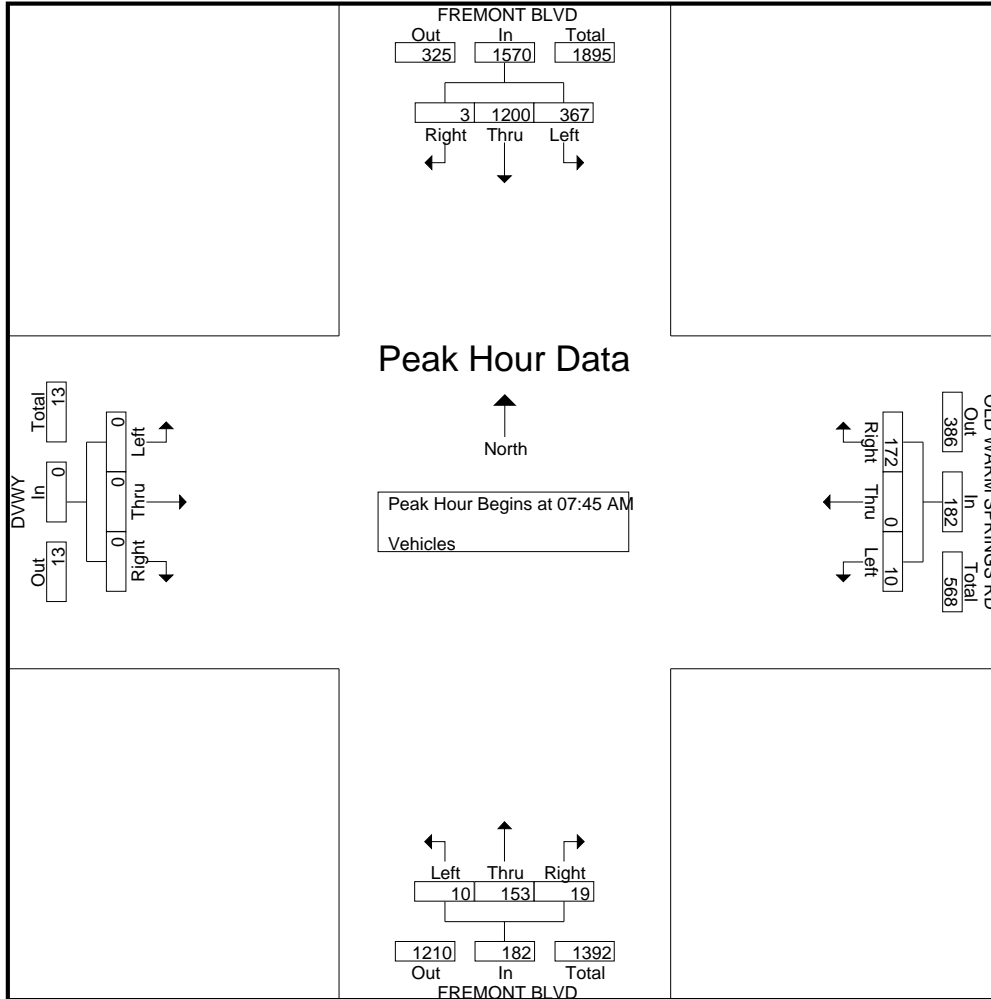
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 15AM FINAL
Site Code : 00000015
Start Date : 5/15/2013
Page No : 2



Traffic Data Service

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 (408) 377-2988
 tdsbay@cs.com

File Name : 15AM FINAL
 Site Code : 00000015
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	FREMONT BLVD Southbound					OLD WARM SPRINGS RD Westbound					FREMONT BLVD Northbound					DVWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Grand Total	0	10	2	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Apprch %	0	83.3	16.7	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	76.9	15.4	0	92.3	0	0	0	0	0	0	7.7	0	0	7.7	0	0	0	0	0	0

Start Time	FREMONT BLVD Southbound					OLD WARM SPRINGS RD Westbound					FREMONT BLVD Northbound					DVWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	87.5	12.5	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.438	.250	.500		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.500

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Traffic Data Service

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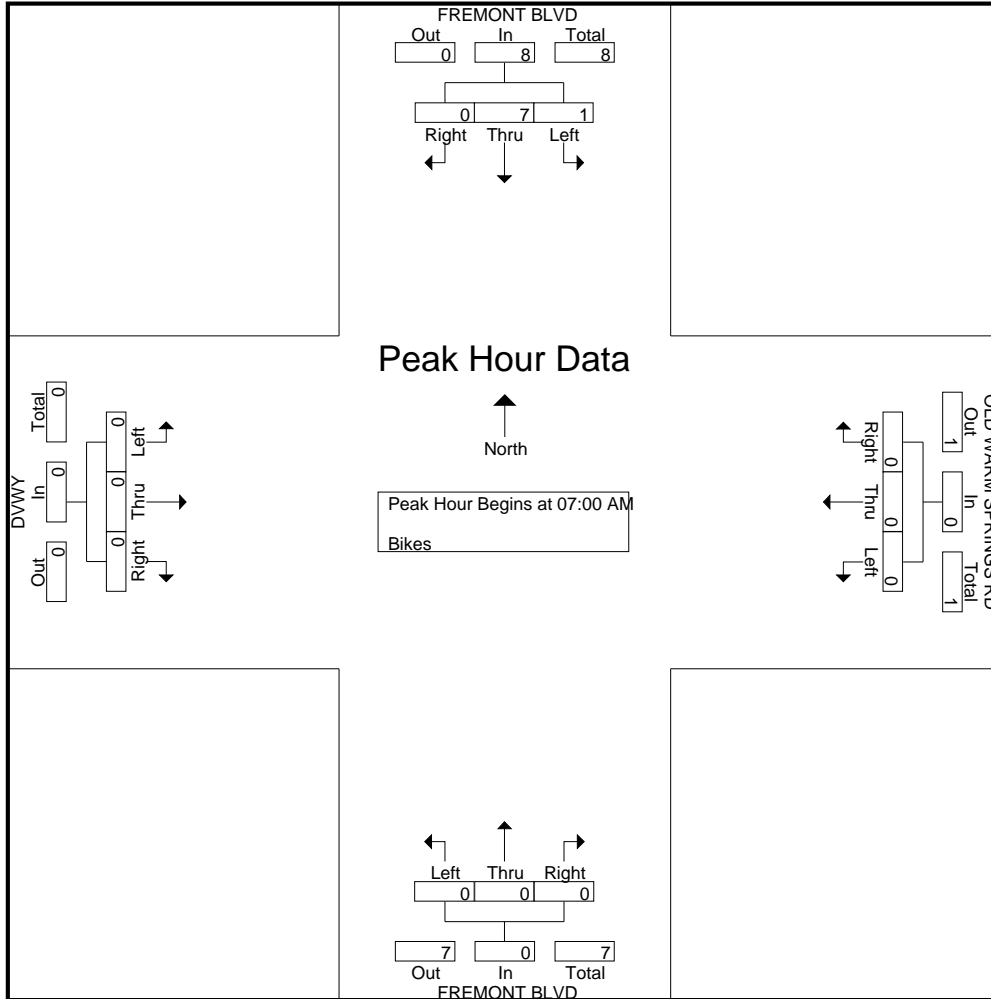
tdsbay@cs.com

File Name : 15AM FINAL

Site Code : 00000015

Start Date : 5/15/2013

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Traffic Data Service

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File Name : 15PM FINAL
 Site Code : 00000015
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

Start Time	FREMONT BLVD Southbound					OLD WARM SPRINGS RD Westbound					FREMONT BLVD Northbound					DVVY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	61	30	0	91	53	0	4	0	57	3	261	5	0	269	1	0	0	0	1	418
04:15 PM	0	66	25	0	91	38	0	3	0	41	6	233	1	0	240	1	0	1	0	2	374
04:30 PM	0	65	45	0	110	51	0	2	0	53	0	275	2	0	277	1	0	0	0	1	441
04:45 PM	0	42	24	0	66	61	0	4	0	65	6	261	4	0	271	1	0	0	0	1	403
Total	0	234	124	0	358	203	0	13	0	216	15	1030	12	0	1057	4	0	1	0	5	1636
05:00 PM	0	52	28	0	80	52	0	2	0	54	2	302	4	0	308	1	0	0	0	1	443
05:15 PM	1	53	30	0	84	57	0	0	0	57	5	320	6	0	331	1	0	1	0	2	474
05:30 PM	0	57	36	0	93	49	0	3	0	52	2	296	7	0	305	0	0	3	0	3	453
05:45 PM	1	46	32	0	79	50	0	3	0	53	3	304	1	0	308	0	0	1	0	1	441
Total	2	208	126	0	336	208	0	8	0	216	12	1222	18	0	1252	2	0	5	0	7	1811
Grand Total	2	442	250	0	694	411	0	21	0	432	27	2252	30	0	2309	6	0	6	0	12	3447
Apprch %	0.3	63.7	36	0		95.1	0	4.9	0		1.2	97.5	1.3	0		50	0	50	0		
Total %	0.1	12.8	7.3	0	20.1	11.9	0	0.6	0	12.5	0.8	65.3	0.9	0	67	0.2	0	0.2	0	0.3	

Start Time	FREMONT BLVD Southbound					OLD WARM SPRINGS RD Westbound					FREMONT BLVD Northbound					DVVY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:00 PM	0	52	28	0	80	52	0	2	0	54	2	302	4	0	308	1	0	0	0	1	443
05:15 PM	1	53	30	0	84	57	0	0	0	57	5	320	6	0	331	1	0	1	0	2	474
05:30 PM	0	57	36	0	93	49	0	3	0	52	2	296	7	0	305	0	0	3	0	3	453
05:45 PM	1	46	32	0	79	50	0	3	0	53	3	304	1	0	308	0	0	1	0	1	441
Total Volume	2	208	126	0	336	208	0	8	0	216	12	1222	18	0	1252	2	0	5	0	7	1811
% App. Total	0.6	61.9	37.5	0		96.3	0	3.7	0		1	97.6	1.4	0		28.6	0	71.4	0		
PHF	.500	.912	.875	0	.903	.912	.000	.667	0	.947	.600	.955	.643	0	.946	.500	.000	.417	0	.583	.955

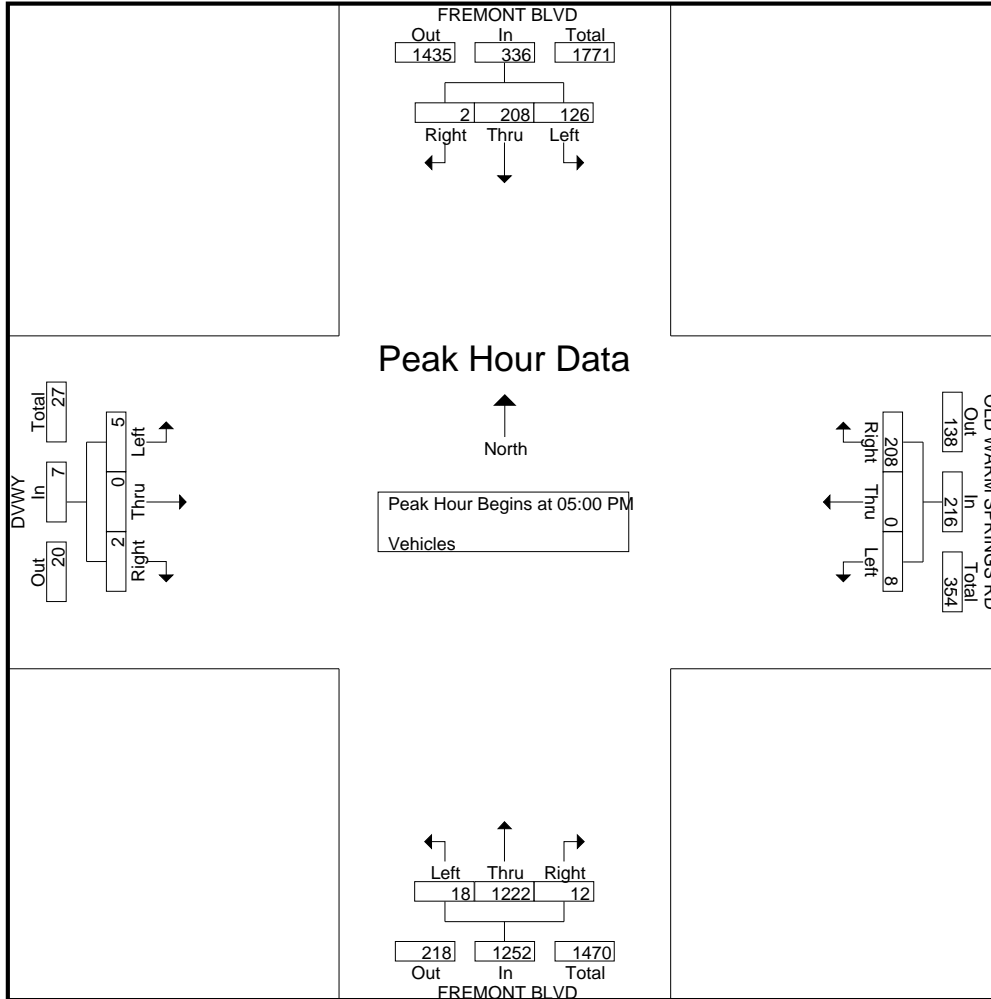
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 15PM FINAL
 Site Code : 00000015
 Start Date : 5/15/2013
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 15PM FINAL
 Site Code : 00000015
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	FREMONT BLVD Southbound					OLD WARM SPRINGS RD Westbound					FREMONT BLVD Northbound					DVWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
04:30 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1
Total	0	5	1	0	6	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	13
Grand Total	0	5	3	0	8	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	21
Apprch %	0	62.5	37.5	0		0	0	0	0		0	100	0	0		0	0	100	0		
Total %	0	23.8	14.3	0	38.1	0	0	0	0	0	0	57.1	0	0	57.1	0	0	4.8	0	4.8	

Start Time	FREMONT BLVD Southbound					OLD WARM SPRINGS RD Westbound					FREMONT BLVD Northbound					DVWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1
Total Volume	0	5	1	0	6	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	13
% App. Total	0	83.3	16.7	0		0	0	0	0		0	100	0	0		0	0	100	0		
PHF	.000	.625	.250	.500		.000	.000	.000	.000		.000	.500	.000	.500		.000	.000	.250	.250		.542

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Traffic Data Service

Campbell, CA

(408) 377-2988

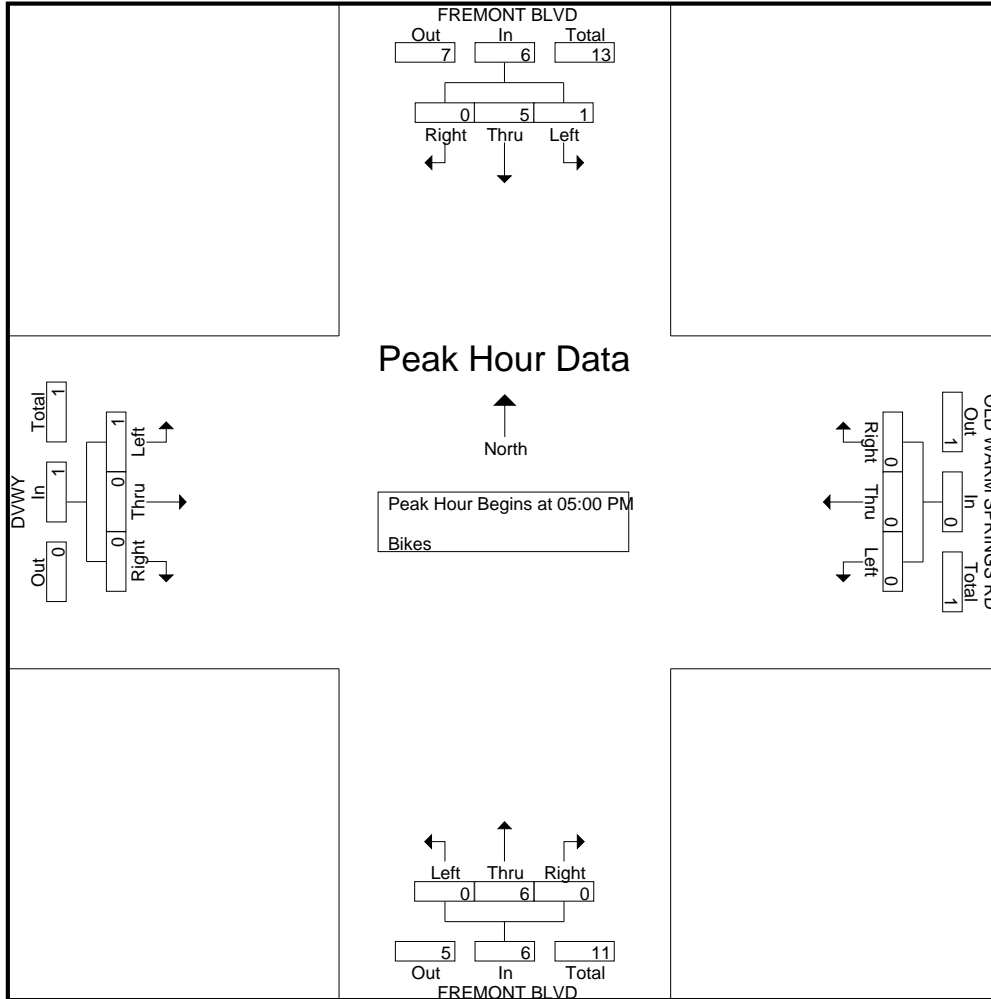
tdsbay@cs.com

File Name : 15PM FINAL

Site Code : 00000015

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 16AM FINAL
 Site Code : 00000016
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

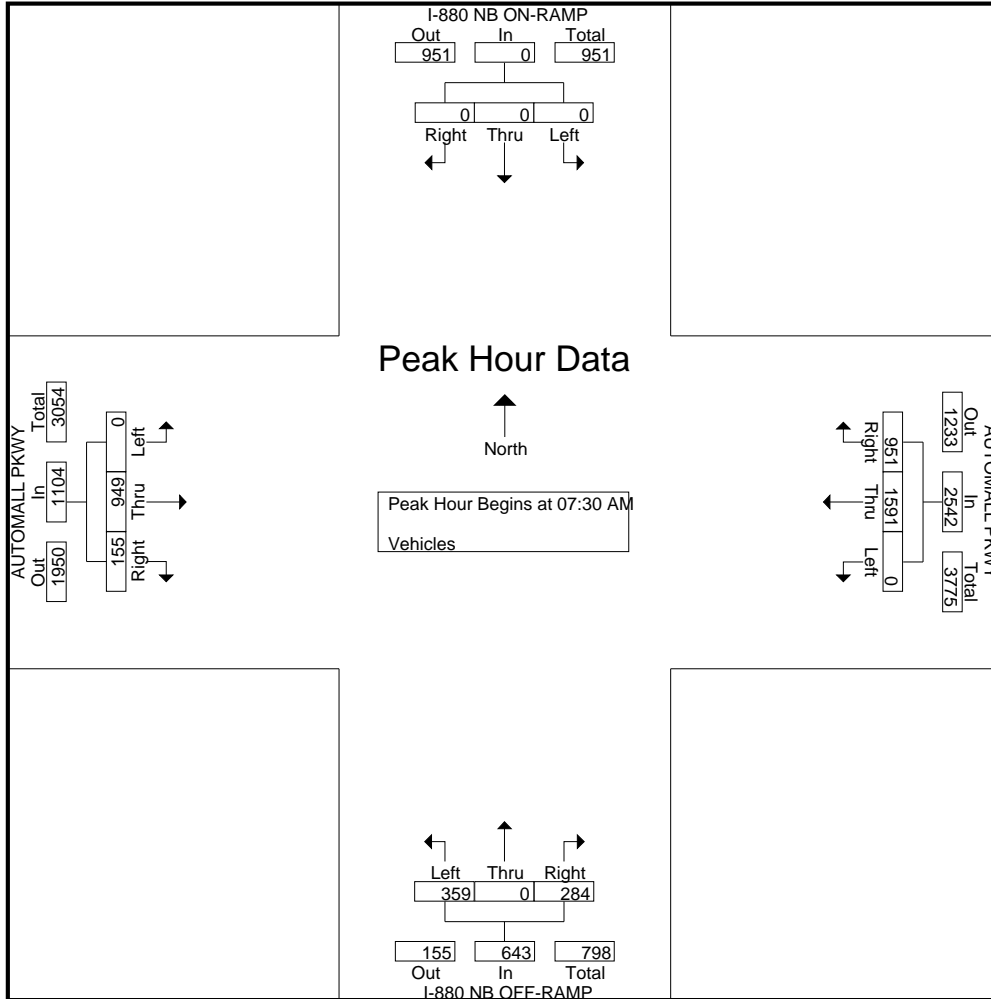
Start Time	I-880 NB ON-RAMP Southbound					AUTOMALL PKWY Westbound					I-880 NB OFF-RAMP Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	230	286	0	0	516	44	0	43	2	89	38	206	0	0	244	849
07:15 AM	0	0	0	0	0	261	302	0	0	563	50	0	67	0	117	44	247	0	0	291	971
07:30 AM	0	0	0	0	0	236	402	0	0	638	109	0	88	0	197	38	263	0	0	301	1136
07:45 AM	0	0	0	0	0	253	394	0	0	647	82	0	105	0	187	39	242	0	0	281	1115
Total	0	0	0	0	0	980	1384	0	0	2364	285	0	303	2	590	159	958	0	0	1117	4071
08:00 AM	0	0	0	0	0	243	415	0	0	658	61	0	86	0	147	38	223	0	0	261	1066
08:15 AM	0	0	0	0	0	219	380	0	0	599	32	0	80	0	112	40	221	0	0	261	972
08:30 AM	0	0	0	0	0	252	386	0	0	638	45	0	82	1	128	38	215	0	0	253	1019
08:45 AM	0	0	0	0	0	235	366	0	0	601	38	0	96	0	134	39	265	0	0	304	1039
Total	0	0	0	0	0	949	1547	0	0	2496	176	0	344	1	521	155	924	0	0	1079	4096
Grand Total	0	0	0	0	0	1929	2931	0	0	4860	461	0	647	3	1111	314	1882	0	0	2196	8167
Apprch %	0	0	0	0		39.7	60.3	0	0		41.5	0	58.2	0.3		14.3	85.7	0	0		
Total %	0	0	0	0	0	23.6	35.9	0	0	59.5	5.6	0	7.9	0	13.6	3.8	23	0	0	26.9	

Start Time	I-880 NB ON-RAMP Southbound				AUTOMALL PKWY Westbound				I-880 NB OFF-RAMP Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	236	402	0	638	109	0	88	197	38	263	0	301	1136
07:45 AM	0	0	0	0	253	394	0	647	82	0	105	187	39	242	0	281	1115
08:00 AM	0	0	0	0	243	415	0	658	61	0	86	147	38	223	0	261	1066
08:15 AM	0	0	0	0	219	380	0	599	32	0	80	112	40	221	0	261	972
Total Volume	0	0	0	0	951	1591	0	2542	284	0	359	643	155	949	0	1104	4289
% App. Total	0	0	0	0	37.4	62.6	0		44.2	0	55.8		14	86	0		
PHF	.000	.000	.000	.000	.940	.958	.000	.966	.651	.000	.855	.816	.969	.902	.000	.917	.944

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 16AM FINAL
 Site Code : 00000016
 Start Date : 5/15/2013
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 16AM FINAL
 Site Code : 00000016
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	I-880 NB ON-RAMP Southbound					AUTOMALL PKWY Westbound					I-880 NB OFF-RAMP Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	I-880 NB ON-RAMP Southbound				AUTOMALL PKWY Westbound				I-880 NB OFF-RAMP Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Traffic Data Service

Campbell, CA

(408) 377-2988

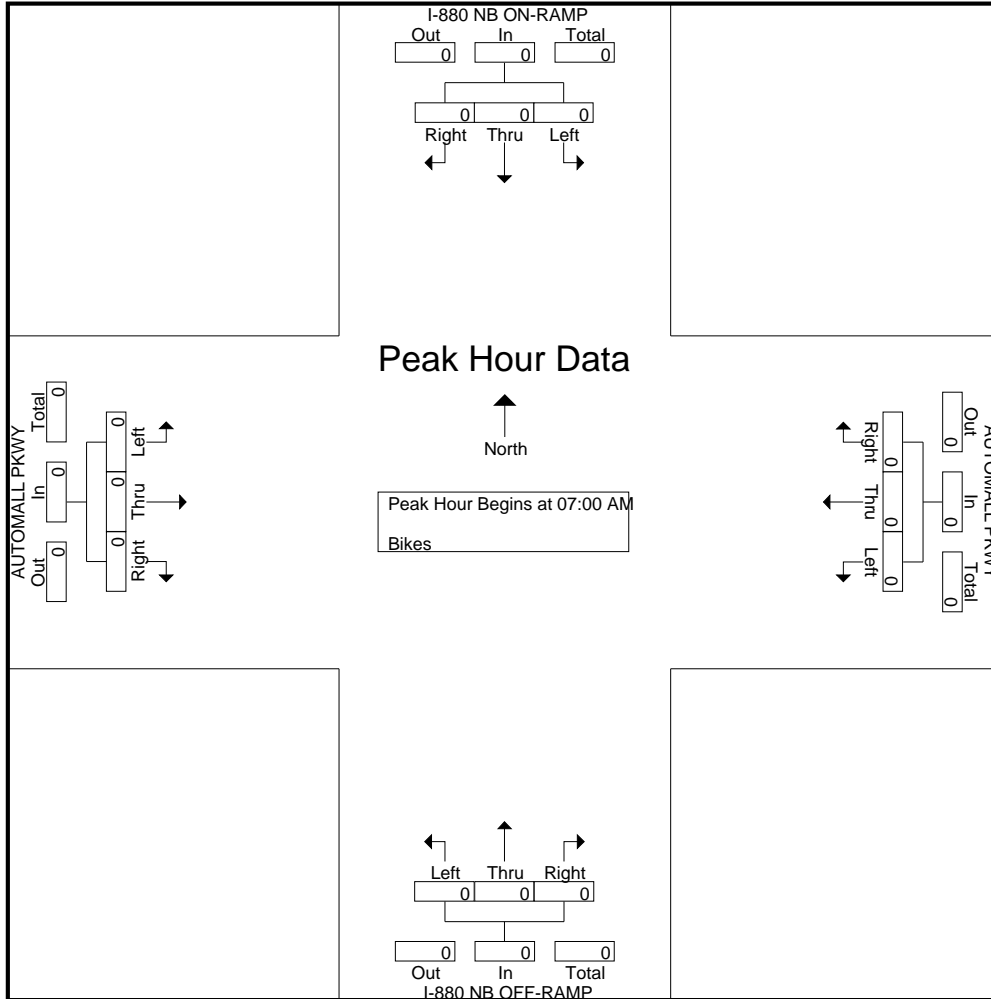
tdsbay@cs.com

File Name : 16AM FINAL

Site Code : 00000016

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 16PM FINAL
Site Code : 00000016
Start Date : 5/15/2013
Page No : 1

Groups Printed- Vehicles

Start Time	I-880 NB ON-RAMP Southbound					AUTOMALL PKWY Westbound					I-880 NB OFF-RAMP Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	165	240	0	0	405	148	0	118	0	266	143	483	0	0	626	1297
04:15 PM	0	0	0	0	0	149	231	0	0	380	131	0	117	0	248	120	525	0	0	645	1273
04:30 PM	0	0	0	0	0	168	253	0	0	421	110	0	83	0	193	145	566	0	0	711	1325
04:45 PM	0	0	0	0	0	153	281	0	0	434	135	0	92	0	227	135	540	0	0	675	1336
Total	0	0	0	0	0	635	1005	0	0	1640	524	0	410	0	934	543	2114	0	0	2657	5231
05:00 PM	0	0	0	0	0	147	295	0	0	442	126	0	94	0	220	150	524	0	0	674	1336
05:15 PM	0	0	0	0	0	127	278	0	0	405	114	0	111	0	225	126	514	0	0	640	1270
05:30 PM	0	0	0	1	1	177	293	0	0	470	130	0	91	0	221	158	566	0	0	724	1416
05:45 PM	0	0	0	0	0	182	279	0	0	461	124	0	80	0	204	191	600	0	0	791	1456
Total	0	0	0	1	1	633	1145	0	0	1778	494	0	376	0	870	625	2204	0	0	2829	5478
Grand Total	0	0	0	1	1	1268	2150	0	0	3418	1018	0	786	0	1804	1168	4318	0	0	5486	10709
Apprch %	0	0	0	100		37.1	62.9	0	0		56.4	0	43.6	0		21.3	78.7	0	0		
Total %	0	0	0	0	0	11.8	20.1	0	0	31.9	9.5	0	7.3	0	16.8	10.9	40.3	0	0	51.2	

Start Time	I-880 NB ON-RAMP Southbound				AUTOMALL PKWY Westbound				I-880 NB OFF-RAMP Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	0	0	0	0	147	295	0	442	126	0	94	220	150	524	0	674	1336
05:15 PM	0	0	0	0	127	278	0	405	114	0	111	225	126	514	0	640	1270
05:30 PM	0	0	0	0	177	293	0	470	130	0	91	221	158	566	0	724	1415
05:45 PM	0	0	0	0	182	279	0	461	124	0	80	204	191	600	0	791	1456
Total Volume	0	0	0	0	633	1145	0	1778	494	0	376	870	625	2204	0	2829	5477
% App. Total	0	0	0	0	35.6	64.4	0		56.8	0	43.2		22.1	77.9	0		
PHF	.000	.000	.000	.000	.870	.970	.000	.946	.950	.000	.847	.967	.818	.918	.000	.894	.940

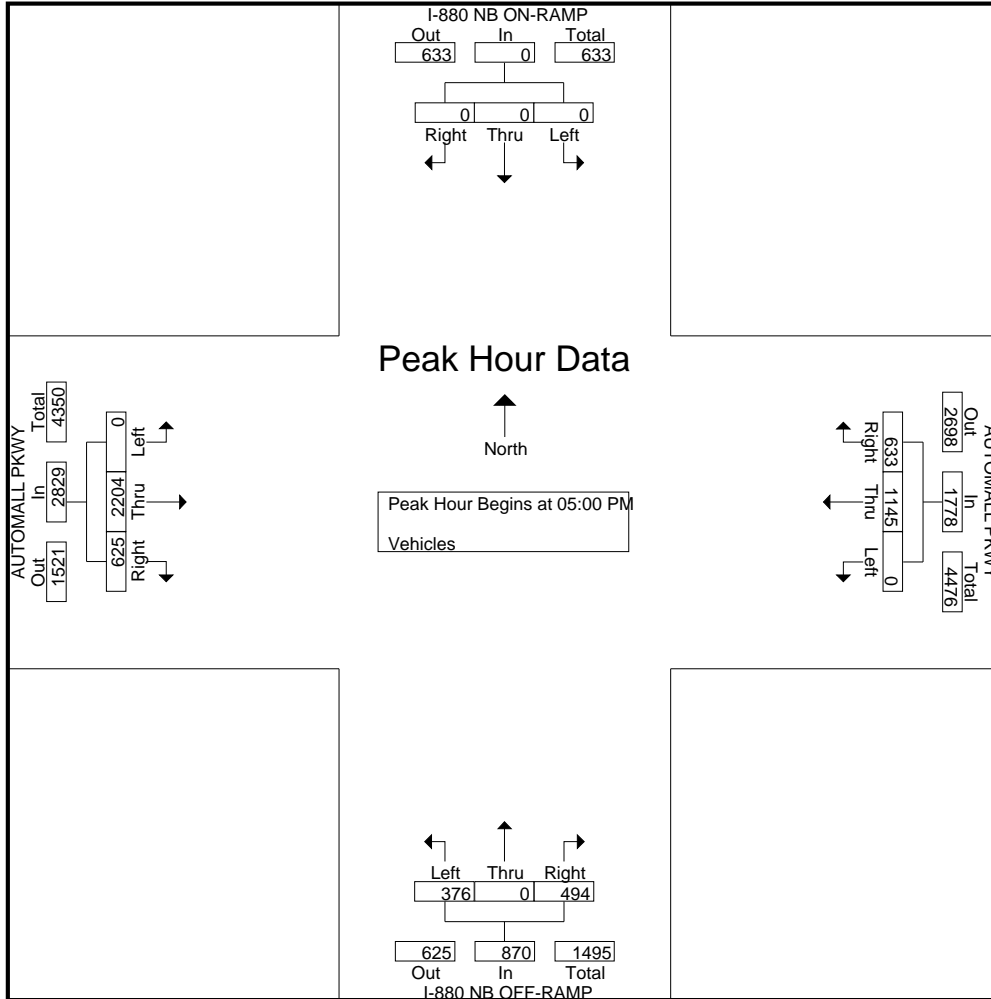
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 16PM FINAL
 Site Code : 00000016
 Start Date : 5/15/2013
 Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 16PM FINAL
Site Code : 00000016
Start Date : 5/15/2013
Page No : 1

Groups Printed- Bikes

Start Time	I-880 NB ON-RAMP Southbound					AUTOMALL PKWY Westbound					I-880 NB OFF-RAMP Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	I-880 NB ON-RAMP Southbound				AUTOMALL PKWY Westbound				I-880 NB OFF-RAMP Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

Traffic Data Service

Campbell, CA

(408) 377-2988

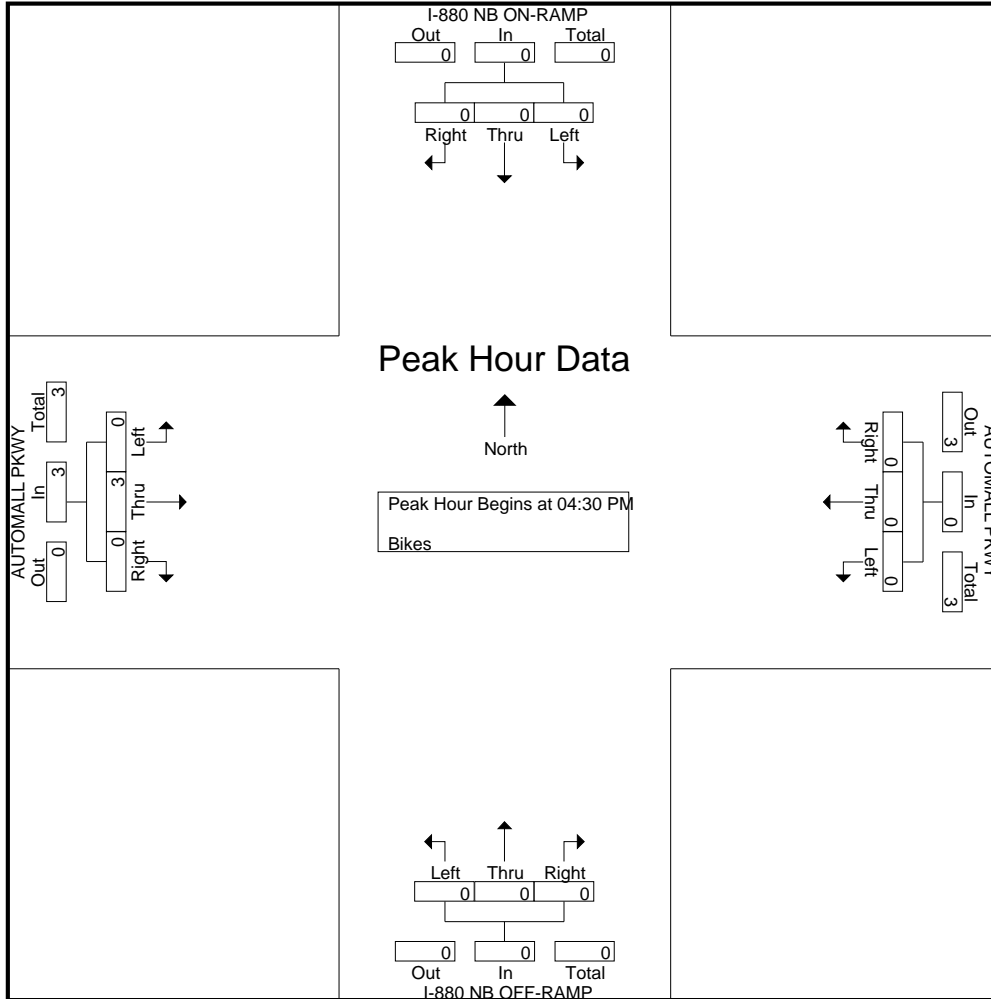
tdsbay@cs.com

File Name : 16PM FINAL

Site Code : 00000016

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 17AM FINAL
 Site Code : 00000017
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

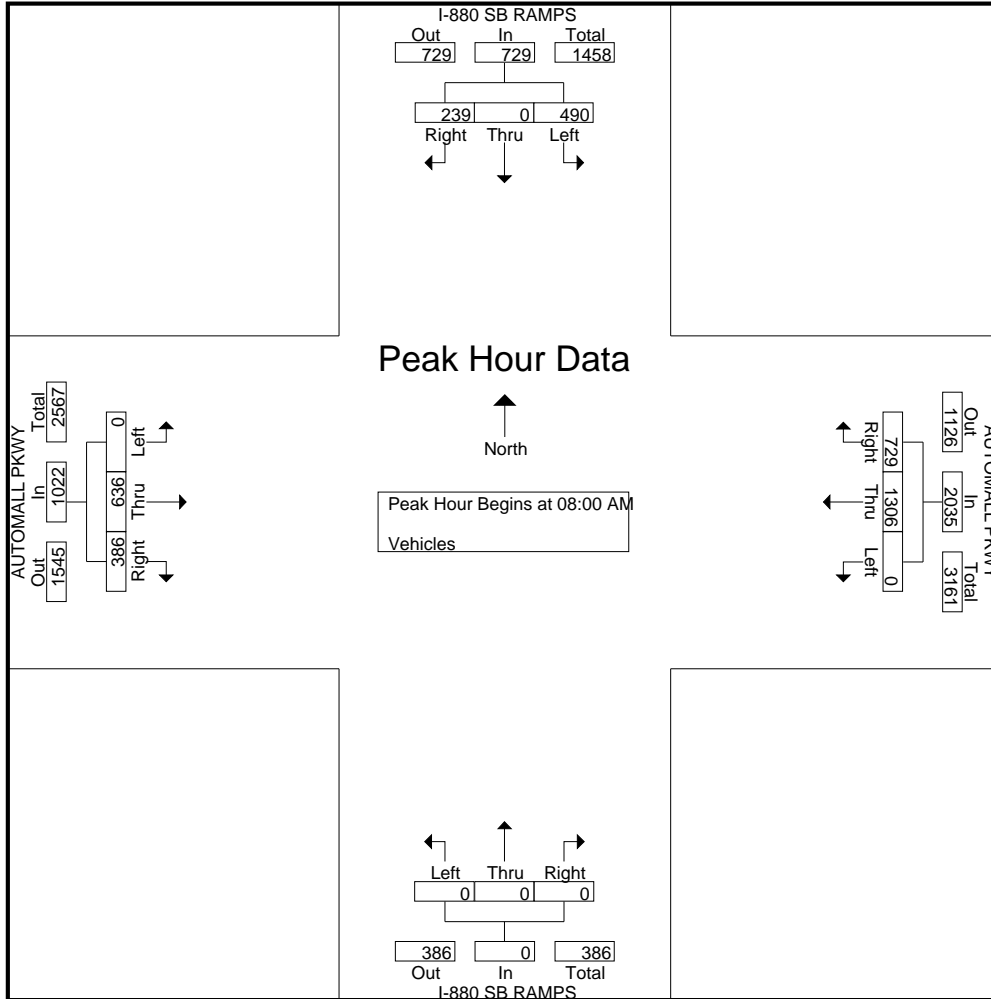
Start Time	I-880 SB RAMPS Southbound					AUTOMALL PKWY Westbound					I-880 SB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	68	0	124	0	192	138	179	0	0	317	0	0	0	0	0	51	106	0	0	157	666
07:15 AM	63	0	174	0	237	133	232	0	0	365	0	0	0	0	0	70	118	0	0	188	790
07:30 AM	57	0	161	1	219	133	324	0	0	457	0	0	0	0	0	82	127	0	0	209	885
07:45 AM	82	0	128	2	212	140	343	0	0	483	0	0	0	0	0	68	146	0	0	214	909
Total	270	0	587	3	860	544	1078	0	0	1622	0	0	0	0	0	271	497	0	0	768	3250
08:00 AM	57	0	148	0	205	209	339	0	0	548	0	0	0	0	0	94	140	0	0	234	987
08:15 AM	57	0	107	4	168	179	284	0	0	463	0	0	0	0	0	101	163	0	0	264	895
08:30 AM	60	0	115	0	175	187	342	0	0	529	0	0	0	0	0	108	159	0	0	267	971
08:45 AM	65	0	120	0	185	154	341	0	0	495	0	0	0	0	0	83	174	0	0	257	937
Total	239	0	490	4	733	729	1306	0	0	2035	0	0	0	0	0	386	636	0	0	1022	3790
Grand Total	509	0	1077	7	1593	1273	2384	0	0	3657	0	0	0	0	0	657	1133	0	0	1790	7040
Apprch %	32	0	67.6	0.4		34.8	65.2	0	0		0	0	0	0	0	36.7	63.3	0	0		
Total %	7.2	0	15.3	0.1	22.6	18.1	33.9	0	0	51.9	0	0	0	0	0	9.3	16.1	0	0	25.4	

Start Time	I-880 SB RAMPS Southbound				AUTOMALL PKWY Westbound				I-880 SB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	57	0	148	205	209	339	0	548	0	0	0	0	94	140	0	234	987
08:15 AM	57	0	107	164	179	284	0	463	0	0	0	0	101	163	0	264	891
08:30 AM	60	0	115	175	187	342	0	529	0	0	0	0	108	159	0	267	971
08:45 AM	65	0	120	185	154	341	0	495	0	0	0	0	83	174	0	257	937
Total Volume	239	0	490	729	729	1306	0	2035	0	0	0	0	386	636	0	1022	3786
% App. Total	32.8	0	67.2		35.8	64.2	0		0	0	0	0	37.8	62.2	0		
PHF	.919	.000	.828	.889	.872	.955	.000	.928	.000	.000	.000	.000	.894	.914	.000	.957	.959

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 17AM FINAL
 Site Code : 00000017
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 tdsbay@cs.com

File Name : 17AM FINAL
 Site Code : 00000017
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	I-880 SB RAMPS Southbound					AUTOMALL PKWY Westbound					I-880 SB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0

Start Time	I-880 SB RAMPS Southbound				AUTOMALL PKWY Westbound				I-880 SB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	

Traffic Data Service

Campbell, CA

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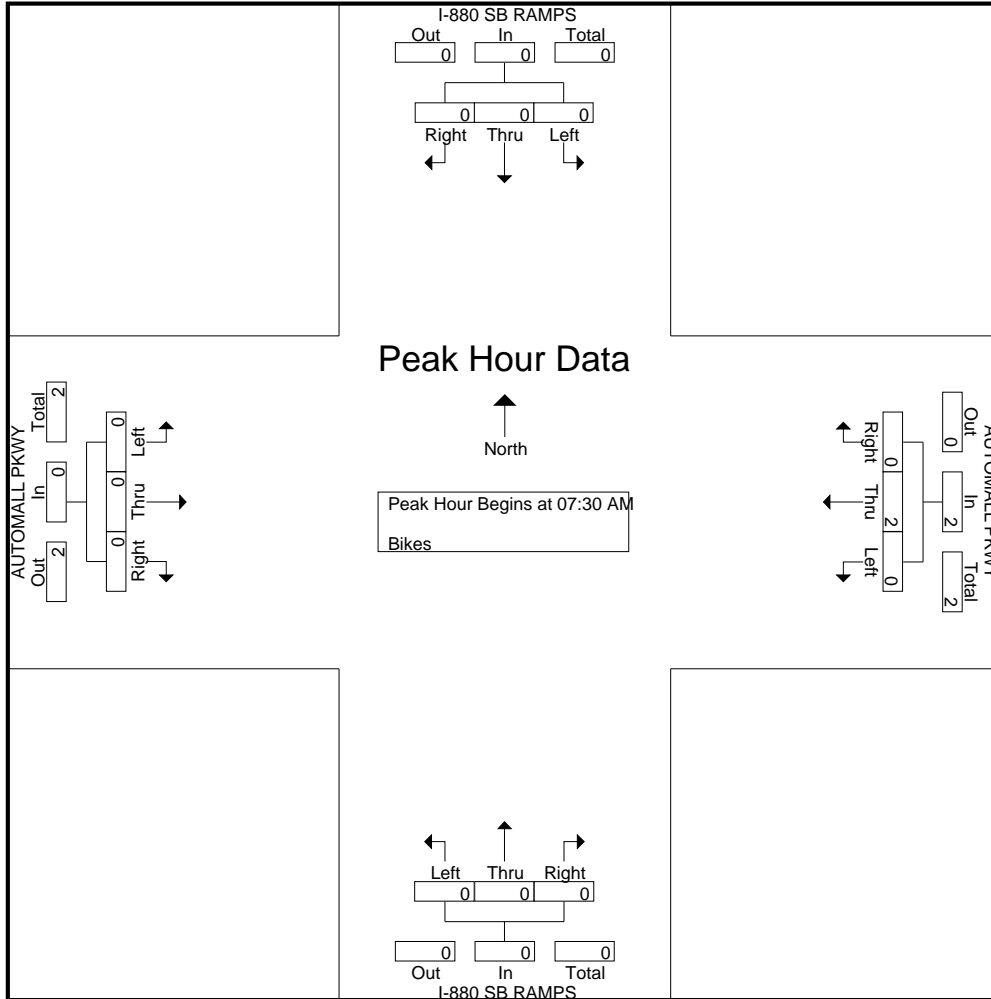
tdsbay@cs.com

File Name : 17AM FINAL

Site Code : 00000017

Start Date : 5/15/2013

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 tdsbay@cs.com

File Name : 17PM FINAL
 Site Code : 00000017
 Start Date : 5/15/2013
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Groups Printed- Vehicles

Start Time	I-880 SB RAMPS Southbound					AUTOMALL PKWY Westbound					I-880 SB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	115	0	245	0	360	46	302	0	0	348	0	0	0	0	0	103	384	0	0	487	1195
04:15 PM	115	0	259	1	375	39	300	0	0	339	0	0	0	0	0	106	353	0	0	459	1173
04:30 PM	122	0	256	3	381	47	281	0	0	328	0	0	0	0	0	99	426	0	0	525	1234
04:45 PM	142	0	222	1	365	58	321	0	0	379	0	0	0	0	0	102	390	0	0	492	1236
Total	494	0	982	5	1481	190	1204	0	0	1394	0	0	0	0	0	410	1553	0	0	1963	4838
05:00 PM	114	0	204	3	321	44	326	0	0	370	0	0	0	0	0	128	455	0	0	583	1274
05:15 PM	128	0	234	0	362	50	339	0	0	389	0	0	0	0	0	115	436	0	0	551	1302
05:30 PM	106	0	241	2	349	42	329	0	0	371	0	0	0	0	0	112	477	0	0	589	1309
05:45 PM	123	0	260	1	384	53	303	0	0	356	0	0	0	0	0	104	522	0	0	626	1366
Total	471	0	939	6	1416	189	1297	0	0	1486	0	0	0	0	0	459	1890	0	0	2349	5251
Grand Total	965	0	1921	11	2897	379	2501	0	0	2880	0	0	0	0	0	869	3443	0	0	4312	10089
Apprch %	33.3	0	66.3	0.4		13.2	86.8	0	0		0	0	0	0		20.2	79.8	0	0		
Total %	9.6	0	19	0.1	28.7	3.8	24.8	0	0	28.5	0	0	0	0		8.6	34.1	0	0	42.7	

Start Time	I-880 SB RAMPS Southbound				AUTOMALL PKWY Westbound				I-880 SB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	114	0	204	318	44	326	0	370	0	0	0	0	128	455	0	583	1271
05:15 PM	128	0	234	362	50	339	0	389	0	0	0	0	115	436	0	551	1302
05:30 PM	106	0	241	347	42	329	0	371	0	0	0	0	112	477	0	589	1307
05:45 PM	123	0	260	383	53	303	0	356	0	0	0	0	104	522	0	626	1365
Total Volume	471	0	939	1410	189	1297	0	1486	0	0	0	0	459	1890	0	2349	5245
% App. Total	33.4	0	66.6		12.7	87.3	0		0	0	0		19.5	80.5	0		
PHF	.920	.000	.903	.920	.892	.956	.000	.955	.000	.000	.000	.000	.896	.905	.000	.938	.961

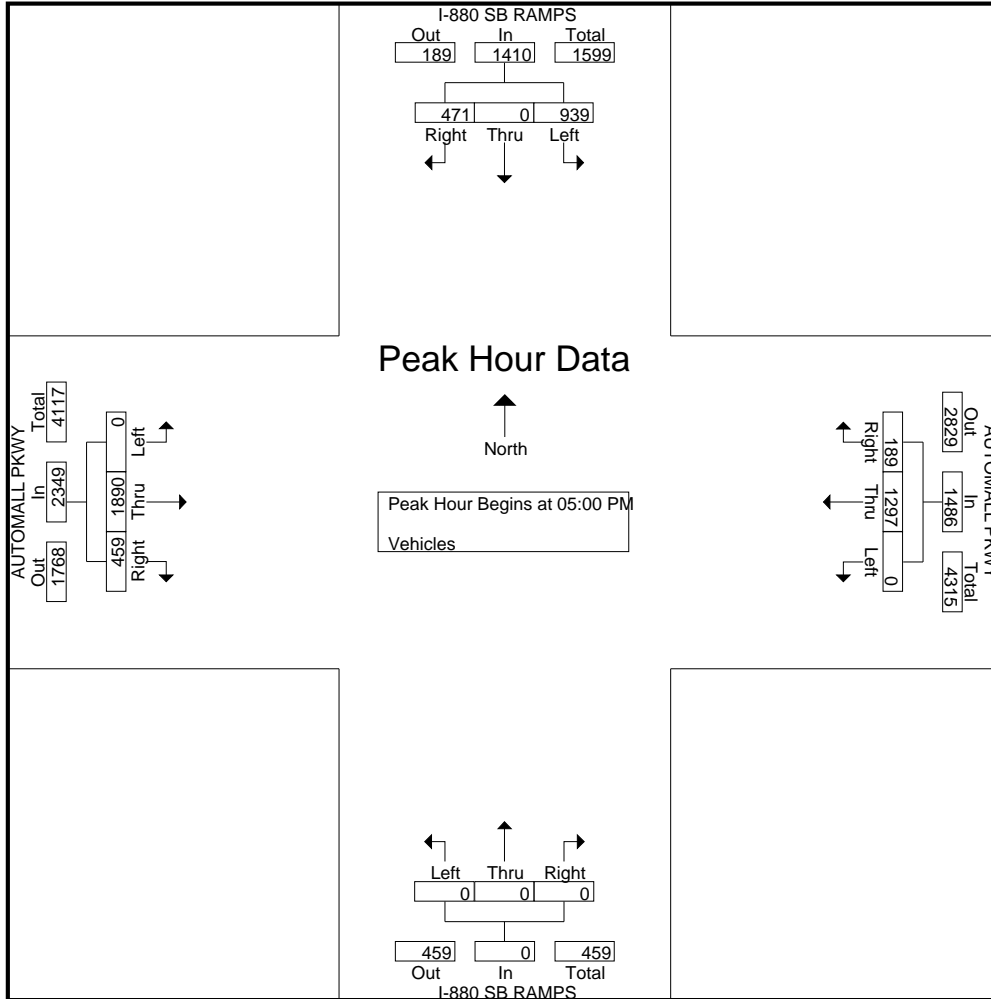
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Traffic Data Service

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File Name : 17PM FINAL
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 tdsbay@cs.com

File Name : 17PM FINAL
 Site Code : 00000017
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	I-880 SB RAMPS Southbound					AUTOMALL PKWY Westbound					I-880 SB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0

Start Time	I-880 SB RAMPS Southbound				AUTOMALL PKWY Westbound				I-880 SB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

Traffic Data Service

Campbell, CA

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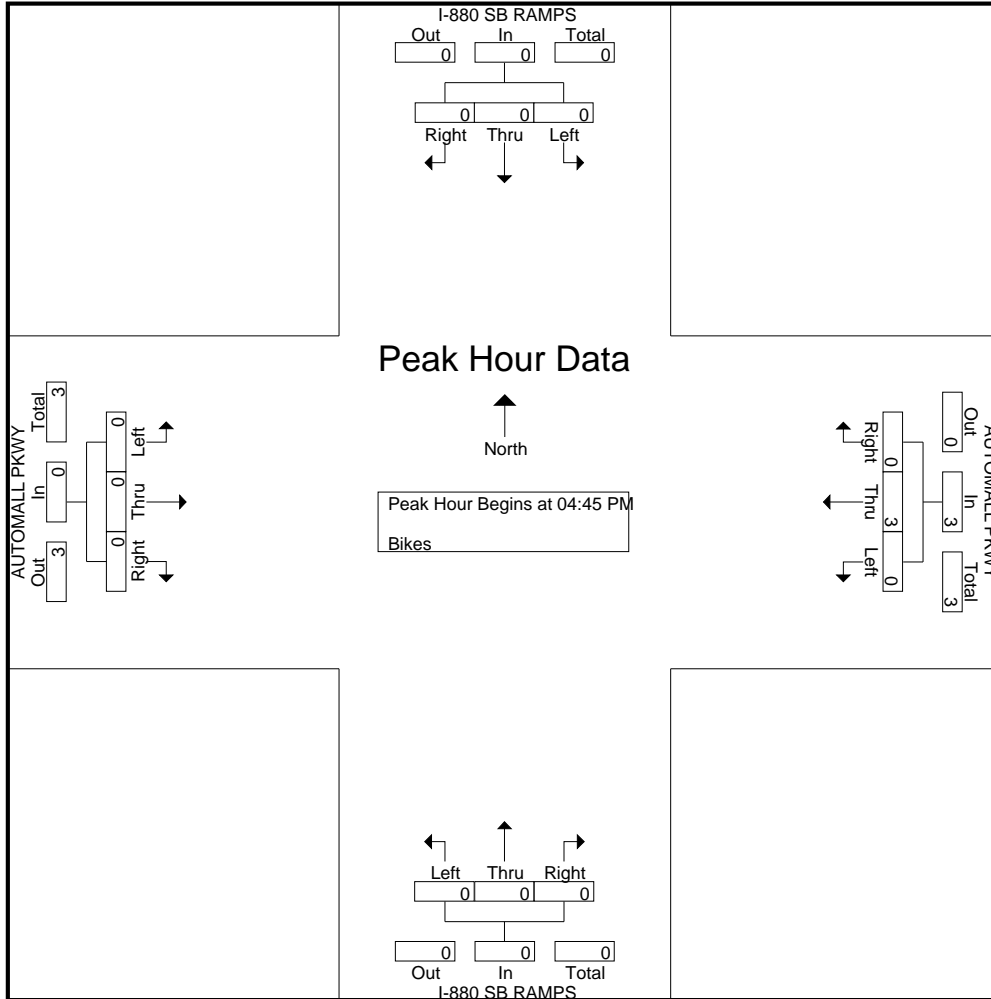
tdsbay@cs.com

File Name : 17PM FINAL

Site Code : 00000017

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

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 (408) 377-2988
 tdsbay@cs.com

File Name : 18AM FINAL
 Site Code : 00000018
 Start Date : 6/4/2013
 Page No : 1

Groups Printed- Vehicles

Start Time	S. GRIMMER BLVD Southbound					AUTO MALL PKWY Westbound					S. GRIMMER BLVD Northbound					AUTO MALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	157	60	46	0	263	30	261	21	0	312	7	15	44	0	66	79	145	44	1	269	910
07:15 AM	164	85	35	0	284	22	334	31	0	387	4	21	30	0	55	74	158	40	0	272	998
07:30 AM	215	103	58	0	376	41	290	42	1	374	3	61	30	4	98	100	187	86	0	373	1221
07:45 AM	246	205	87	0	538	46	331	26	1	404	8	78	37	1	124	94	213	89	5	401	1467
Total	782	453	226	0	1461	139	1216	120	2	1477	22	175	141	5	343	347	703	259	6	1315	4596
08:00 AM	201	154	73	1	429	43	357	36	0	436	10	34	37	0	81	67	204	53	1	325	1271
08:15 AM	217	185	62	0	464	36	354	47	0	437	9	39	48	2	98	79	174	48	0	301	1300
08:30 AM	221	174	66	0	461	29	323	37	2	391	7	42	41	0	90	66	160	57	0	283	1225
08:45 AM	177	184	72	0	433	25	348	34	1	408	15	26	56	0	97	107	180	31	1	319	1257
Total	816	697	273	1	1787	133	1382	154	3	1672	41	141	182	2	366	319	718	189	2	1228	5053
Grand Total	1598	1150	499	1	3248	272	2598	274	5	3149	63	316	323	7	709	666	1421	448	8	2543	9649
Apprch %	49.2	35.4	15.4	0		8.6	82.5	8.7	0.2		8.9	44.6	45.6	1		26.2	55.9	17.6	0.3		
Total %	16.6	11.9	5.2	0	33.7	2.8	26.9	2.8	0.1	32.6	0.7	3.3	3.3	0.1	7.3	6.9	14.7	4.6	0.1	26.4	

Start Time	S. GRIMMER BLVD Southbound				AUTO MALL PKWY Westbound				S. GRIMMER BLVD Northbound				AUTO MALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	246	205	87	538	46	331	26	403	8	78	37	123	94	213	89	396	1460
08:00 AM	201	154	73	428	43	357	36	436	10	34	37	81	67	204	53	324	1269
08:15 AM	217	185	62	464	36	354	47	437	9	39	48	96	79	174	48	301	1298
08:30 AM	221	174	66	461	29	323	37	389	7	42	41	90	66	160	57	283	1223
Total Volume	885	718	288	1891	154	1365	146	1665	34	193	163	390	306	751	247	1304	5250
% App. Total	46.8	38	15.2		9.2	82	8.8		8.7	49.5	41.8		23.5	57.6	18.9		
PHF	.899	.876	.828	.879	.837	.956	.777	.953	.850	.619	.849	.793	.814	.881	.694	.823	.899

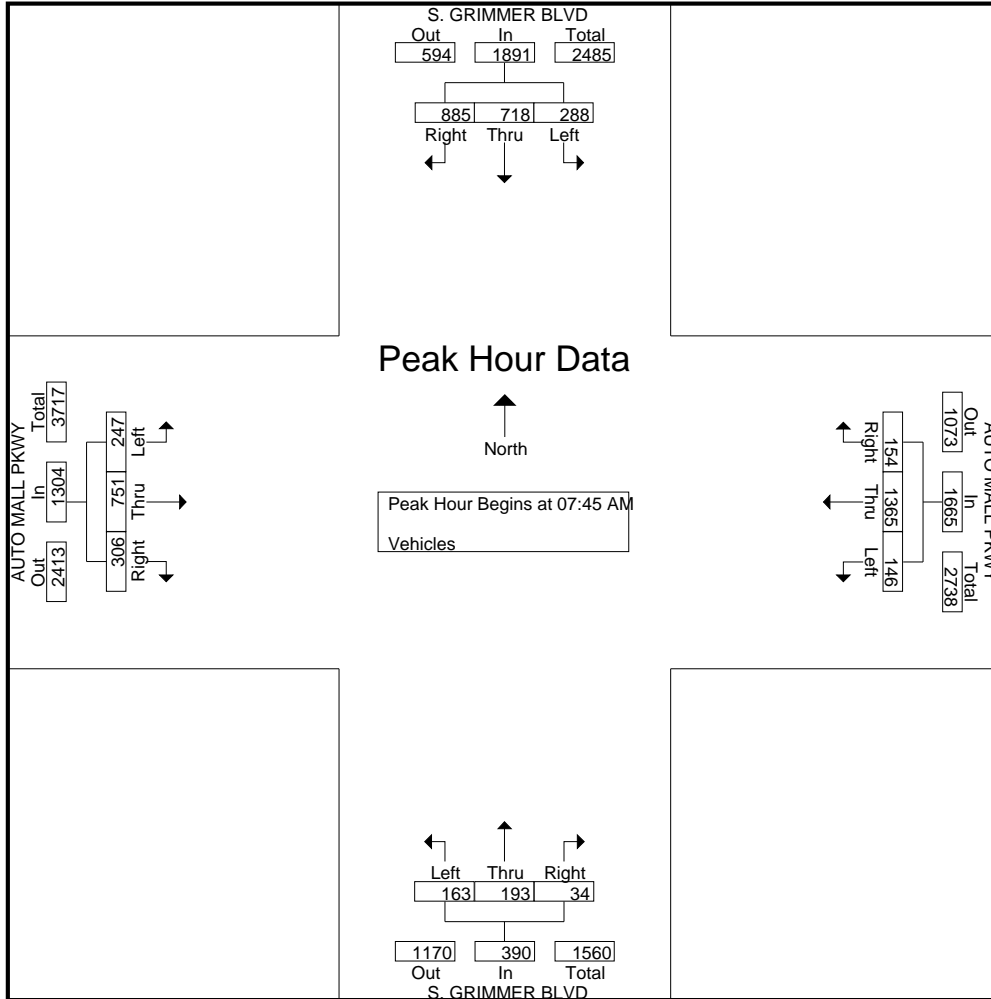
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

Traffic Data Service

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File Name : 18AM FINAL
 Site Code : 00000018
 Start Date : 6/4/2013
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Traffic Data Service

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 tdsbay@cs.com

File Name : 18AM FINAL
 Site Code : 00000018
 Start Date : 6/4/2013
 Page No : 1

Groups Printed- Bikes

Start Time	S. GRIMMER BLVD Southbound					AUTO MALL PKWY Westbound					S. GRIMMER BLVD Northbound					AUTO MALL PKWY Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	1	8
08:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
Total	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	9
Grand Total	1	13	0	0	14	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	17	
Apprch %	7.1	92.9	0	0		0	0	0	0		100	0	0	0		50	50	0	0		0	0	0	0		
Total %	5.9	76.5	0	0	82.4	0	0	0	0	0	5.9	0	0	0	5.9	5.9	5.9	0	0	11.8	0	0	0	0		

Start Time	S. GRIMMER BLVD Southbound				AUTO MALL PKWY Westbound				S. GRIMMER BLVD Northbound				AUTO MALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
08:00 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	8	0	9	0	0	0	0	1	0	0	1	0	1	0	1	11
% App. Total	11.1	88.9	0		0	0	0		100	0	0		0	100	0		
PHF	.250	.667	.000	.750	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.688

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

Traffic Data Service

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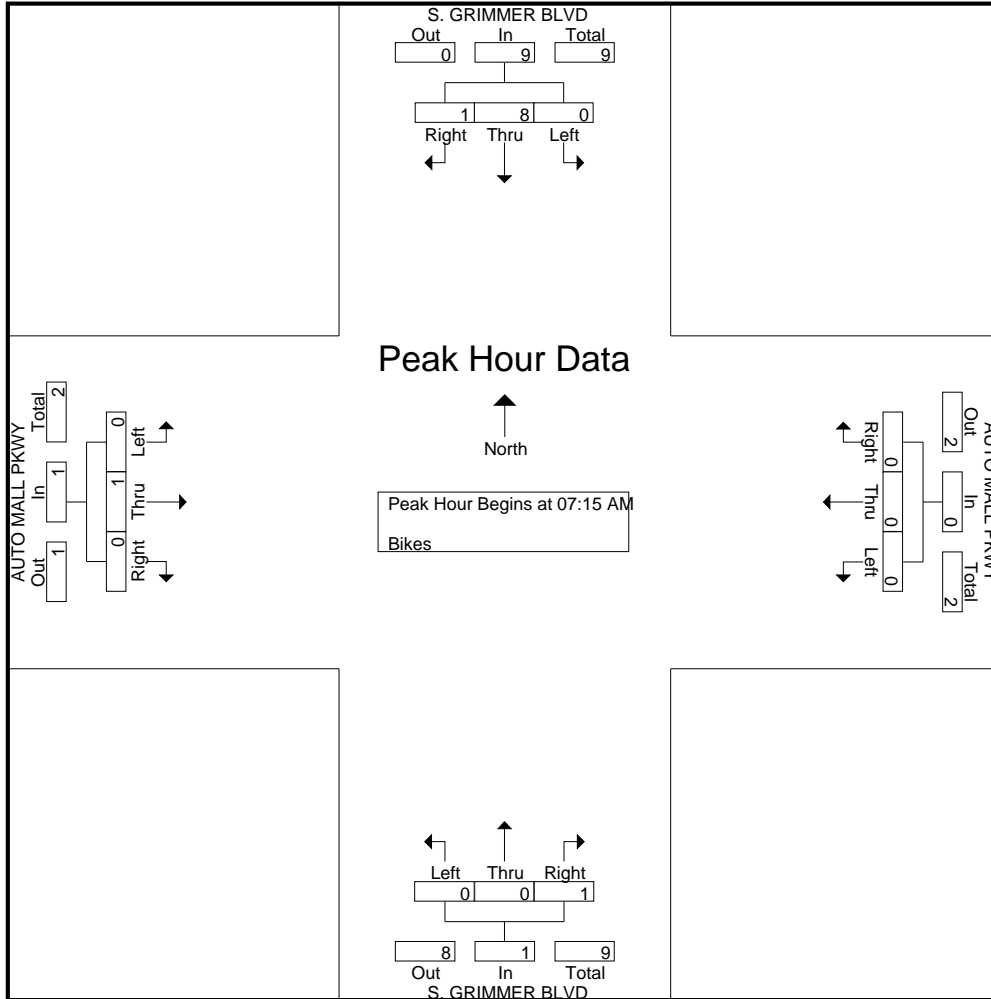
tdsbay@cs.com

File Name : 18AM FINAL

Site Code : 00000018

Start Date : 6/4/2013

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Traffic Data Service

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File Name : 18PM FINAL
 Site Code : 00000018
 Start Date : 6/4/2013
 Page No : 1

Groups Printed- Vehicles

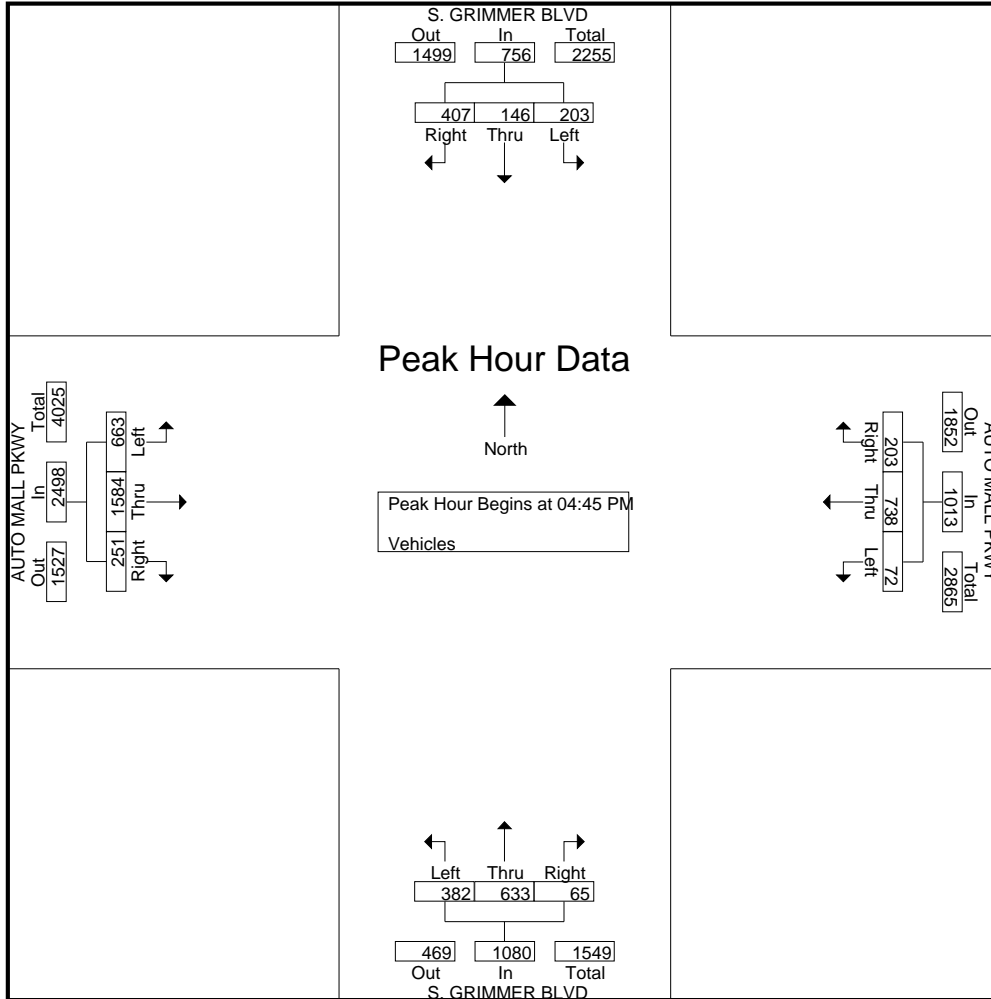
Start Time	S. GRIMMER BLVD Southbound					AUTO MALL PKWY Westbound					S. GRIMMER BLVD Northbound					AUTO MALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	108	47	33	0	188	29	227	20	0	276	12	102	76	0	190	78	387	169	0	634	1288
04:15 PM	86	46	51	0	183	36	176	29	0	241	7	81	73	0	161	74	398	165	0	637	1222
04:30 PM	109	36	40	0	185	27	150	27	0	204	7	111	93	2	213	76	390	167	1	634	1236
04:45 PM	112	35	58	0	205	42	172	15	0	229	6	138	92	0	236	68	423	167	0	658	1328
Total	415	164	182	0	761	134	725	91	0	950	32	432	334	2	800	296	1598	668	1	2563	5074
05:00 PM	91	37	44	0	172	52	173	15	0	240	16	167	111	0	294	72	388	157	2	619	1325
05:15 PM	88	37	51	0	176	49	203	22	0	274	18	161	93	2	274	51	389	161	2	603	1327
05:30 PM	116	37	50	0	203	60	190	20	0	270	25	167	86	0	278	60	384	178	0	622	1373
05:45 PM	87	53	48	0	188	48	157	27	0	232	12	144	75	0	231	59	376	189	1	625	1276
Total	382	164	193	0	739	209	723	84	0	1016	71	639	365	2	1077	242	1537	685	5	2469	5301
Grand Total	797	328	375	0	1500	343	1448	175	0	1966	103	1071	699	4	1877	538	3135	1353	6	5032	10375
Apprch %	53.1	21.9	25	0		17.4	73.7	8.9	0		5.5	57.1	37.2	0.2		10.7	62.3	26.9	0.1		
Total %	7.7	3.2	3.6	0	14.5	3.3	14	1.7	0	18.9	1	10.3	6.7	0	18.1	5.2	30.2	13	0.1	48.5	

Start Time	S. GRIMMER BLVD Southbound				AUTO MALL PKWY Westbound				S. GRIMMER BLVD Northbound				AUTO MALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	112	35	58	205	42	172	15	229	6	138	92	236	68	423	167	658	1328
05:00 PM	91	37	44	172	52	173	15	240	16	167	111	294	72	388	157	617	1323
05:15 PM	88	37	51	176	49	203	22	274	18	161	93	272	51	389	161	601	1323
05:30 PM	116	37	50	203	60	190	20	270	25	167	86	278	60	384	178	622	1373
Total Volume	407	146	203	756	203	738	72	1013	65	633	382	1080	251	1584	663	2498	5347
% App. Total	53.8	19.3	26.9		20	72.9	7.1		6	58.6	35.4		10	63.4	26.5		
PHF	.877	.986	.875	.922	.846	.909	.818	.924	.650	.948	.860	.918	.872	.936	.931	.949	.974

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 18PM FINAL
 Site Code : 00000018
 Start Date : 6/4/2013
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 18PM FINAL
 Site Code : 00000018
 Start Date : 6/4/2013
 Page No : 1

Groups Printed- Bikes

Start Time	S. GRIMMER BLVD Southbound					AUTO MALL PKWY Westbound					S. GRIMMER BLVD Northbound					AUTO MALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	40	0	0	40	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	

Start Time	S. GRIMMER BLVD Southbound				AUTO MALL PKWY Westbound				S. GRIMMER BLVD Northbound				AUTO MALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

Traffic Data Service

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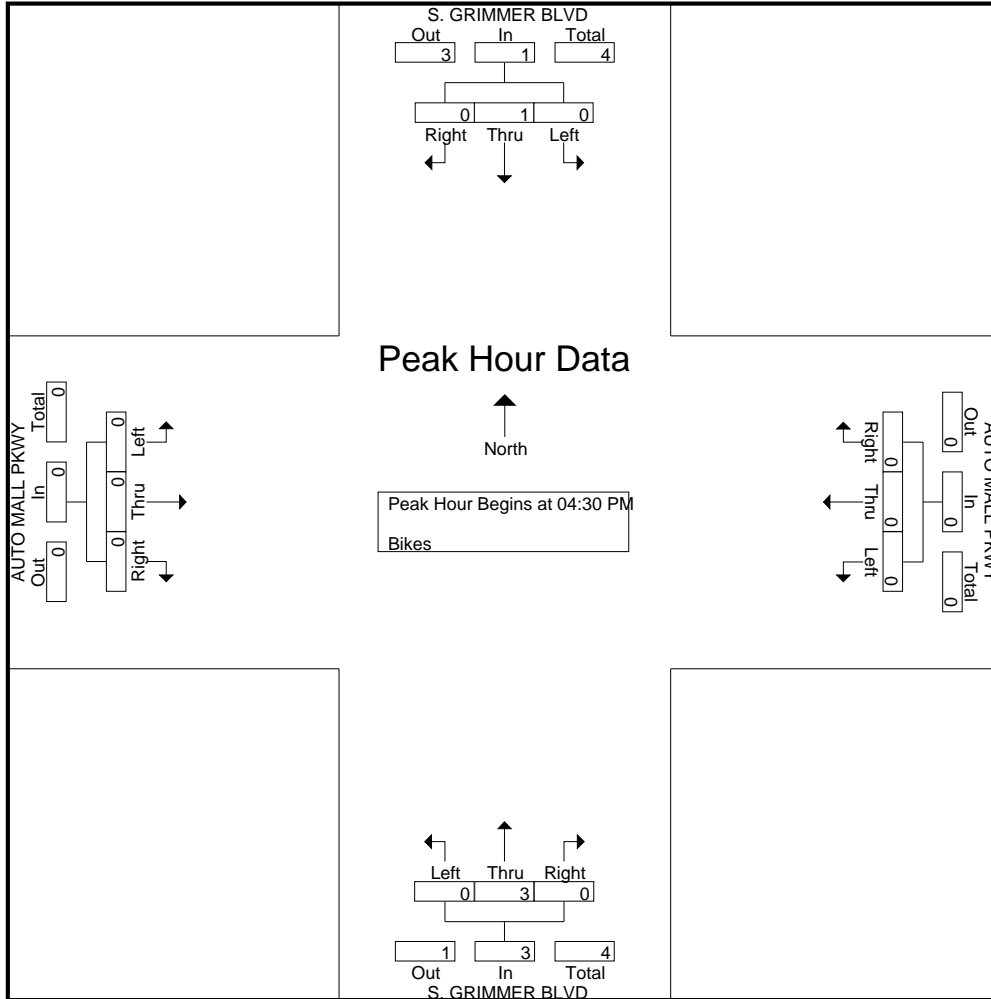
tdsbay@cs.com

File Name : 18PM FINAL

Site Code : 00000018

Start Date : 6/4/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 19AM FINAL
 Site Code : 00000019
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

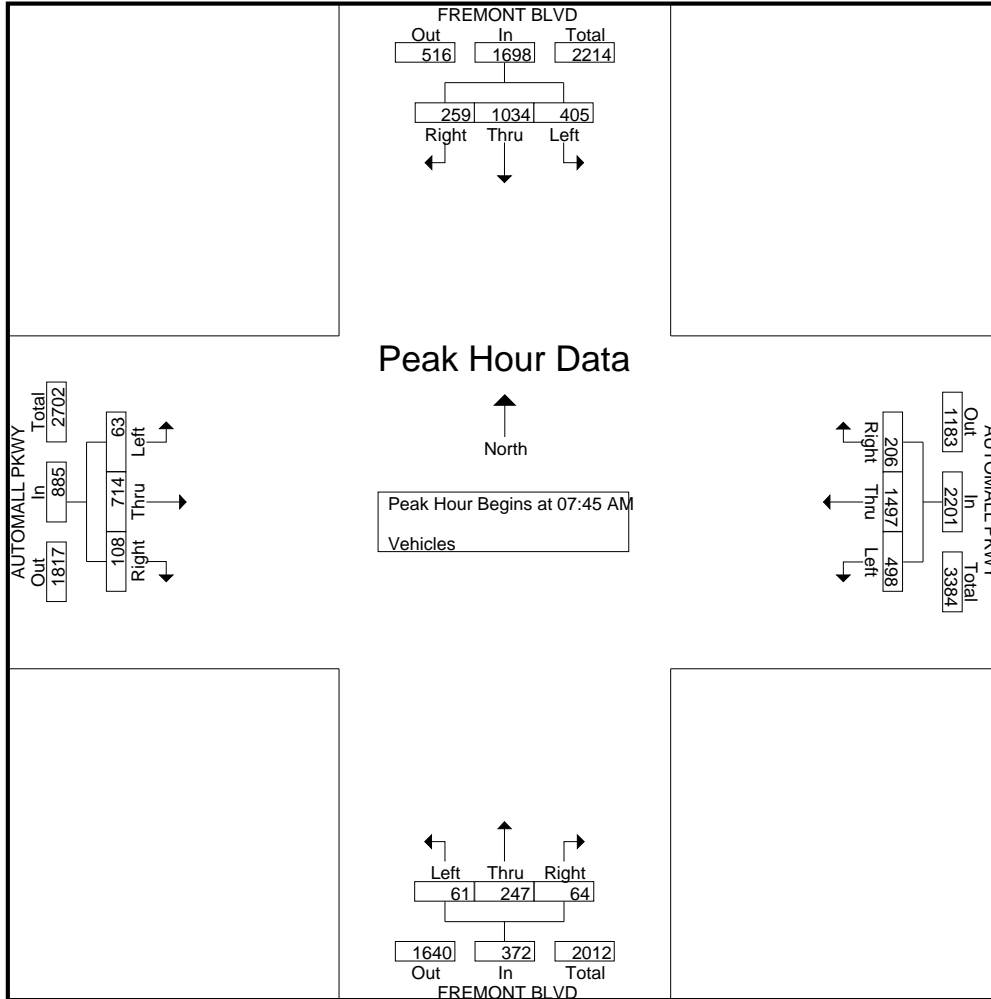
Start Time	FREMONT BLVD Southbound					AUTOMALL PKWY Westbound					FREMONT BLVD Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	27	112	37	0	176	31	299	92	0	422	11	41	9	0	61	20	136	9	0	165	824
07:15 AM	37	130	61	0	228	29	343	84	0	456	23	72	14	0	109	16	173	13	0	202	995
07:30 AM	47	146	58	0	251	90	360	114	2	566	24	113	15	0	152	22	197	7	0	226	1195
07:45 AM	57	259	109	1	426	101	380	126	3	610	22	123	13	0	158	25	176	16	0	217	1411
Total	168	647	265	1	1081	251	1382	416	5	2054	80	349	51	0	480	83	682	45	0	810	4425
08:00 AM	77	253	115	0	445	47	359	102	0	508	14	60	13	0	87	34	176	13	0	223	1263
08:15 AM	62	261	91	2	416	39	372	134	0	545	13	29	17	0	59	23	178	21	1	223	1243
08:30 AM	63	261	90	2	416	19	386	136	1	542	15	35	18	0	68	26	184	13	3	226	1252
08:45 AM	62	222	91	1	376	22	348	98	1	469	20	33	14	0	67	26	163	9	2	200	1112
Total	264	997	387	5	1653	127	1465	470	2	2064	62	157	62	0	281	109	701	56	6	872	4870
Grand Total	432	1644	652	6	2734	378	2847	886	7	4118	142	506	113	0	761	192	1383	101	6	1682	9295
Apprch %	15.8	60.1	23.8	0.2		9.2	69.1	21.5	0.2		18.7	66.5	14.8	0		11.4	82.2	6	0.4		
Total %	4.6	17.7	7	0.1	29.4	4.1	30.6	9.5	0.1	44.3	1.5	5.4	1.2	0	8.2	2.1	14.9	1.1	0.1	18.1	

Start Time	FREMONT BLVD Southbound				AUTOMALL PKWY Westbound				FREMONT BLVD Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	57	259	109	425	101	380	126	607	22	123	13	158	25	176	16	217	1407
08:00 AM	77	253	115	445	47	359	102	508	14	60	13	87	34	176	13	223	1263
08:15 AM	62	261	91	414	39	372	134	545	13	29	17	59	23	178	21	222	1240
08:30 AM	63	261	90	414	19	386	136	541	15	35	18	68	26	184	13	223	1246
Total Volume	259	1034	405	1698	206	1497	498	2201	64	247	61	372	108	714	63	885	5156
% App. Total	15.3	60.9	23.9		9.4	68	22.6		17.2	66.4	16.4		12.2	80.7	7.1		
PHF	.841	.990	.880	.954	.510	.970	.915	.907	.727	.502	.847	.589	.794	.970	.750	.992	.916

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 19AM FINAL
 Site Code : 00000019
 Start Date : 5/15/2013
 Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 19AM FINAL
Site Code : 00000019
Start Date : 5/15/2013
Page No : 1

Groups Printed- Bikes

Start Time	FREMONT BLVD Southbound					AUTOMALL PKWY Westbound					FREMONT BLVD Northbound					AUTOMALL PKWY Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		0	
Total %	0	25	0	0	25	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	0	

Start Time	FREMONT BLVD Southbound				AUTOMALL PKWY Westbound				FREMONT BLVD Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Traffic Data Service

Campbell, CA

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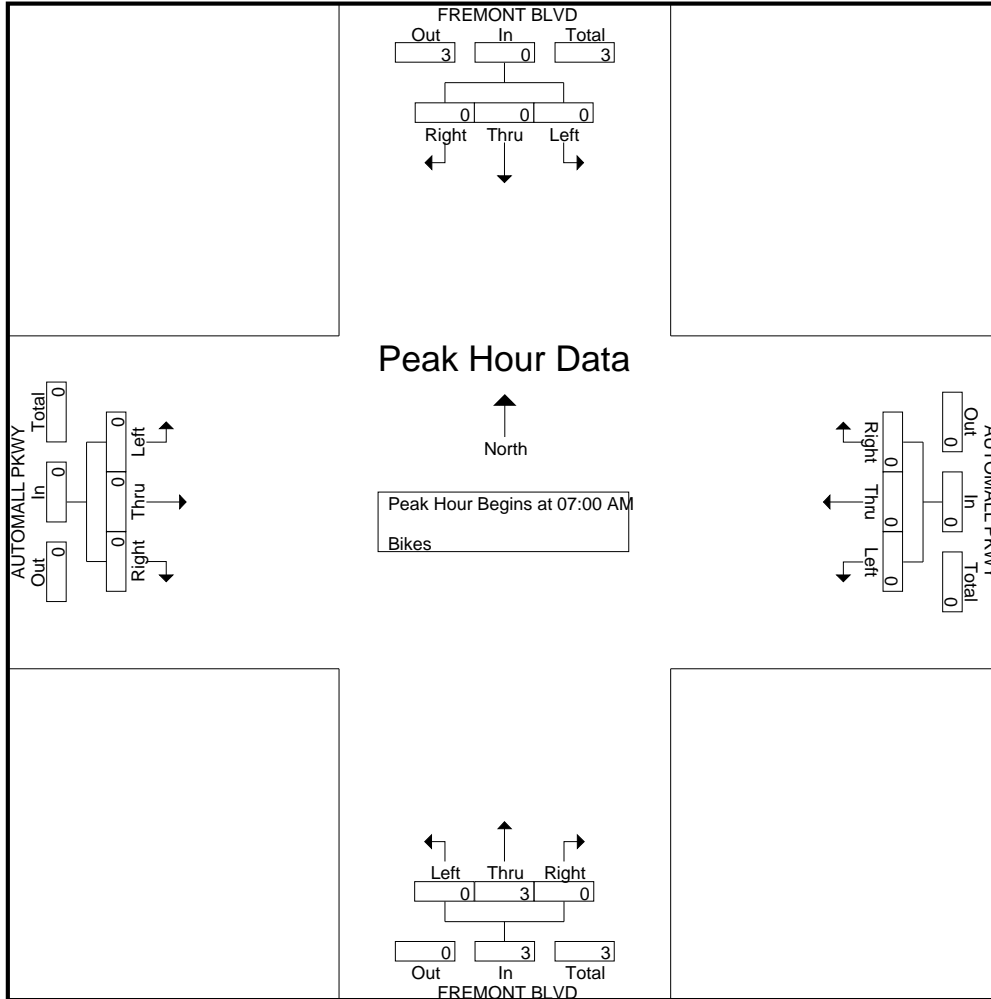
tdsbay@cs.com

File Name : 19AM FINAL

Site Code : 00000019

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 19PM FINAL
 Site Code : 00000019
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

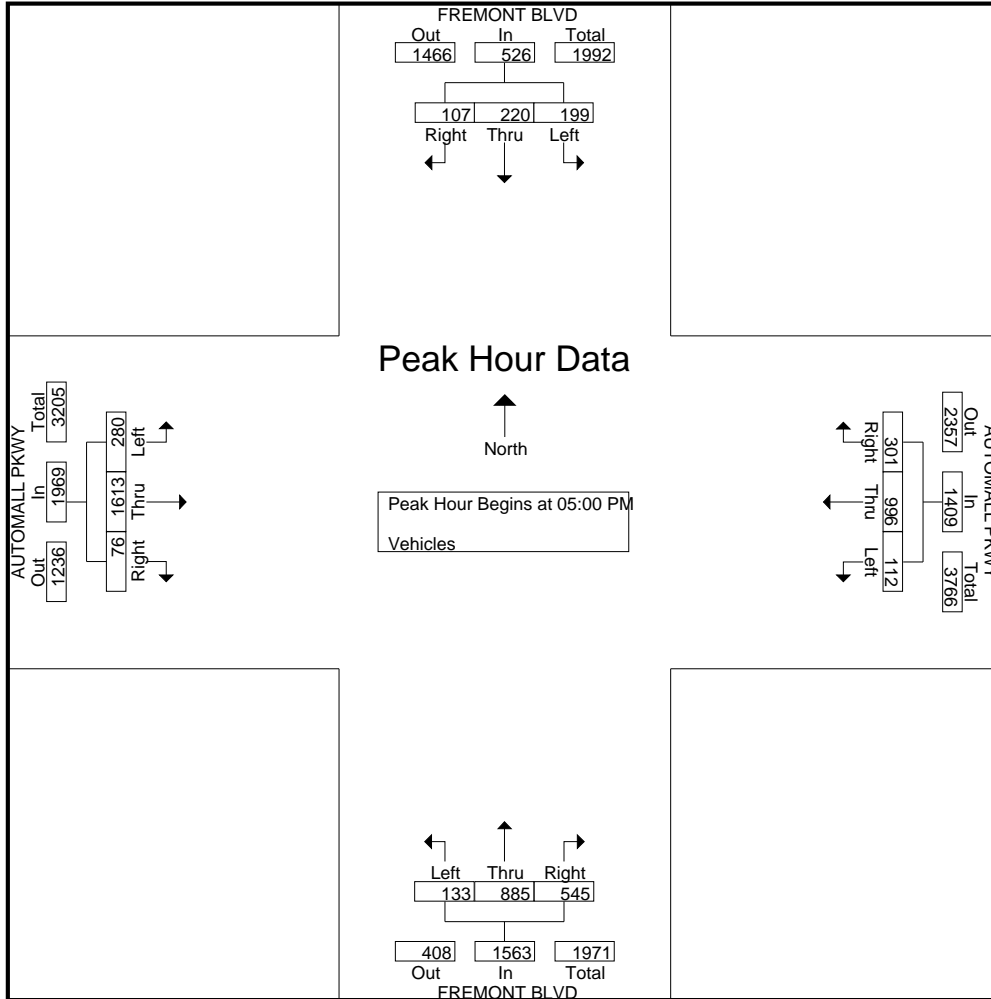
Start Time	FREMONT BLVD Southbound					AUTOMALL PKWY Westbound					FREMONT BLVD Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	40	63	36	2	141	62	217	30	0	309	161	140	35	0	336	26	377	58	0	461	1247
04:15 PM	46	49	37	1	133	59	187	33	0	279	119	159	34	0	312	14	409	54	2	479	1203
04:30 PM	37	67	48	2	154	55	215	29	0	299	137	185	38	0	360	21	461	49	1	532	1345
04:45 PM	49	47	50	2	148	54	241	20	1	316	129	180	38	0	347	19	442	56	2	519	1330
Total	172	226	171	7	576	230	860	112	1	1203	546	664	145	0	1355	80	1689	217	5	1991	5125
05:00 PM	10	38	47	0	95	70	262	30	0	362	136	223	35	0	394	15	416	84	0	515	1366
05:15 PM	28	52	48	0	128	53	221	30	0	304	150	219	32	0	401	19	389	72	3	483	1316
05:30 PM	37	77	58	1	173	91	258	24	0	373	135	221	40	0	396	18	401	57	1	477	1419
05:45 PM	32	53	46	0	131	87	255	28	0	370	124	222	26	0	372	24	407	67	4	502	1375
Total	107	220	199	1	527	301	996	112	0	1409	545	885	133	0	1563	76	1613	280	8	1977	5476
Grand Total	279	446	370	8	1103	531	1856	224	1	2612	1091	1549	278	0	2918	156	3302	497	13	3968	10601
Apprch %	25.3	40.4	33.5	0.7		20.3	71.1	8.6	0		37.4	53.1	9.5	0		3.9	83.2	12.5	0.3		
Total %	2.6	4.2	3.5	0.1	10.4	5	17.5	2.1	0	24.6	10.3	14.6	2.6	0	27.5	1.5	31.1	4.7	0.1	37.4	

Start Time	FREMONT BLVD Southbound				AUTOMALL PKWY Westbound				FREMONT BLVD Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	38	47	95	70	262	30	362	136	223	35	394	15	416	84	515	1366
05:15 PM	28	52	48	128	53	221	30	304	150	219	32	401	19	389	72	480	1313
05:30 PM	37	77	58	172	91	258	24	373	135	221	40	396	18	401	57	476	1417
05:45 PM	32	53	46	131	87	255	28	370	124	222	26	372	24	407	67	498	1371
Total Volume	107	220	199	526	301	996	112	1409	545	885	133	1563	76	1613	280	1969	5467
% App. Total	20.3	41.8	37.8		21.4	70.7	7.9		34.9	56.6	8.5		3.9	81.9	14.2		
PHF	.723	.714	.858	.765	.827	.950	.933	.944	.908	.992	.831	.974	.792	.969	.833	.956	.965

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 19PM FINAL
 Site Code : 00000019
 Start Date : 5/15/2013
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 19PM FINAL
 Site Code : 00000019
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	FREMONT BLVD Southbound					AUTOMALL PKWY Westbound					FREMONT BLVD Northbound					AUTOMALL PKWY Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	7
Grand Total	1	3	0	0	4	1	2	0	0	3	0	11	0	0	11	0	1	0	0	1	0	1	0	0	1	19
Apprch %	25	75	0	0		33.3	66.7	0	0		0	100	0	0		0	100	0	0		0	5.3	0	0	5.3	
Total %	5.3	15.8	0	0	21.1	5.3	10.5	0	0	15.8	0	57.9	0	0	57.9	0	5.3	0	0	5.3						

Start Time	FREMONT BLVD Southbound				AUTOMALL PKWY Westbound				FREMONT BLVD Northbound				AUTOMALL PKWY Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
04:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	4
04:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	3	0	2	0	2	0	7	0	7	0	0	0	0	0	0	0	0	12
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.250	.000	.250	.000	.583	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

Traffic Data Service

Campbell, CA

(408) 377-2988

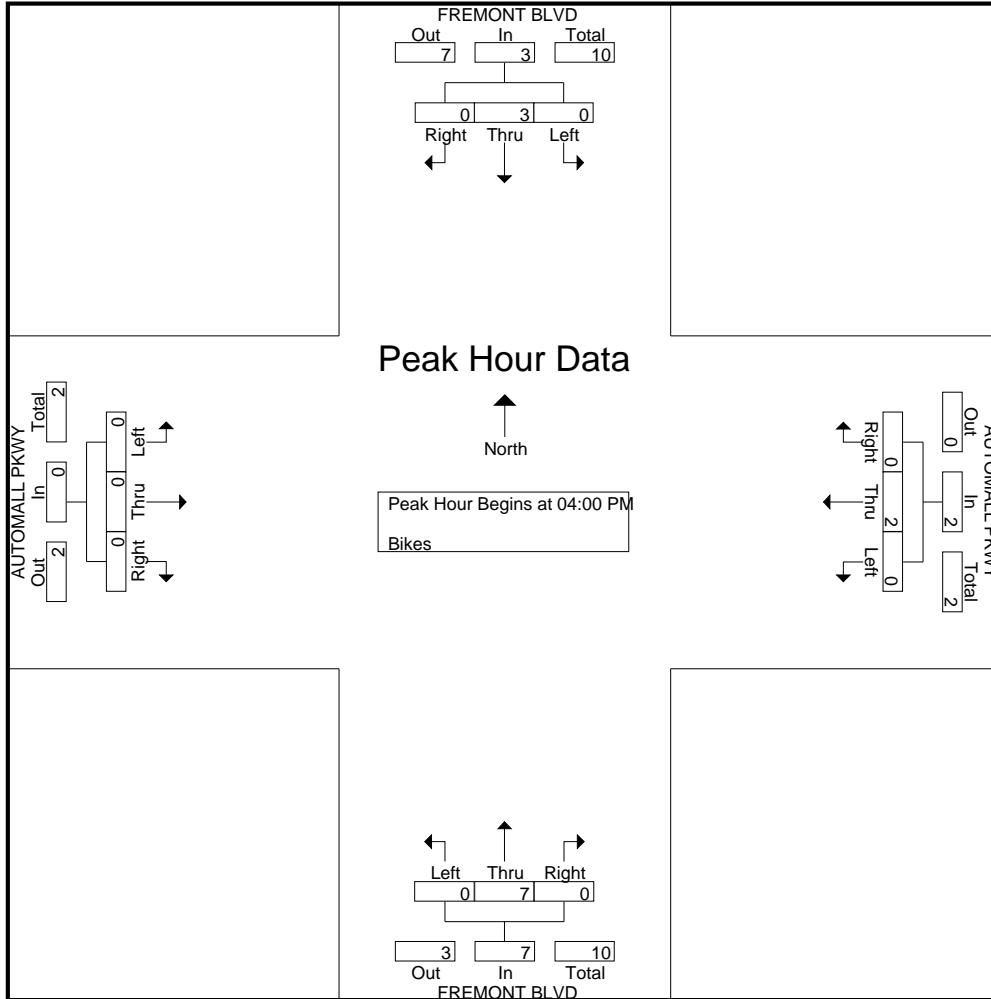
tdsbay@cs.com

File Name : 19PM FINAL

Site Code : 00000019

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 20AM FINAL
 Site Code : 00000020
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	OSGOOD RD Southbound					AUTOMALL PKWY Westbound					OSGOOD RD Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	40	0	0	40	0	40	0	0	40	0	0	0	0	0	0	20	0	0	20	

Start Time	OSGOOD RD Southbound				AUTOMALL PKWY Westbound				OSGOOD RD Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Traffic Data Service

Campbell, CA

(408) 377-2988

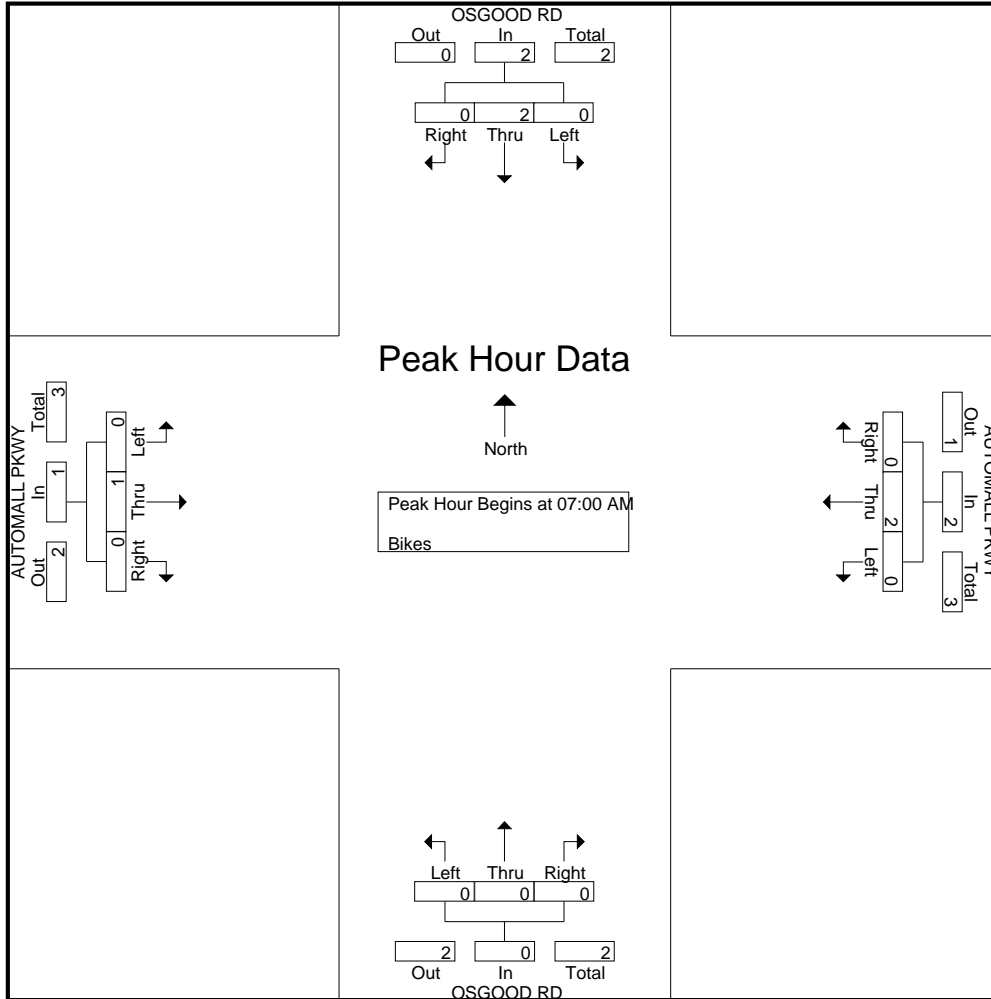
tdsbay@cs.com

File Name : 20AM FINAL

Site Code : 00000020

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 20PM FINAL
 Site Code : 00000020
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

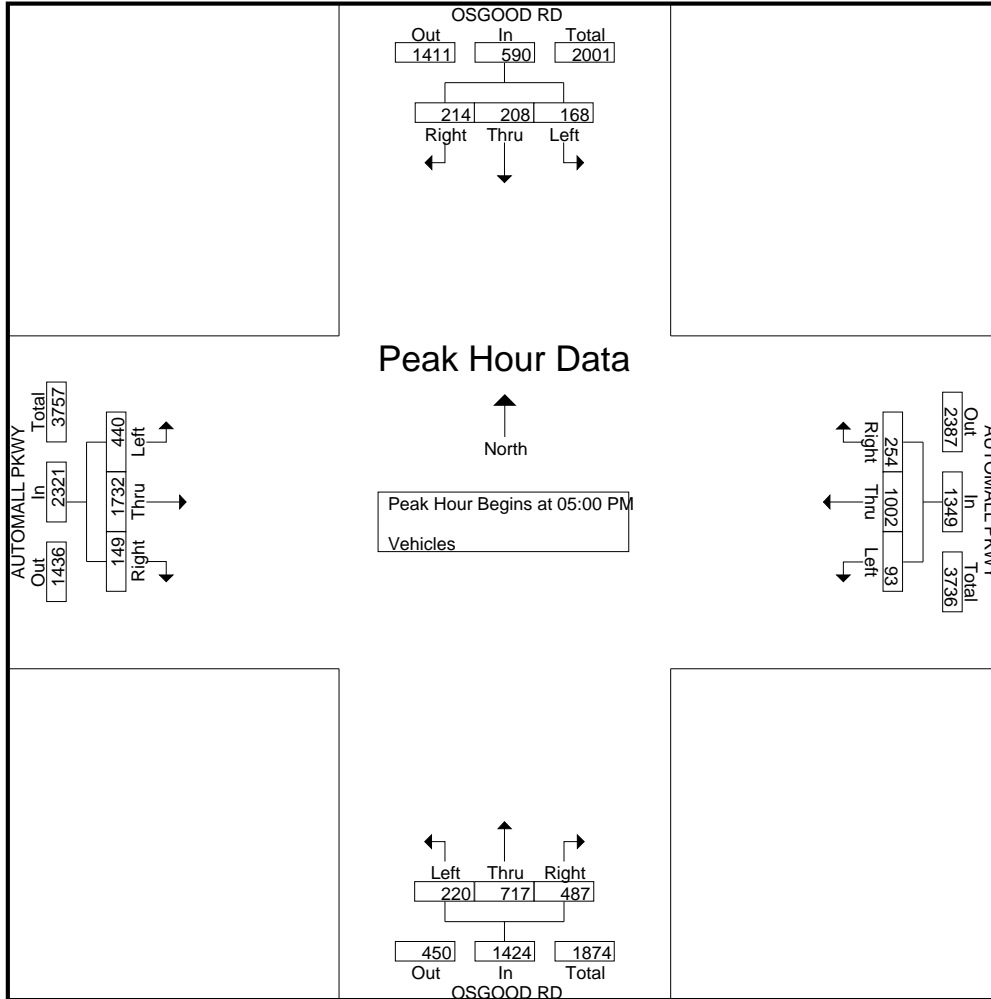
Start Time	OSGOOD RD Southbound					AUTOMALL PKWY Westbound					OSGOOD RD Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	61	48	41	1	151	65	192	55	0	312	131	132	50	1	314	32	412	97	2	543	1320
04:15 PM	59	46	35	1	141	48	166	44	0	258	111	146	47	0	304	37	429	111	3	580	1283
04:30 PM	70	57	40	0	167	55	168	59	0	282	113	152	58	0	323	21	479	97	0	597	1369
04:45 PM	57	71	28	4	160	45	203	41	0	289	120	162	47	2	331	57	459	75	3	594	1374
Total	247	222	144	6	619	213	729	199	0	1141	475	592	202	3	1272	147	1779	380	8	2314	5346
05:00 PM	58	48	52	0	158	48	239	24	0	311	155	180	66	0	401	29	471	90	2	592	1462
05:15 PM	57	48	37	1	143	74	231	25	0	330	127	180	53	0	360	33	444	113	1	591	1424
05:30 PM	53	67	41	2	163	47	252	22	0	321	100	172	47	0	319	42	395	116	1	554	1357
05:45 PM	46	45	38	0	129	85	280	22	0	387	105	185	54	0	344	45	422	121	2	590	1450
Total	214	208	168	3	593	254	1002	93	0	1349	487	717	220	0	1424	149	1732	440	6	2327	5693
Grand Total	461	430	312	9	1212	467	1731	292	0	2490	962	1309	422	3	2696	296	3511	820	14	4641	11039
Apprch %	38	35.5	25.7	0.7		18.8	69.5	11.7	0		35.7	48.6	15.7	0.1		6.4	75.7	17.7	0.3		
Total %	4.2	3.9	2.8	0.1	11	4.2	15.7	2.6	0	22.6	8.7	11.9	3.8	0	24.4	2.7	31.8	7.4	0.1	42	

Start Time	OSGOOD RD Southbound				AUTOMALL PKWY Westbound				OSGOOD RD Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	58	48	52	158	48	239	24	311	155	180	66	401	29	471	90	590	1460
05:15 PM	57	48	37	142	74	231	25	330	127	180	53	360	33	444	113	590	1422
05:30 PM	53	67	41	161	47	252	22	321	100	172	47	319	42	395	116	553	1354
05:45 PM	46	45	38	129	85	280	22	387	105	185	54	344	45	422	121	588	1448
Total Volume	214	208	168	590	254	1002	93	1349	487	717	220	1424	149	1732	440	2321	5684
% App. Total	36.3	35.3	28.5		18.8	74.3	6.9		34.2	50.4	15.4		6.4	74.6	19		
PHF	.922	.776	.808	.916	.747	.895	.930	.871	.785	.969	.833	.888	.828	.919	.909	.983	.973

Traffic Data Service

Campbell, CA
 (408) 377-2988
tdsbay@cs.com

File Name : 20PM FINAL
 Site Code : 00000020
 Start Date : 5/15/2013
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 20PM FINAL
 Site Code : 00000020
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	OSGOOD RD Southbound					AUTOMALL PKWY Westbound					OSGOOD RD Northbound					AUTOMALL PKWY Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	1	0	0	1	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	10
Apprch %	0	100	0	0		0	100	0	0		0	80	20	0		0	0	0	0		0	0	0	0		
Total %	0	10	0	0	10	0	40	0	0	40	0	40	10	0	50	0	0	0	0	0	0	0	0	0	0	

Start Time	OSGOOD RD Southbound				AUTOMALL PKWY Westbound				OSGOOD RD Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	0	0	0	0	4	0	4	0	2	0	2	0	0	0	0	6
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.500	.000	.500	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

Traffic Data Service

Campbell, CA

(408) 377-2988

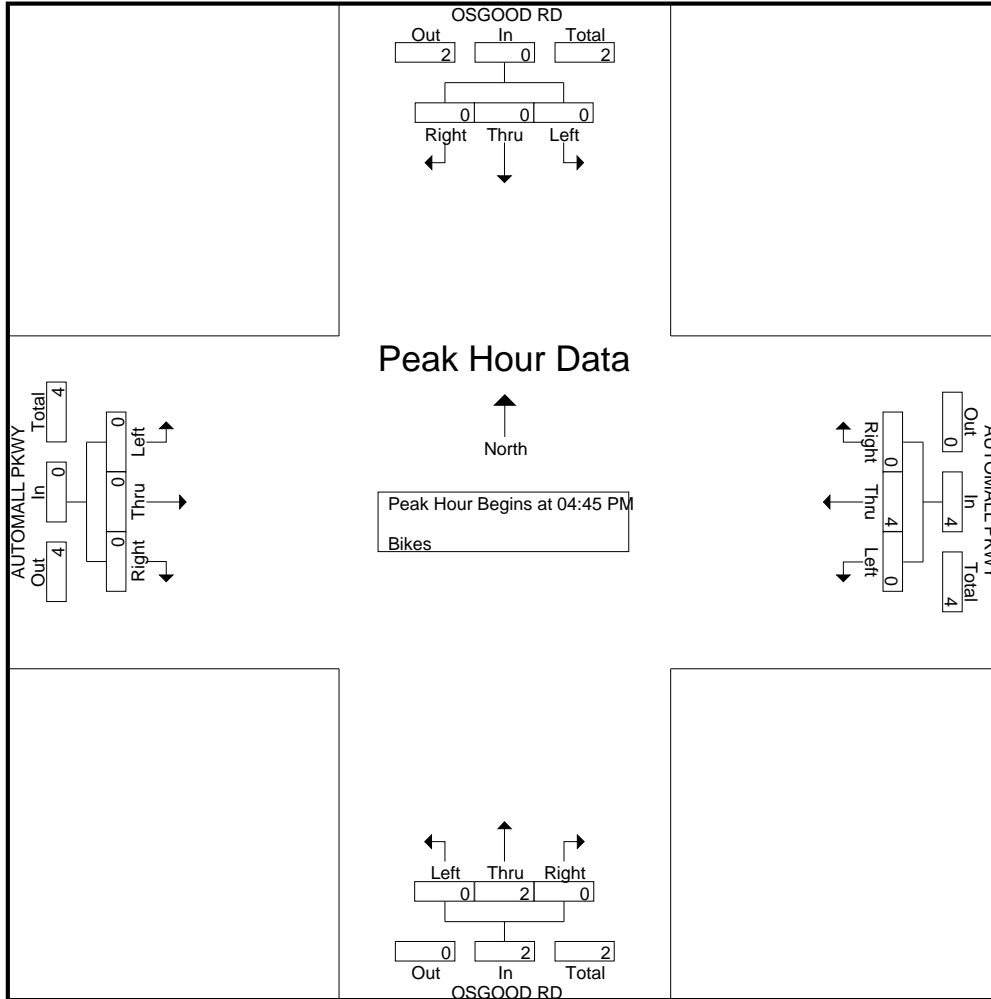
tdsbay@cs.com

File Name : 20PM FINAL

Site Code : 00000020

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 21AM FINAL
 Site Code : 00000021
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

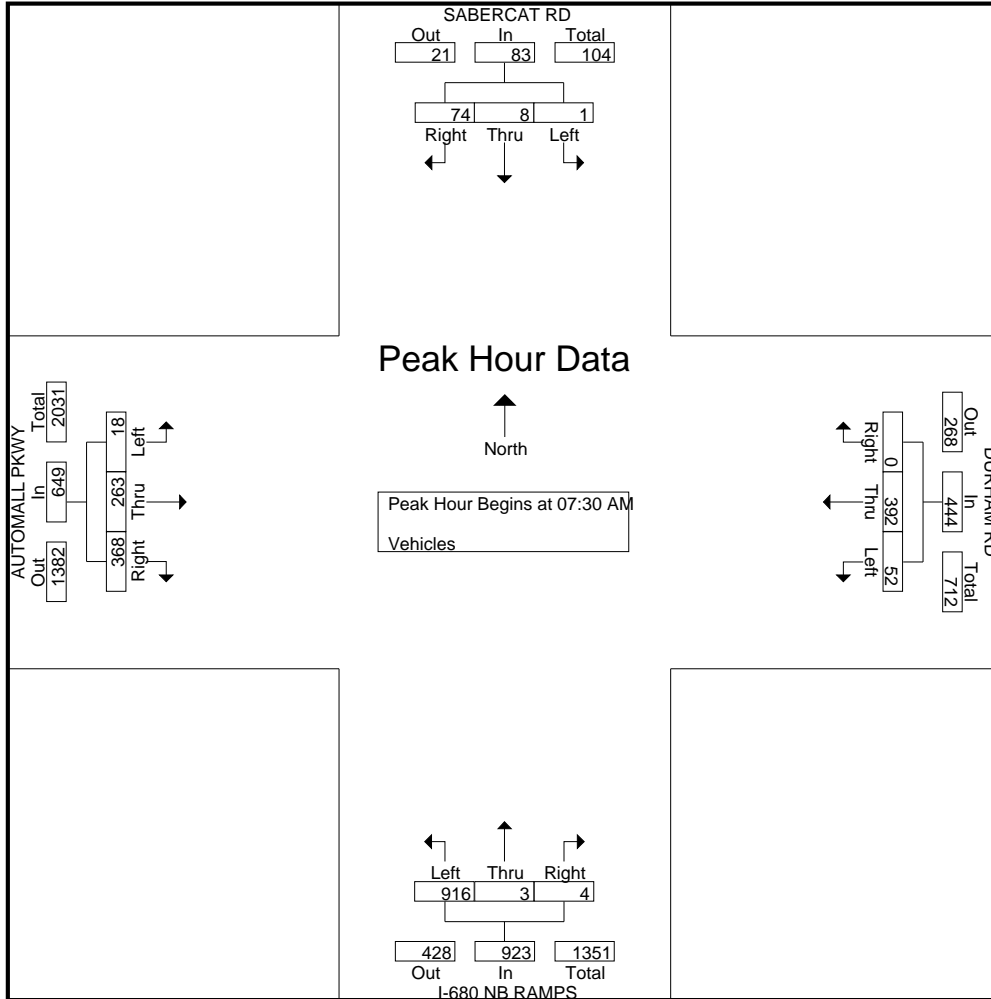
Start Time	SABERCAT RD Southbound					DURHAM RD Westbound					I-680 NB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	11	1	0	0	12	0	43	5	0	48	5	0	166	0	171	69	30	4	0	103	334
07:15 AM	11	0	0	0	11	1	65	9	0	75	4	0	180	0	184	100	41	1	0	142	412
07:30 AM	13	1	0	0	14	0	100	13	0	113	2	2	256	0	260	100	47	3	0	150	537
07:45 AM	20	4	0	0	24	0	121	15	0	136	2	0	238	0	240	93	82	4	0	179	579
Total	55	6	0	0	61	1	329	42	0	372	13	2	840	0	855	362	200	12	0	574	1862
08:00 AM	20	1	1	0	22	0	80	13	0	93	0	1	213	0	214	75	69	6	0	150	479
08:15 AM	21	2	0	0	23	0	91	11	0	102	0	0	209	0	209	100	65	5	0	170	504
08:30 AM	29	2	1	0	32	0	97	10	0	107	1	2	192	0	195	88	43	5	0	136	470
08:45 AM	19	1	2	0	22	2	102	6	0	110	0	1	210	0	211	79	45	4	0	128	471
Total	89	6	4	0	99	2	370	40	0	412	1	4	824	0	829	342	222	20	0	584	1924
Grand Total	144	12	4	0	160	3	699	82	0	784	14	6	1664	0	1684	704	422	32	0	1158	3786
Apprch %	90	7.5	2.5	0		0.4	89.2	10.5	0		0.8	0.4	98.8	0		60.8	36.4	2.8	0		
Total %	3.8	0.3	0.1	0	4.2	0.1	18.5	2.2	0	20.7	0.4	0.2	44	0	44.5	18.6	11.1	0.8	0	30.6	

Start Time	SABERCAT RD Southbound					DURHAM RD Westbound					I-680 NB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	13	1	0	0	14	0	100	13	0	113	2	2	256	260	100	47	3	0	150	537	
07:45 AM	20	4	0	0	24	0	121	15	0	136	2	0	238	240	93	82	4	0	179	579	
08:00 AM	20	1	1	0	22	0	80	13	0	93	0	1	213	214	75	69	6	0	150	479	
08:15 AM	21	2	0	0	23	0	91	11	0	102	0	0	209	209	100	65	5	0	170	504	
Total Volume	74	8	1	0	83	0	392	52	0	444	4	3	916	923	368	263	18	0	649	2099	
% App. Total	89.2	9.6	1.2	0		0	88.3	11.7	0		0.4	0.3	99.2		56.7	40.5	2.8	0			
PHF	.881	.500	.250	0	.865	.000	.810	.867	0	.816	.500	.375	.895	.888	.920	.802	.750	0	.906	.906	

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 21AM FINAL
Site Code : 0000021
Start Date : 5/15/2013
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 21AM FINAL
Site Code : 00000021
Start Date : 5/15/2013
Page No : 1

Groups Printed- Bikes

Start Time	SABERCAT RD Southbound					DURHAM RD Westbound					I-680 NB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	SABERCAT RD Southbound				DURHAM RD Westbound				I-680 NB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Traffic Data Service

Campbell, CA

(408) 377-2988

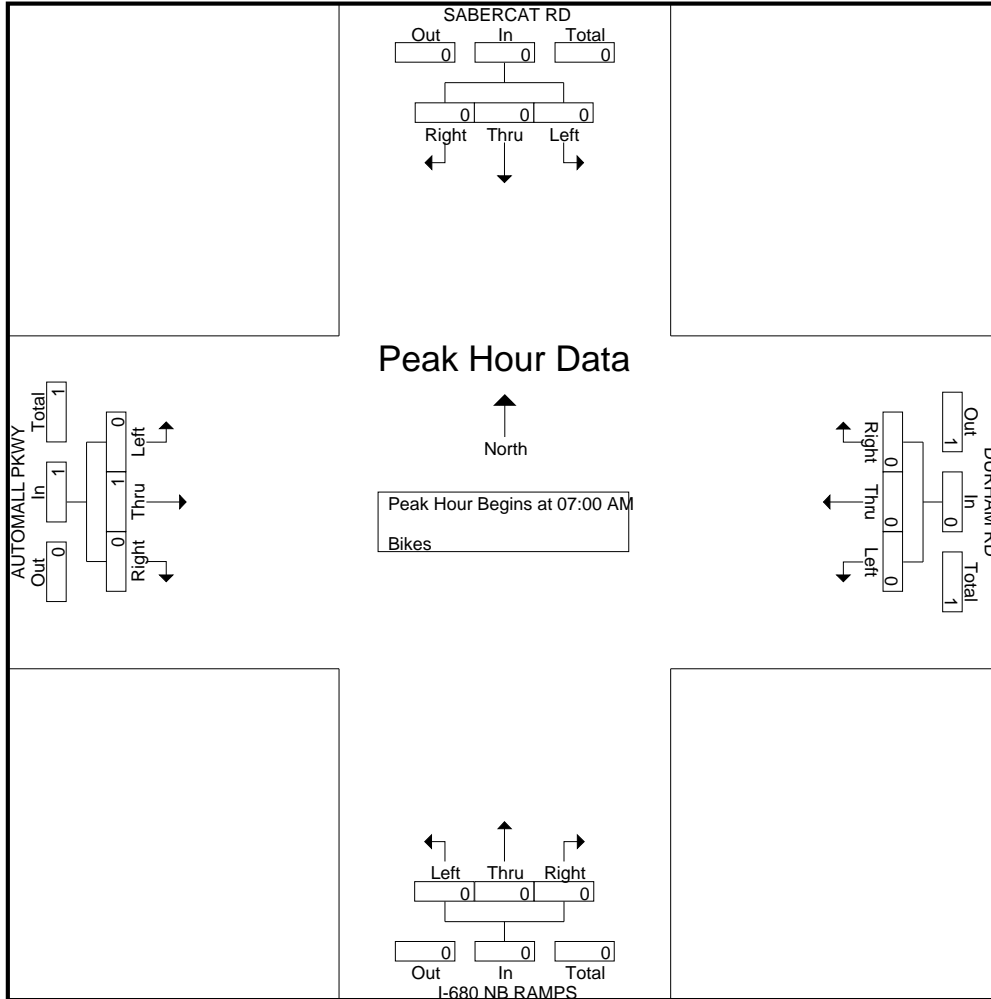
tdsbay@cs.com

File Name : 21AM FINAL

Site Code : 00000021

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 21PM FINAL
 Site Code : 00000021
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

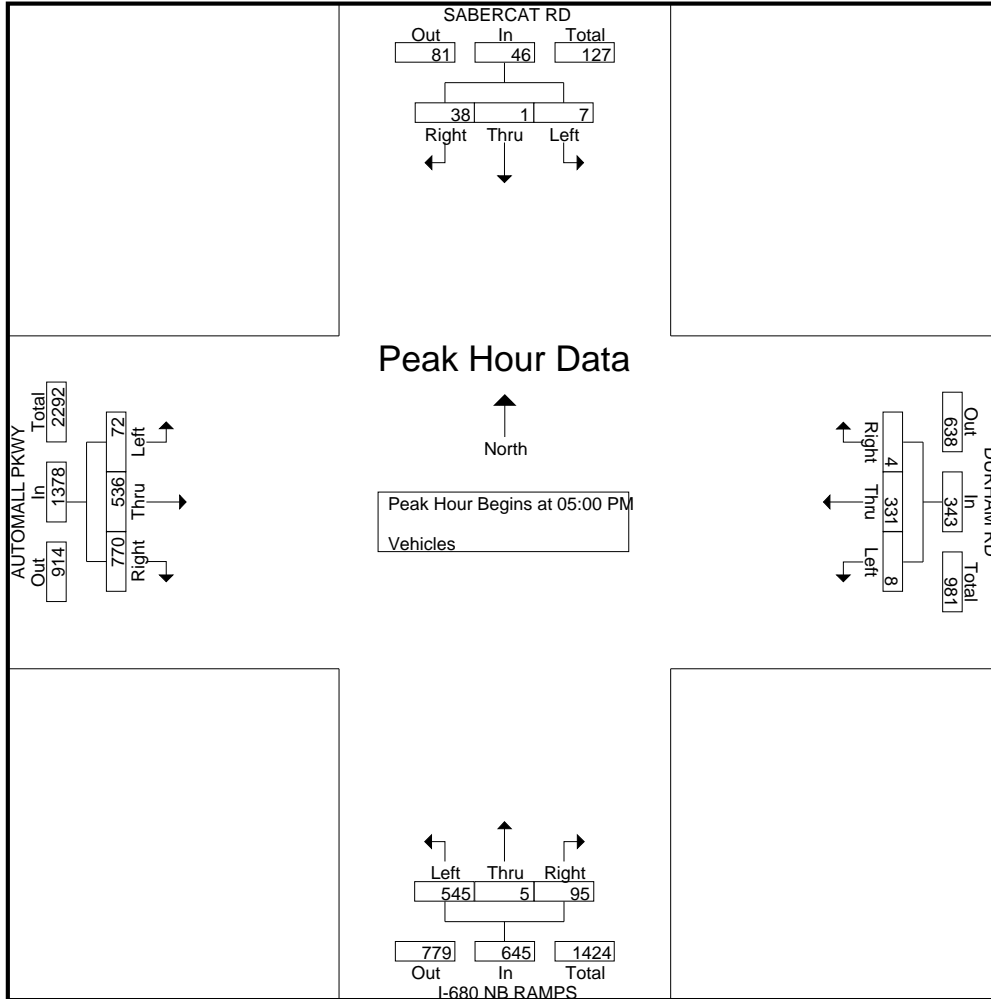
Start Time	SABERCAT RD Southbound					DURHAM RD Westbound					I-680 NB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	14	0	0	0	14	2	71	3	0	76	19	3	109	0	131	255	106	13	0	374	595
04:15 PM	6	0	1	0	7	1	87	2	0	90	28	3	87	0	118	234	103	14	0	351	566
04:30 PM	10	0	1	0	11	1	76	0	0	77	21	3	96	0	120	217	108	22	0	347	555
04:45 PM	8	1	1	0	10	3	84	3	0	90	17	3	102	0	122	199	110	8	0	317	539
Total	38	1	3	0	42	7	318	8	0	333	85	12	394	0	491	905	427	57	0	1389	2255
05:00 PM	11	0	1	0	12	0	77	2	0	79	30	1	127	0	158	208	131	17	0	356	605
05:15 PM	11	0	6	0	17	1	92	3	0	96	17	0	116	0	133	201	130	22	0	353	599
05:30 PM	10	1	0	0	11	2	85	2	0	89	14	1	133	0	148	151	129	20	0	300	548
05:45 PM	6	0	0	0	6	1	77	1	0	79	34	3	169	0	206	210	146	13	0	369	660
Total	38	1	7	0	46	4	331	8	0	343	95	5	545	0	645	770	536	72	0	1378	2412
Grand Total	76	2	10	0	88	11	649	16	0	676	180	17	939	0	1136	1675	963	129	0	2767	4667
Apprch %	86.4	2.3	11.4	0		1.6	96	2.4	0		15.8	1.5	82.7	0		60.5	34.8	4.7	0		
Total %	1.6	0	0.2	0	1.9	0.2	13.9	0.3	0	14.5	3.9	0.4	20.1	0	24.3	35.9	20.6	2.8	0	59.3	

Start Time	SABERCAT RD Southbound				DURHAM RD Westbound				I-680 NB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	0	1	12	0	77	2	79	30	1	127	158	208	131	17	356	605
05:15 PM	11	0	6	17	1	92	3	96	17	0	116	133	201	130	22	353	599
05:30 PM	10	1	0	11	2	85	2	89	14	1	133	148	151	129	20	300	548
05:45 PM	6	0	0	6	1	77	1	79	34	3	169	206	210	146	13	369	660
Total Volume	38	1	7	46	4	331	8	343	95	5	545	645	770	536	72	1378	2412
% App. Total	82.6	2.2	15.2		1.2	96.5	2.3		14.7	0.8	84.5		55.9	38.9	5.2		
PHF	.864	.250	.292	.676	.500	.899	.667	.893	.699	.417	.806	.783	.917	.918	.818	.934	.914

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 21PM FINAL
 Site Code : 00000021
 Start Date : 5/15/2013
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 21PM FINAL
 Site Code : 00000021
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	SABERCAT RD Southbound					DURHAM RD Westbound					I-680 NB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	0	100	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	50	0	50	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	

Start Time	SABERCAT RD Southbound				DURHAM RD Westbound				I-680 NB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Traffic Data Service

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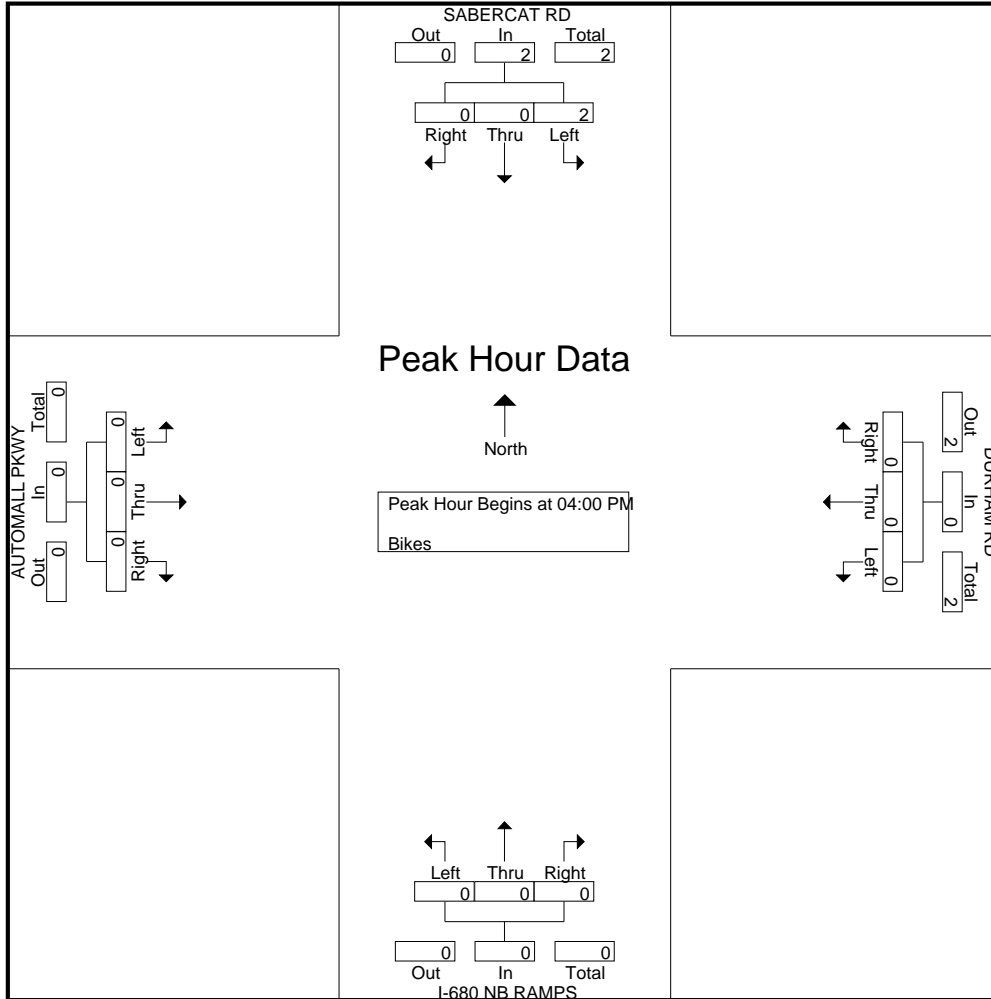
tdsbay@cs.com

File Name : 21PM FINAL

Site Code : 00000021

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 22AM FINAL
 Site Code : 00000022
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

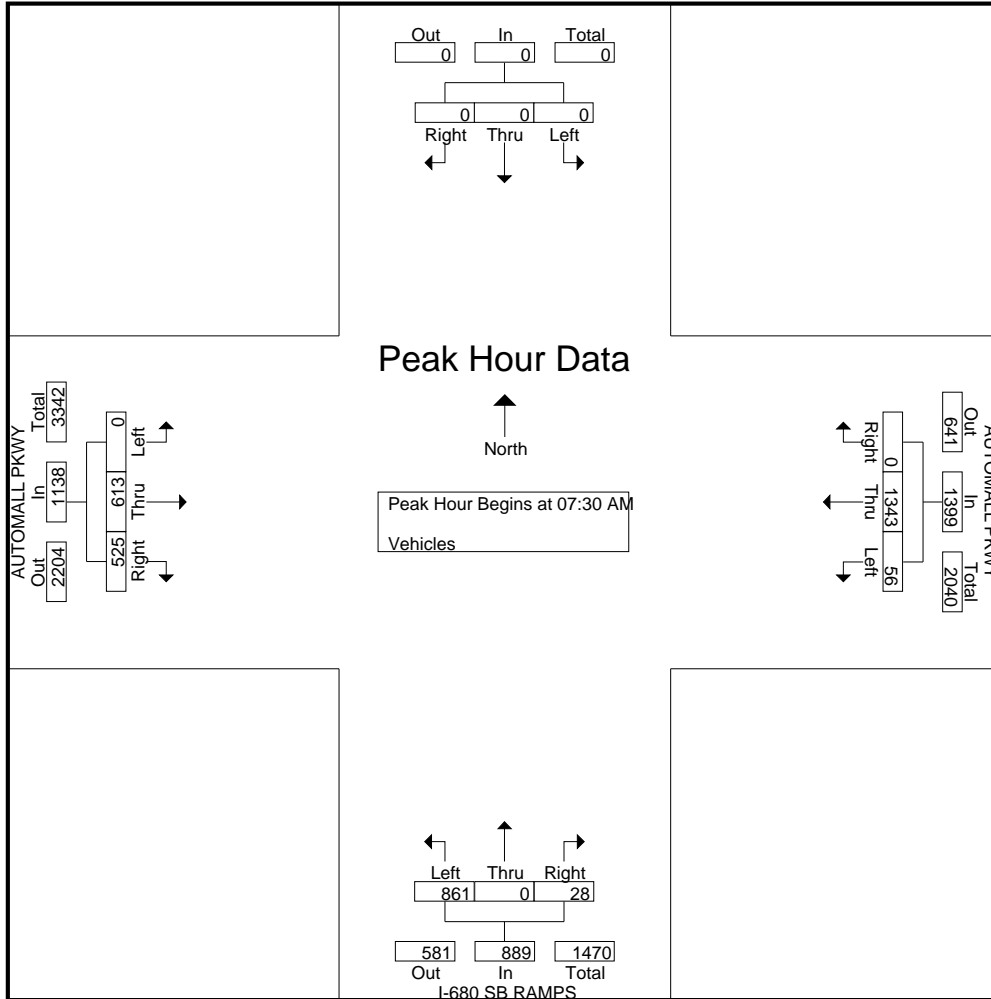
Start Time	Southbound					AUTOMALL PKWY Westbound					I-680 SB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	198	9	0	207	4	0	247	0	251	64	99	0	0	163	621
07:15 AM	0	0	0	0	0	0	241	12	0	253	3	0	254	0	257	106	140	0	0	246	756
07:30 AM	0	0	0	0	0	0	348	9	0	357	5	0	232	0	237	118	141	0	0	259	853
07:45 AM	0	0	0	0	0	0	359	14	0	373	7	0	183	0	190	134	156	0	0	290	853
Total	0	0	0	0	0	0	1146	44	0	1190	19	0	916	0	935	422	536	0	0	958	3083
08:00 AM	0	0	0	0	0	0	329	20	0	349	6	0	217	0	223	131	155	0	0	286	858
08:15 AM	0	0	0	0	0	0	307	13	0	320	10	0	229	0	239	142	161	0	0	303	862
08:30 AM	0	0	0	0	0	0	298	28	0	326	4	0	206	0	210	139	134	0	0	273	809
08:45 AM	0	0	0	0	0	0	310	19	0	329	9	0	204	0	213	140	111	0	0	251	793
Total	0	0	0	0	0	0	1244	80	0	1324	29	0	856	0	885	552	561	0	0	1113	3322
Grand Total	0	0	0	0	0	0	2390	124	0	2514	48	0	1772	0	1820	974	1097	0	0	2071	6405
Apprch %	0	0	0	0	0	0	95.1	4.9	0		2.6	0	97.4	0		47	53	0	0		
Total %	0	0	0	0	0	0	37.3	1.9	0	39.3	0.7	0	27.7	0	28.4	15.2	17.1	0	0	32.3	

Start Time	Southbound				AUTOMALL PKWY Westbound				I-680 SB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	348	9	357	5	0	232	237	118	141	0	259	853
07:45 AM	0	0	0	0	0	359	14	373	7	0	183	190	134	156	0	290	853
08:00 AM	0	0	0	0	0	329	20	349	6	0	217	223	131	155	0	286	858
08:15 AM	0	0	0	0	0	307	13	320	10	0	229	239	142	161	0	303	862
Total Volume	0	0	0	0	0	1343	56	1399	28	0	861	889	525	613	0	1138	3426
% App. Total	0	0	0	0	0	96	4		3.1	0	96.9		46.1	53.9	0		
PHF	.000	.000	.000	.000	.000	.935	.700	.938	.700	.000	.928	.930	.924	.952	.000	.939	.994

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 22AM FINAL
 Site Code : 00000022
 Start Date : 5/15/2013
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Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 22AM FINAL
 Site Code : 00000022
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Bikes

Start Time	Southbound					AUTOMALL PKWY Westbound					I-680 SB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0		0	100	0	0	100	0	0	0	0		0	0	0	0		

Start Time	Southbound				AUTOMALL PKWY Westbound				I-680 SB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Traffic Data Service

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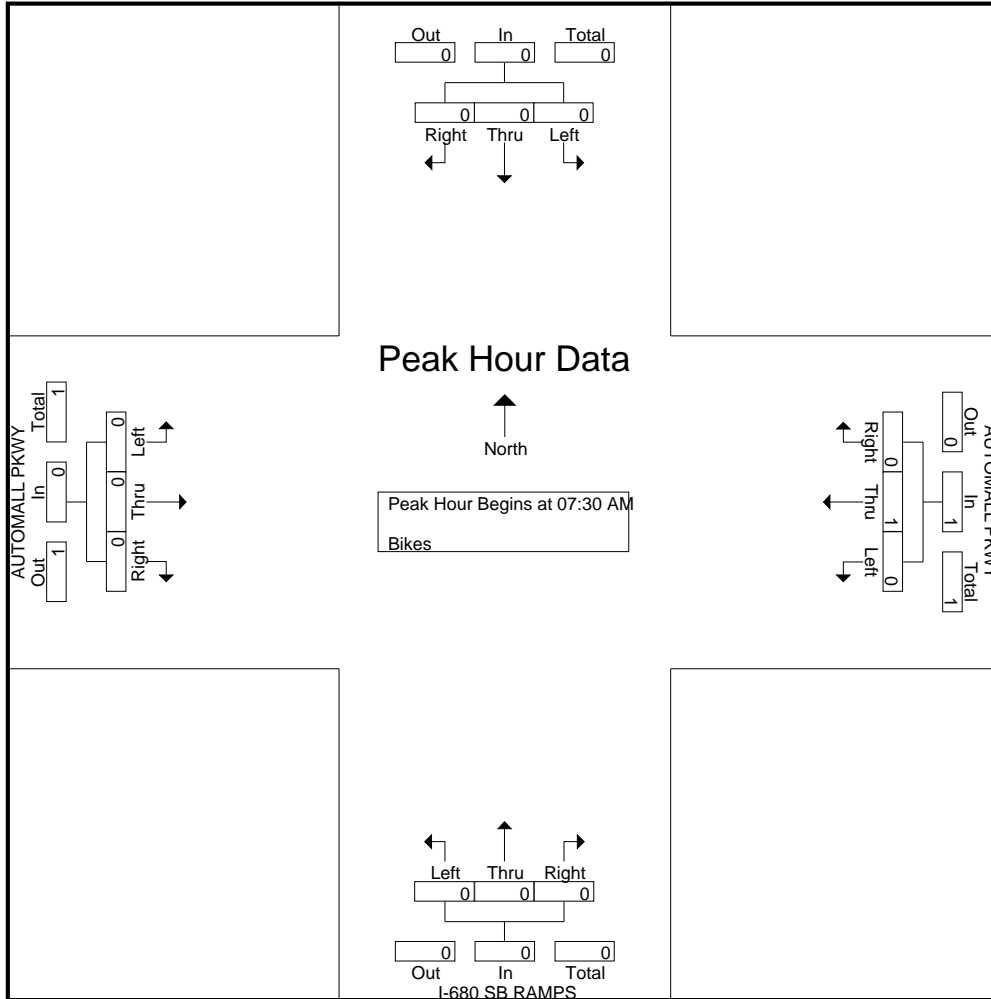
tdsbay@cs.com

File Name : 22AM FINAL

Site Code : 00000022

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
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 tdsbay@cs.com

File Name : 22PM FINAL
 Site Code : 00000022
 Start Date : 5/15/2013
 Page No : 1

Groups Printed- Vehicles

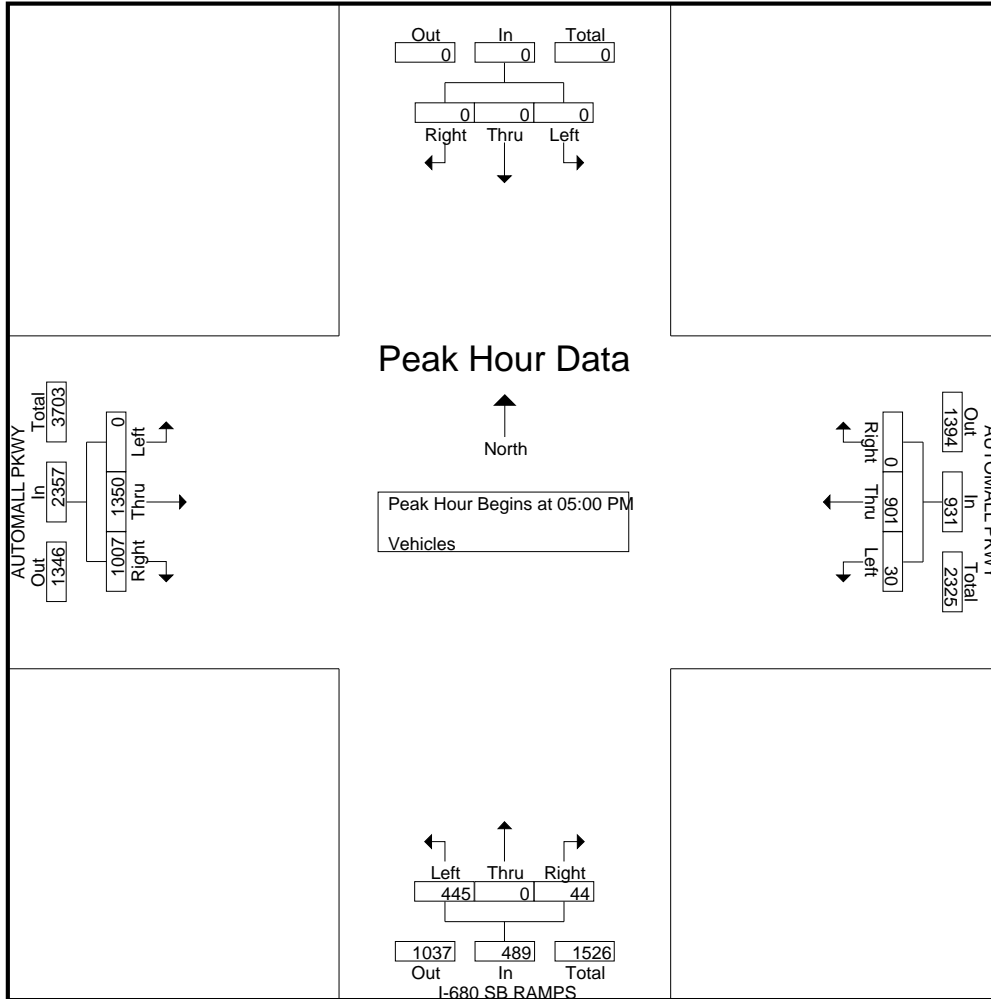
Start Time	Southbound					AUTOMALL PKWY Westbound					I-680 SB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	189	13	0	202	8	0	106	0	114	195	359	0	0	554	870
04:15 PM	0	0	0	0	0	0	155	15	0	170	5	0	113	0	118	204	325	0	0	529	817
04:30 PM	0	0	0	0	0	0	184	9	0	193	13	0	103	0	116	257	318	0	0	575	884
04:45 PM	0	0	0	0	0	0	181	7	0	188	3	0	104	0	107	257	314	0	0	571	866
Total	0	0	0	0	0	0	709	44	0	753	29	0	426	0	455	913	1316	0	0	2229	3437
05:00 PM	0	0	0	0	0	0	203	9	0	212	7	0	109	0	116	311	362	0	0	673	1001
05:15 PM	0	0	0	0	0	0	229	4	0	233	12	0	100	0	112	269	340	0	0	609	954
05:30 PM	0	0	0	0	0	0	218	6	0	224	16	0	112	0	128	226	289	0	0	515	867
05:45 PM	0	0	0	0	0	0	251	11	0	262	9	0	124	0	133	201	359	0	0	560	955
Total	0	0	0	0	0	0	901	30	0	931	44	0	445	0	489	1007	1350	0	0	2357	3777
Grand Total	0	0	0	0	0	0	1610	74	0	1684	73	0	871	0	944	1920	2666	0	0	4586	7214
Apprch %	0	0	0	0	0	0	95.6	4.4	0		7.7	0	92.3	0		41.9	58.1	0	0		
Total %	0	0	0	0	0	0	22.3	1	0	23.3	1	0	12.1	0	13.1	26.6	37	0	0	63.6	

Start Time	Southbound				AUTOMALL PKWY Westbound				I-680 SB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	203	9	212	7	0	109	116	311	362	0	673	1001
05:15 PM	0	0	0	0	0	229	4	233	12	0	100	112	269	340	0	609	954
05:30 PM	0	0	0	0	0	218	6	224	16	0	112	128	226	289	0	515	867
05:45 PM	0	0	0	0	0	251	11	262	9	0	124	133	201	359	0	560	955
Total Volume	0	0	0	0	0	901	30	931	44	0	445	489	1007	1350	0	2357	3777
% App. Total	0	0	0	0	0	96.8	3.2		9	0	91		42.7	57.3	0		
PHF	.000	.000	.000	.000	.000	.897	.682	.888	.688	.000	.897	.919	.809	.932	.000	.876	.943

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 22PM FINAL
 Site Code : 00000022
 Start Date : 5/15/2013
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Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 22PM FINAL
Site Code : 00000022
Start Date : 5/15/2013
Page No : 1

Groups Printed- Bikes

Start Time	Southbound					AUTOMALL PKWY Westbound					I-680 SB RAMPS Northbound					AUTOMALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0

Start Time	Southbound				AUTOMALL PKWY Westbound				I-680 SB RAMPS Northbound				AUTOMALL PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.750

Traffic Data Service

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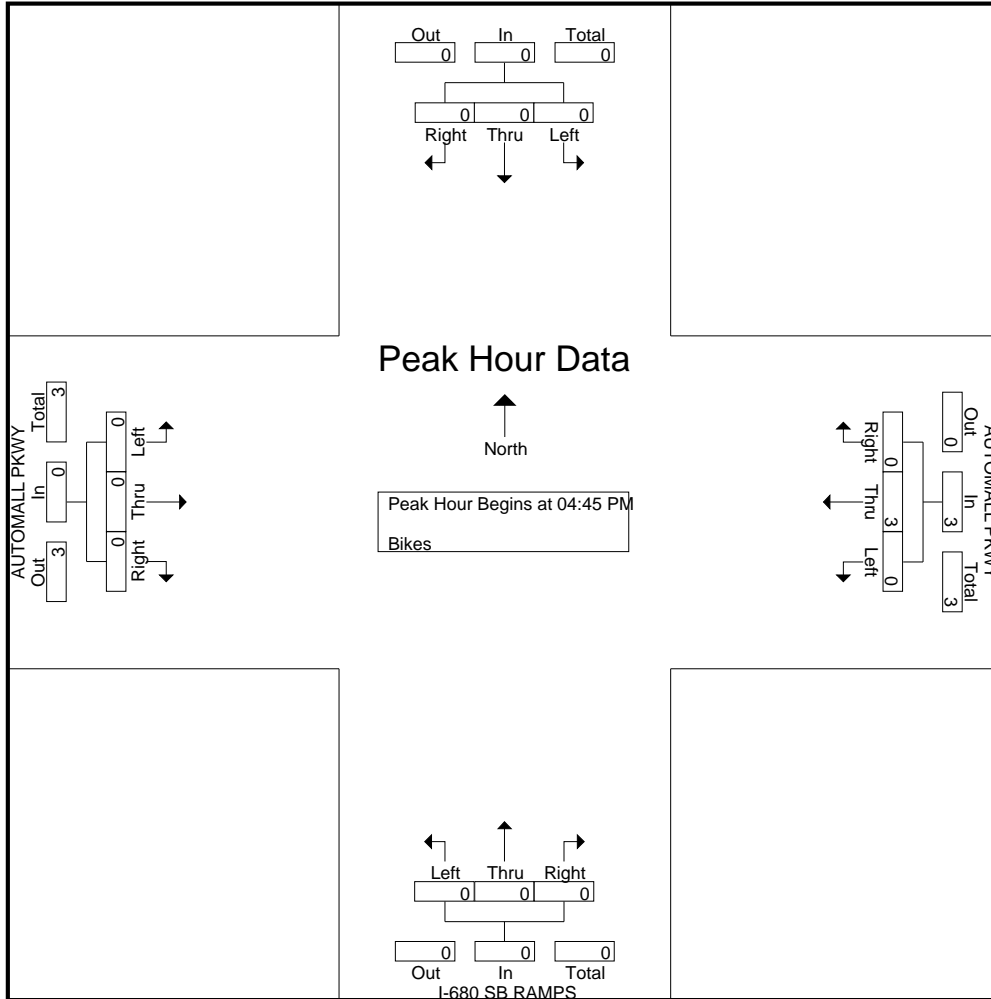
tdsbay@cs.com

File Name : 22PM FINAL

Site Code : 00000022

Start Date : 5/15/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 23AM FINAL
 Site Code : 00000023
 Start Date : 10/17/2013
 Page No : 1

Groups Printed- Vehicles

Start Time	MOHAVE DR Southbound					MISSION BLVD Westbound					MOHAVE DR Northbound					MISSION BLVD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	12	2	14	0	28	19	576	6	0	601	22	3	16	0	41	1	278	12	0	291	961
07:15 AM	5	6	12	3	26	18	613	3	0	634	24	8	20	2	54	2	299	14	11	326	1040
07:30 AM	9	7	15	1	32	26	658	12	0	696	40	11	39	0	90	3	287	24	2	316	1134
07:45 AM	6	26	11	0	43	20	642	7	0	669	28	8	45	0	81	4	252	9	6	271	1064
Total	32	41	52	4	129	83	2489	28	0	2600	114	30	120	2	266	10	1116	59	19	1204	4199
08:00 AM	8	22	19	1	50	24	618	4	0	646	30	12	32	1	75	8	277	15	7	307	1078
08:15 AM	9	19	9	1	38	20	597	0	0	617	30	15	41	1	87	5	312	18	5	340	1082
08:30 AM	10	8	20	1	39	23	487	0	0	510	37	19	40	0	96	3	271	9	5	288	933
08:45 AM	9	12	16	1	38	19	502	0	0	521	22	8	20	0	50	8	249	6	4	267	876
Total	36	61	64	4	165	86	2204	4	0	2294	119	54	133	2	308	24	1109	48	21	1202	3969
Grand Total	68	102	116	8	294	169	4693	32	0	4894	233	84	253	4	574	34	2225	107	40	2406	8168
Apprch %	23.1	34.7	39.5	2.7		3.5	95.9	0.7	0		40.6	14.6	44.1	0.7		1.4	92.5	4.4	1.7		
Total %	0.8	1.2	1.4	0.1	3.6	2.1	57.5	0.4	0	59.9	2.9	1	3.1	0	7	0.4	27.2	1.3	0.5	29.5	

Start Time	MOHAVE DR Southbound				MISSION BLVD Westbound				MOHAVE DR Northbound				MISSION BLVD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	9	7	15	31	26	658	12	696	40	11	39	90	3	287	24	314	1131
07:45 AM	6	26	11	43	20	642	7	669	28	8	45	81	4	252	9	265	1058
08:00 AM	8	22	19	49	24	618	4	646	30	12	32	74	8	277	15	300	1069
08:15 AM	9	19	9	37	20	597	0	617	30	15	41	86	5	312	18	335	1075
Total Volume	32	74	54	160	90	2515	23	2628	128	46	157	331	20	1128	66	1214	4333
% App. Total	20	46.2	33.8		3.4	95.7	0.9		38.7	13.9	47.4		1.6	92.9	5.4		
PHF	.889	.712	.711	.816	.865	.956	.479	.944	.800	.767	.872	.919	.625	.904	.688	.906	.958

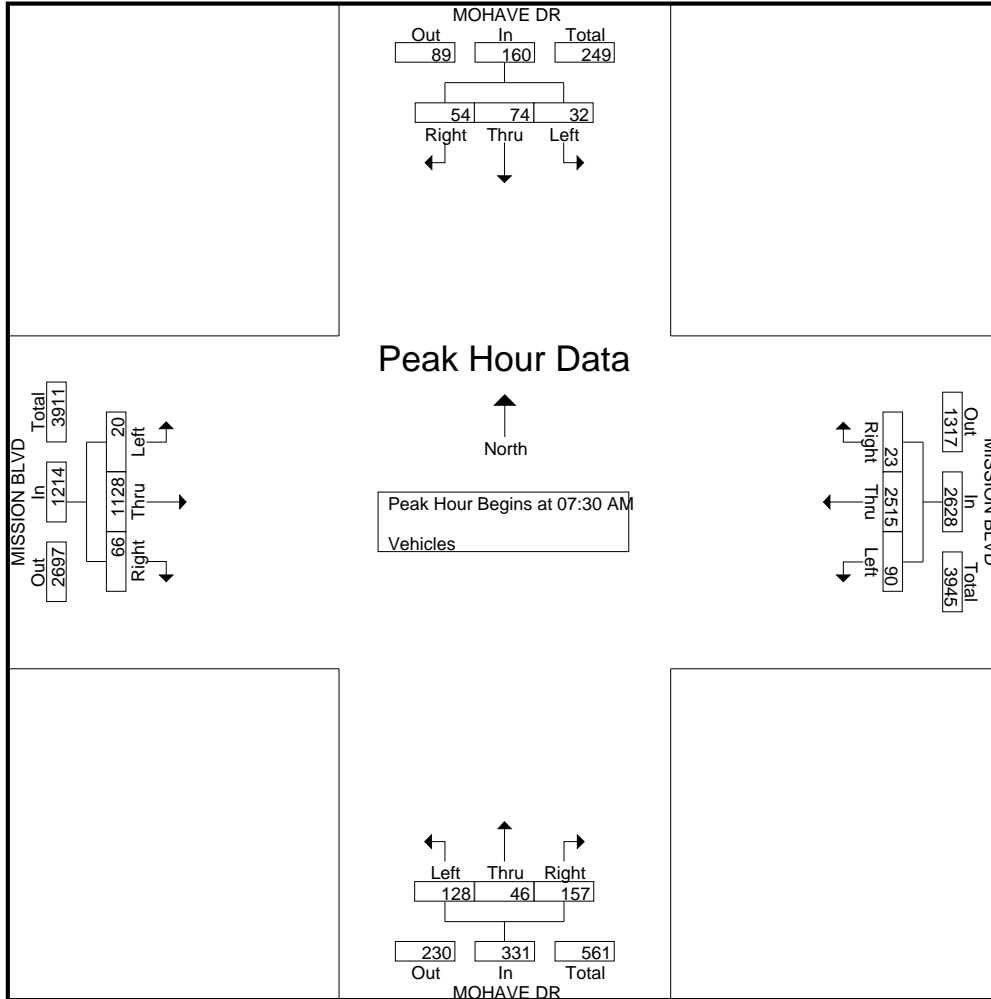
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Traffic Data Service

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 tdsbay@cs.com

File Name : 23AM FINAL
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Traffic Data Service

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Groups Printed- Bikes

Start Time	MOHAVE DR Southbound					MISSION BLVD Westbound					MOHAVE DR Northbound					MISSION BLVD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0		0	50	0	0	50	0	0	0	0		0	50	0	0	50	

Start Time	MOHAVE DR Southbound				MISSION BLVD Westbound				MOHAVE DR Northbound				MISSION BLVD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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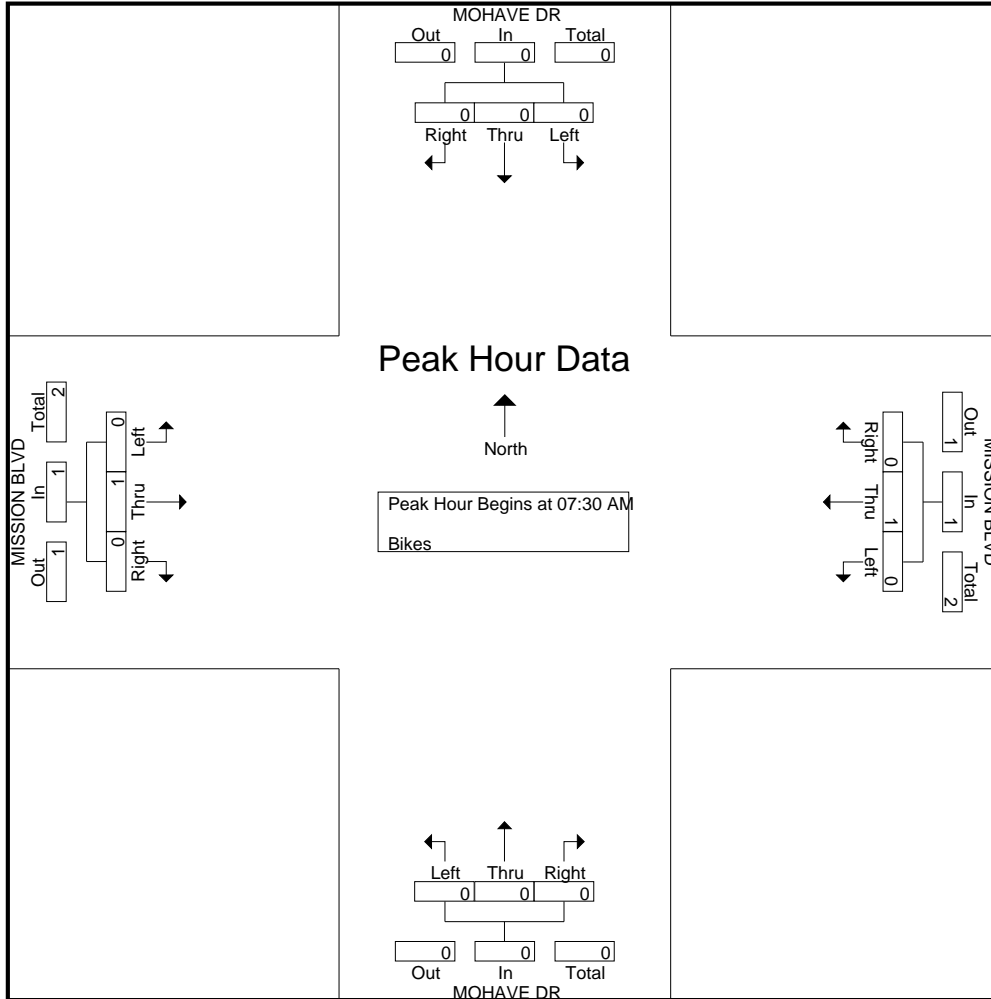
tdsbay@cs.com

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Groups Printed- Vehicles

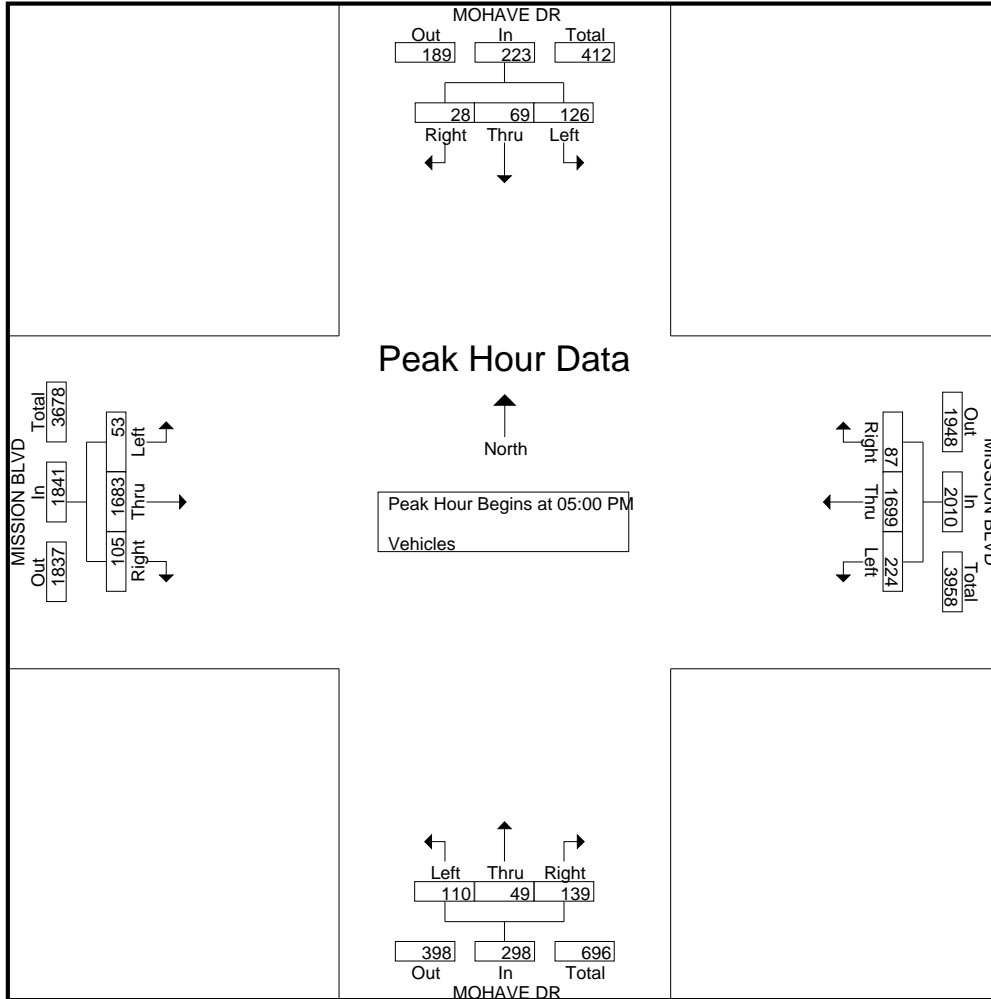
Start Time	MOHAVE DR Southbound					MISSION BLVD Westbound					MOHAVE DR Northbound					MISSION BLVD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	19	6	10	1	36	45	412	16	0	473	18	14	33	3	68	9	406	18	1	434	1011
04:15 PM	19	8	7	2	36	35	348	14	0	397	24	5	27	0	56	10	375	18	9	412	901
04:30 PM	43	13	3	0	59	65	405	28	0	498	37	11	29	0	77	6	462	23	2	493	1127
04:45 PM	25	16	2	1	44	37	414	17	0	468	25	14	28	2	69	7	385	22	6	420	1001
Total	106	43	22	4	175	182	1579	75	0	1836	104	44	117	5	270	32	1628	81	18	1759	4040
05:00 PM	35	17	8	5	65	60	456	15	0	531	28	8	37	0	73	12	408	15	3	438	1107
05:15 PM	32	11	8	2	53	40	403	21	0	464	20	13	38	0	71	17	420	25	4	466	1054
05:30 PM	39	20	9	5	73	71	395	23	0	489	34	18	30	5	87	11	399	34	21	465	1114
05:45 PM	20	21	3	0	44	53	445	28	0	526	28	10	34	3	75	13	456	31	3	503	1148
Total	126	69	28	12	235	224	1699	87	0	2010	110	49	139	8	306	53	1683	105	31	1872	4423
Grand Total	232	112	50	16	410	406	3278	162	0	3846	214	93	256	13	576	85	3311	186	49	3631	8463
Apprch %	56.6	27.3	12.2	3.9		10.6	85.2	4.2	0		37.2	16.1	44.4	2.3		2.3	91.2	5.1	1.3		
Total %	2.7	1.3	0.6	0.2	4.8	4.8	38.7	1.9	0	45.4	2.5	1.1	3	0.2	6.8	1	39.1	2.2	0.6	42.9	

Start Time	MOHAVE DR Southbound				MISSION BLVD Westbound				MOHAVE DR Northbound				MISSION BLVD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	17	8	60	60	456	15	531	28	8	37	73	12	408	15	435	1099
05:15 PM	32	11	8	51	40	403	21	464	20	13	38	71	17	420	25	462	1048
05:30 PM	39	20	9	68	71	395	23	489	34	18	30	82	11	399	34	444	1083
05:45 PM	20	21	3	44	53	445	28	526	28	10	34	72	13	456	31	500	1142
Total Volume	126	69	28	223	224	1699	87	2010	110	49	139	298	53	1683	105	1841	4372
% App. Total	56.5	30.9	12.6		11.1	84.5	4.3		36.9	16.4	46.6		2.9	91.4	5.7		
PHF	.808	.821	.778	.820	.789	.931	.777	.946	.809	.681	.914	.909	.779	.923	.772	.921	.957

Traffic Data Service

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tdsbay@cs.com

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 tdsbay@cs.com

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Groups Printed- Bikes

Start Time	MOHAVE DR Southbound					MISSION BLVD Westbound					MOHAVE DR Northbound					MISSION BLVD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	MOHAVE DR Southbound				MISSION BLVD Westbound				MOHAVE DR Northbound				MISSION BLVD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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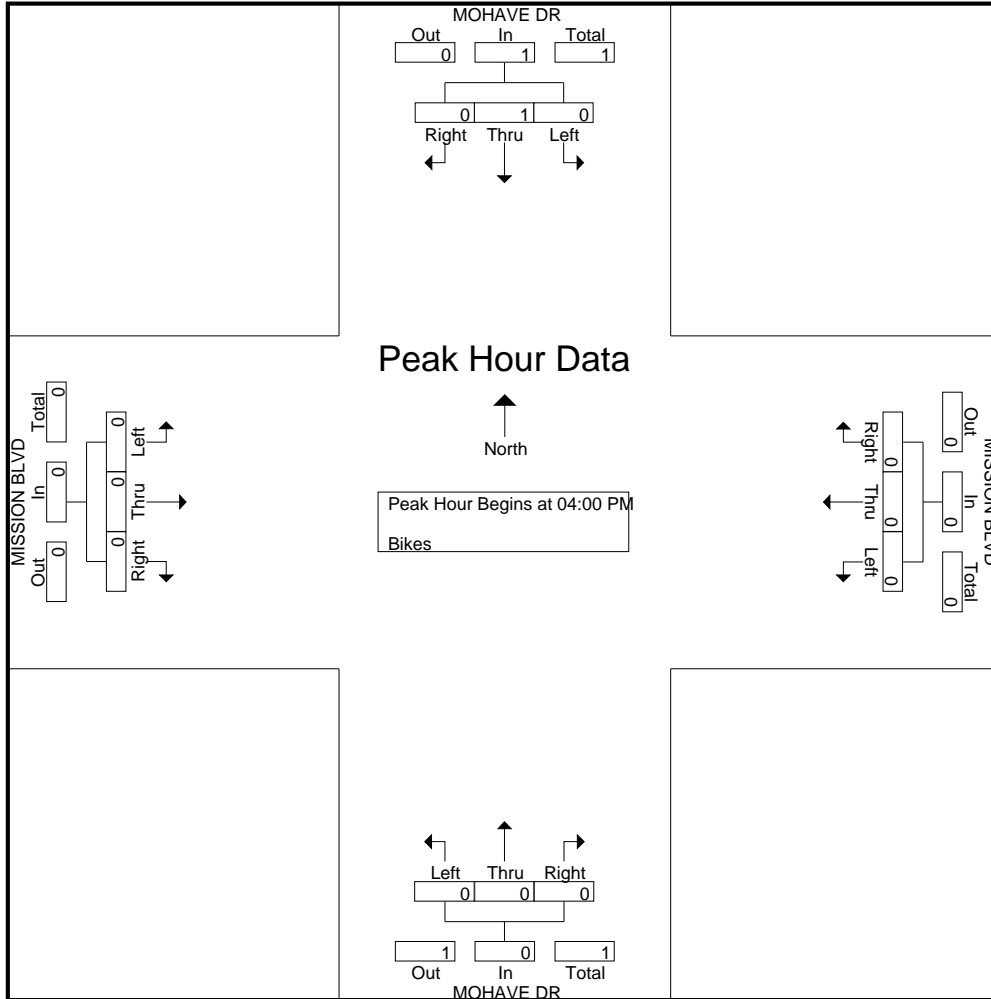
tdsbay@cs.com

File Name : 23PM FINAL

Site Code : 00000023

Start Date : 10/17/2013

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Traffic Data Service

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 tdsbay@cs.com

File Name : 24AM FINAL
 Site Code : 00000024
 Start Date : 10/17/2013
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Groups Printed- Vehicles

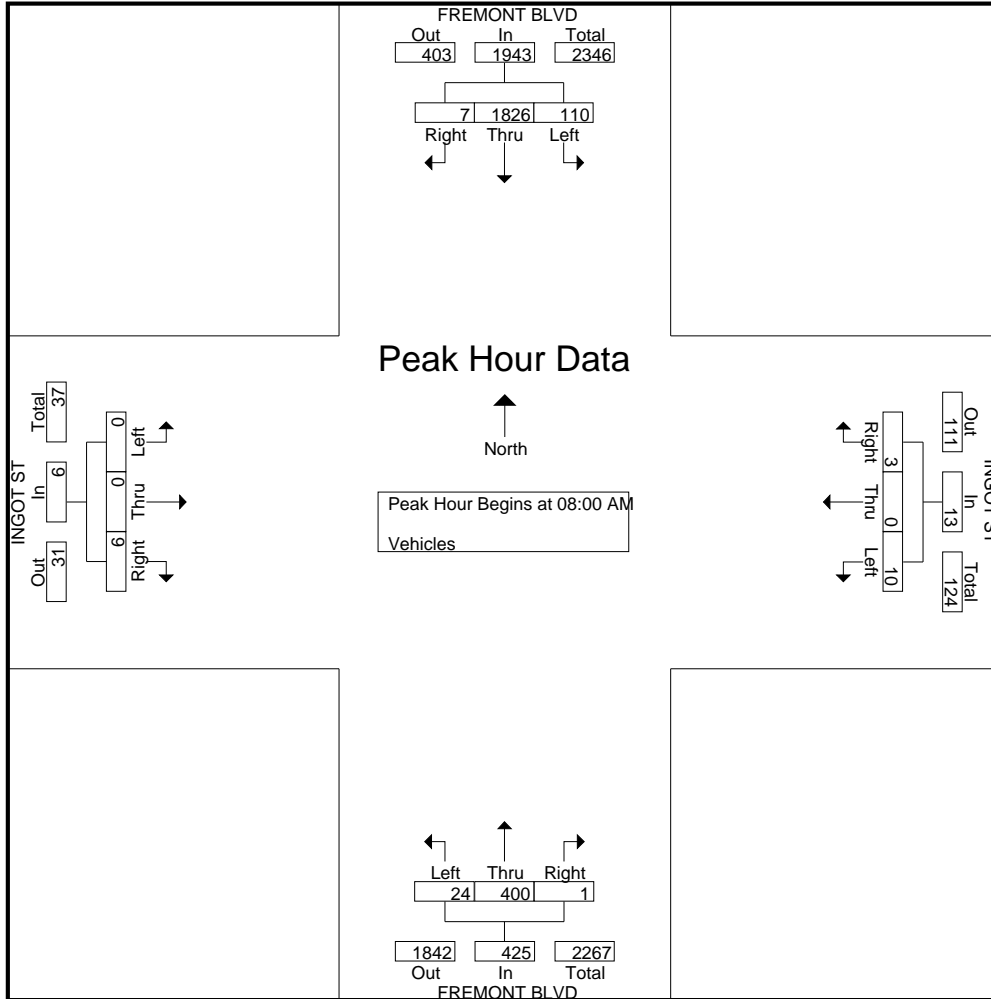
Start Time	FREMONT BLVD Southbound					INGOT ST Westbound					FREMONT BLVD Northbound					INGOT ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	10	228	2	0	240	0	0	0	0	0	5	73	0	0	78	1	0	0	0	1	319
07:15 AM	19	251	1	0	271	0	0	0	0	0	14	73	0	0	87	0	0	1	0	1	359
07:30 AM	24	273	3	0	300	0	0	1	0	1	9	76	0	0	85	0	0	2	0	2	388
07:45 AM	33	339	3	0	375	0	0	1	0	1	11	83	0	0	94	0	0	0	0	0	470
Total	86	1091	9	0	1186	0	0	2	0	2	39	305	0	0	344	1	0	3	0	4	1536
08:00 AM	28	417	3	0	448	2	0	1	0	3	12	100	0	0	112	0	0	1	0	1	564
08:15 AM	23	466	2	0	491	2	0	0	0	2	2	109	0	0	111	0	0	0	0	0	604
08:30 AM	26	468	1	0	495	3	0	0	0	3	3	91	0	0	94	0	0	4	0	4	596
08:45 AM	33	475	1	0	509	3	0	2	0	5	7	100	1	0	108	0	0	1	0	1	623
Total	110	1826	7	0	1943	10	0	3	0	13	24	400	1	0	425	0	0	6	0	6	2387
Grand Total	196	2917	16	0	3129	10	0	5	0	15	63	705	1	0	769	1	0	9	0	10	3923
Apprch %	6.3	93.2	0.5	0		66.7	0	33.3	0		8.2	91.7	0.1	0		10	0	90	0		
Total %	5	74.4	0.4	0	79.8	0.3	0	0.1	0	0.4	1.6	18	0	0	19.6	0	0	0.2	0	0.3	

Start Time	FREMONT BLVD Southbound				INGOT ST Westbound				FREMONT BLVD Northbound				INGOT ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	28	417	3	448	2	0	1	3	12	100	0	112	0	0	1	1	564
08:15 AM	23	466	2	491	2	0	0	2	2	109	0	111	0	0	0	0	604
08:30 AM	26	468	1	495	3	0	0	3	3	91	0	94	0	0	4	4	596
08:45 AM	33	475	1	509	3	0	2	5	7	100	1	108	0	0	1	1	623
Total Volume	110	1826	7	1943	10	0	3	13	24	400	1	425	0	0	6	6	2387
% App. Total	5.7	94	0.4		76.9	0	23.1		5.6	94.1	0.2		0	0	100		
PHF	.833	.961	.583	.954	.833	.000	.375	.650	.500	.917	.250	.949	.000	.000	.375	.375	.958

Traffic Data Service

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tdsbay@cs.com

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File Name : 24AM FINAL
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Groups Printed- Bikes

Start Time	FREMONT BLVD Southbound					INGOT ST Westbound					FREMONT BLVD Northbound					INGOT ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	3	1	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	1	0	0	5	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	6	5	0	0	11	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	13
Apprch %	54.5	45.5	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	46.2	38.5	0	0	84.6	0	0	7.7	0	7.7	0	7.7	0	0	7.7	0	0	0	0	0	

Start Time	FREMONT BLVD Southbound				INGOT ST Westbound				FREMONT BLVD Northbound				INGOT ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	3	1	0	4	0	0	1	1	0	1	0	1	0	0	0	0	6
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	5	3	0	8	0	0	1	1	0	1	0	1	0	0	0	0	10
% App. Total	62.5	37.5	0		0	0	100		0	100	0		0	0	0		
PHF	.417	.375	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.417

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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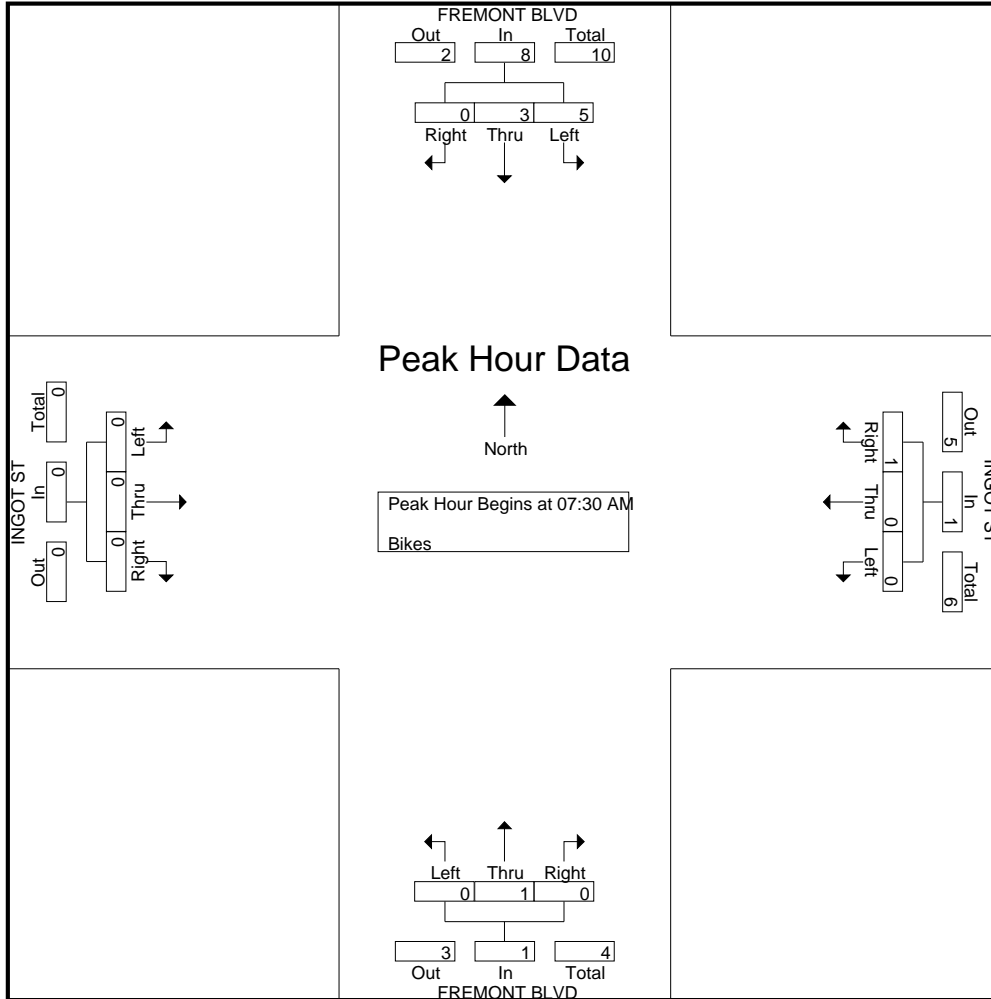
tdsbay@cs.com

File Name : 24AM FINAL

Site Code : 00000024

Start Date : 10/17/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 24PM FINAL
 Site Code : 00000024
 Start Date : 10/17/2013
 Page No : 1

Groups Printed- Vehicles

Start Time	FREMONT BLVD Southbound					INGOT ST Westbound					FREMONT BLVD Northbound					INGOT ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	12	121	2	0	135	0	0	9	0	9	10	401	0	0	411	1	0	0	0	1	556
04:15 PM	15	119	2	0	136	1	1	11	0	13	5	353	0	0	358	2	0	1	0	3	510
04:30 PM	12	142	4	0	158	0	0	11	0	11	6	492	0	0	498	3	0	3	0	6	673
04:45 PM	12	108	2	0	122	0	0	15	0	15	9	397	1	0	407	1	0	1	0	2	546
Total	51	490	10	0	551	1	1	46	0	48	30	1643	1	0	1674	7	0	5	0	12	2285
05:00 PM	5	149	5	0	159	1	0	23	0	24	10	471	0	0	481	0	1	3	0	4	668
05:15 PM	0	106	4	0	110	0	0	19	0	19	11	477	0	0	488	1	0	1	0	2	619
05:30 PM	3	133	0	0	136	0	0	36	0	36	8	506	1	0	515	0	0	2	0	2	689
05:45 PM	4	96	0	0	100	0	0	8	0	8	7	453	0	0	460	1	0	2	0	3	571
Total	12	484	9	0	505	1	0	86	0	87	36	1907	1	0	1944	2	1	8	0	11	2547
Grand Total	63	974	19	0	1056	2	1	132	0	135	66	3550	2	0	3618	9	1	13	0	23	4832
Apprch %	6	92.2	1.8	0		1.5	0.7	97.8	0		1.8	98.1	0.1	0		39.1	4.3	56.5	0		
Total %	1.3	20.2	0.4	0	21.9	0	0	2.7	0	2.8	1.4	73.5	0	0	74.9	0.2	0	0.3	0	0.5	

Start Time	FREMONT BLVD Southbound				INGOT ST Westbound				FREMONT BLVD Northbound				INGOT ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	149	5	159	1	0	23	24	10	471	0	481	0	1	3	4	668
05:15 PM	0	106	4	110	0	0	19	19	11	477	0	488	1	0	1	2	619
05:30 PM	3	133	0	136	0	0	36	36	8	506	1	515	0	0	2	2	689
05:45 PM	4	96	0	100	0	0	8	8	7	453	0	460	1	0	2	3	571
Total Volume	12	484	9	505	1	0	86	87	36	1907	1	1944	2	1	8	11	2547
% App. Total	2.4	95.8	1.8		1.1	0	98.9		1.9	98.1	0.1		18.2	9.1	72.7		
PHF	.600	.812	.450	.794	.250	.000	.597	.604	.818	.942	.250	.944	.500	.250	.667	.688	.924

Traffic Data Service

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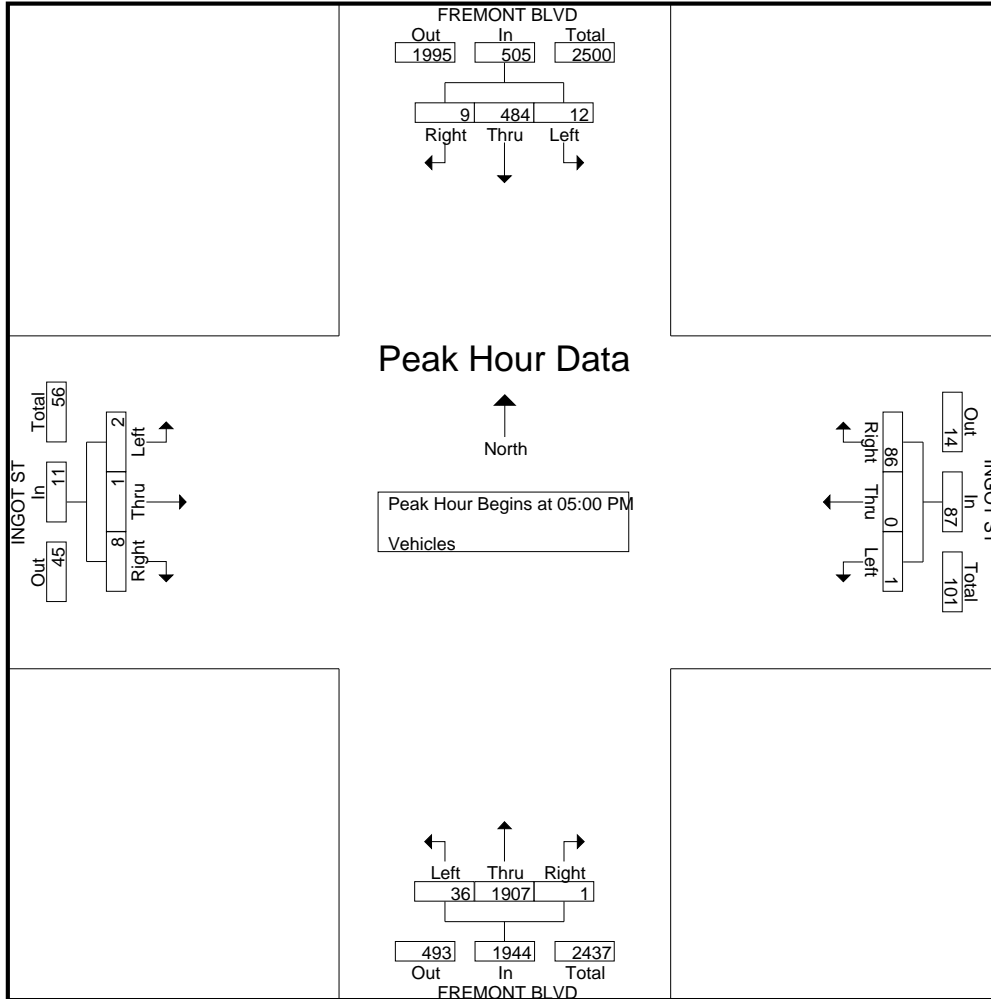
tdsbay@cs.com

File Name : 24PM FINAL

Site Code : 00000024

Start Date : 10/17/2013

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 24PM FINAL
 Site Code : 00000024
 Start Date : 10/17/2013
 Page No : 1

Groups Printed- Bikes

Start Time	FREMONT BLVD Southbound					INGOT ST Westbound					FREMONT BLVD Northbound					INGOT ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
Grand Total	2	0	0	0	2	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	8
Apprch %	100	0	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	25	0	0	0	25	0	0	37.5	0	37.5	0	37.5	0	0	37.5	0	0	0	0	0	

Start Time	FREMONT BLVD Southbound				INGOT ST Westbound				FREMONT BLVD Northbound				INGOT ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0	5
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.625

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

Traffic Data Service

Campbell, CA

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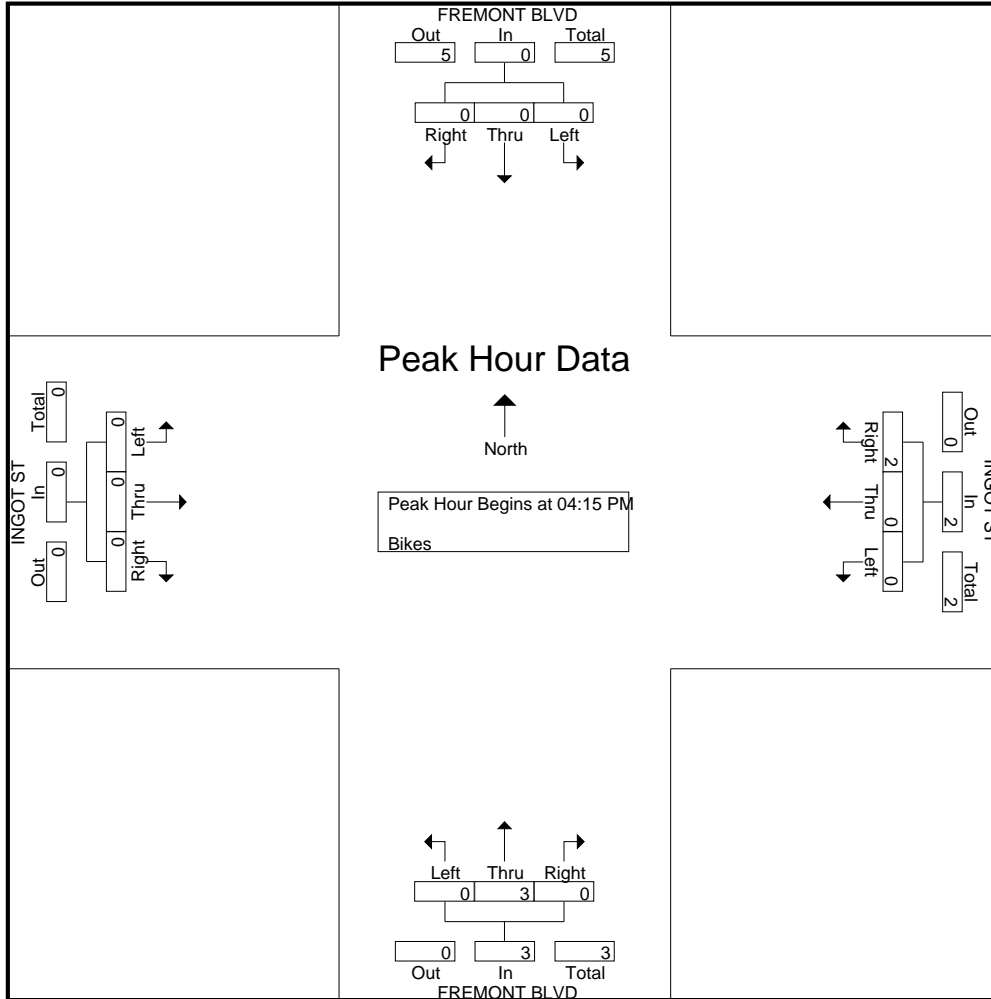
tdsbay@cs.com

File Name : 24PM FINAL

Site Code : 00000024

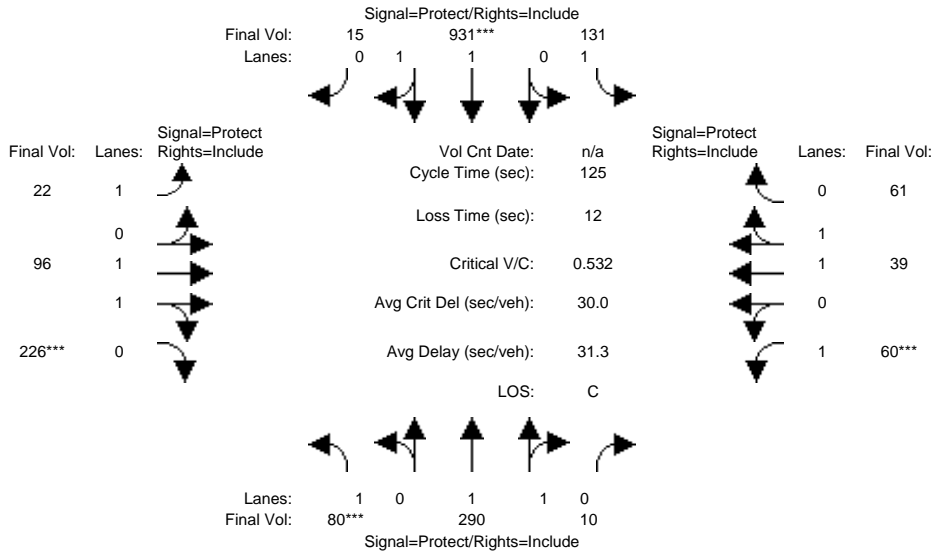
Start Date : 10/17/2013

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

Intersection #3: Mission Blvd / Paseo Padre Pkwy



Street Name:	Mission Blvd						Paseo Padre Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	74	267	9	121	858	14	20	88	208	55	36	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:	74	267	9	121	858	14	20	88	208	55	36	56
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:	74	267	9	121	858	14	20	88	208	55	36	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	80	290	10	131	931	15	22	96	226	60	39	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	290	10	131	931	15	22	96	226	60	39	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	290	10	131	931	15	22	96	226	60	39	61

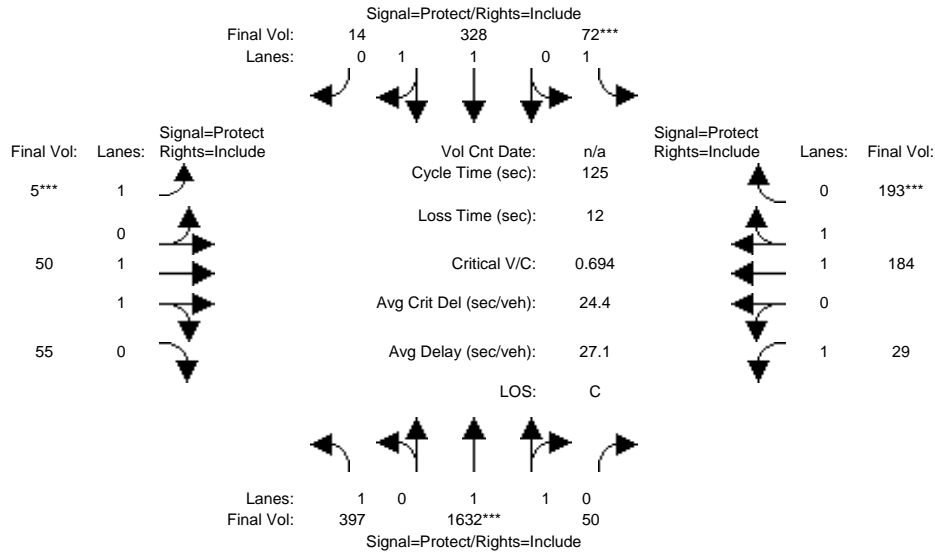
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.95	0.86	0.86
Lanes:	1.00	1.93	0.07	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3475	117	1805	3545	58	1805	1615	1606	1805	1641	1641

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.07	0.26	0.26	0.01	0.06	0.14	0.03	0.02	0.04
Crit Moves:	***			****					****	****		
Green/Cycle:	0.08	0.31	0.31	0.27	0.49	0.49	0.09	0.26	0.26	0.06	0.23	0.23
Volume/Cap:	0.53	0.27	0.27	0.27	0.53	0.53	0.13	0.22	0.53	0.53	0.10	0.16
Uniform Del:	54.9	32.6	32.6	36.0	21.7	21.7	52.0	36.0	39.4	56.8	37.6	38.2
IncramntDel:	3.6	0.1	0.1	0.3	0.3	0.3	0.3	0.1	0.9	4.8	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.5	32.7	32.7	36.3	22.0	22.0	52.4	36.0	40.3	61.7	37.7	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	32.7	32.7	36.3	22.0	22.0	52.4	36.0	40.3	61.7	37.7	38.3
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	4	4	4	4	13	13	1	3	8	3	1	2

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

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

Intersection #3: Mission Blvd / Paseo Padre Pkwy



Street Name:	Mission Blvd						Paseo Padre Pkwy					
	North Bound			South Bound			East Bound			West Bound		
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:	351	1444	44	64	290	12	4	44	49	26	163	171
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:	351	1444	44	64	290	12	4	44	49	26	163	171
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:	351	1444	44	64	290	12	4	44	49	26	163	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	397	1632	50	72	328	14	5	50	55	29	184	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	1632	50	72	328	14	5	50	55	29	184	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	397	1632	50	72	328	14	5	50	55	29	184	193

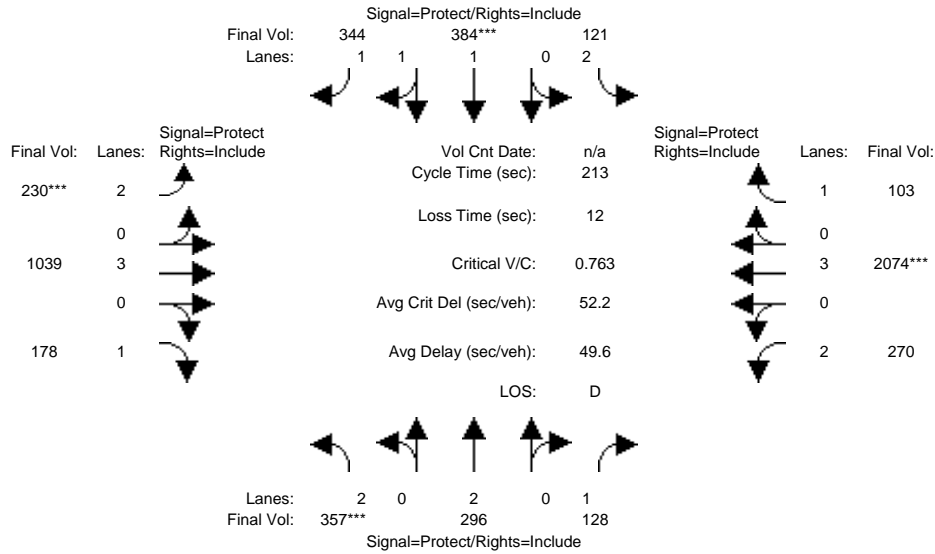
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.87	0.87	0.95	0.88	0.87
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3489	106	1805	3446	143	1805	1662	1645	1805	1666	1653

Capacity Analysis Module:												
Vol/Sat:	0.22	0.47	0.47	0.04	0.10	0.10	0.00	0.03	0.03	0.02	0.11	0.12
Crit Moves:	****			****			****					****
Green/Cycle:	0.49	0.65	0.65	0.06	0.21	0.21	0.03	0.14	0.14	0.06	0.16	0.16
Volume/Cap:	0.44	0.72	0.72	0.72	0.44	0.44	0.08	0.21	0.24	0.29	0.68	0.72
Uniform Del:	20.5	14.1	14.1	58.0	42.7	42.7	58.7	47.7	47.9	56.6	49.2	49.6
IncramntDel:	0.4	1.1	1.1	21.7	0.4	0.4	0.6	0.2	0.3	1.6	3.3	4.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.8	15.2	15.2	79.7	43.1	43.1	59.3	47.9	48.2	58.3	52.5	54.2
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:	20.8	15.2	15.2	79.7	43.1	43.1	59.3	47.9	48.2	58.3	52.5	54.2
LOS by Move:	C	B	B	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	10	22	22	4	6	6	0	2	2	1	8	9

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

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

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	349	289	125	118	375	336	225	1015	174	264	2026	101
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:	349	289	125	118	375	336	225	1015	174	264	2026	101
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:	349	289	125	118	375	336	225	1015	174	264	2026	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	357	296	128	121	384	344	230	1039	178	270	2074	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	296	128	121	384	344	230	1039	178	270	2074	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	357	296	128	121	384	344	230	1039	178	270	2074	103

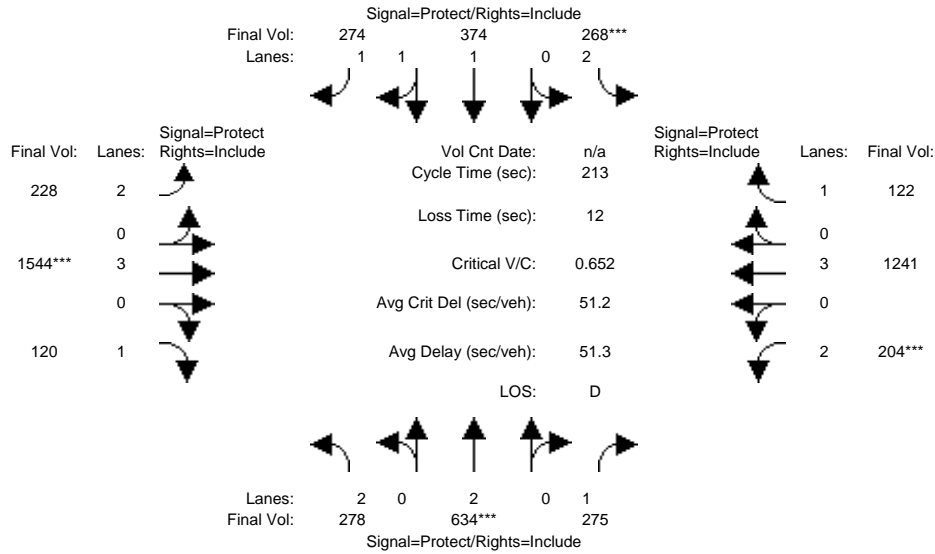
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.81	0.92	0.88	0.88	0.92	0.91	0.84	0.92	0.91	0.84
Lanes:	2.00	2.00	1.00	2.00	1.58	1.42	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1531	3502	2652	2376	3502	5187	1602	3502	5187	1602

Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.03	0.14	0.14	0.07	0.20	0.11	0.08	0.40	0.06
Crit Moves:	***				***		***				***	
Green/Cycle:	0.13	0.23	0.23	0.09	0.19	0.19	0.09	0.44	0.44	0.17	0.52	0.52
Volume/Cap:	0.76	0.36	0.37	0.37	0.76	0.76	0.76	0.45	0.25	0.45	0.76	0.12
Uniform Del:	75.2	58.3	58.4	76.4	69.1	69.1	80.4	35.2	31.7	67.2	34.0	21.8
IncramntDel:	7.3	0.3	0.6	0.7	3.7	3.7	11.0	0.1	0.2	0.6	1.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.5	58.6	59.0	77.1	72.8	72.8	91.4	35.4	31.9	67.8	35.3	21.9
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:	82.5	58.6	59.0	77.1	72.8	72.8	91.4	35.4	31.9	67.8	35.3	21.9
LOS by Move:	F	E	E	E	E	E	F	D	C	E	D	C
HCM2kAvgQ:	10	7	6	3	15	15	8	14	6	6	32	3

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

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

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	273	623	270	263	368	269	224	1518	118	201	1220	120
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:	273	623	270	263	368	269	224	1518	118	201	1220	120
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:	273	623	270	263	368	269	224	1518	118	201	1220	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	278	634	275	268	374	274	228	1544	120	204	1241	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	634	275	268	374	274	228	1544	120	204	1241	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	278	634	275	268	374	274	228	1544	120	204	1241	122

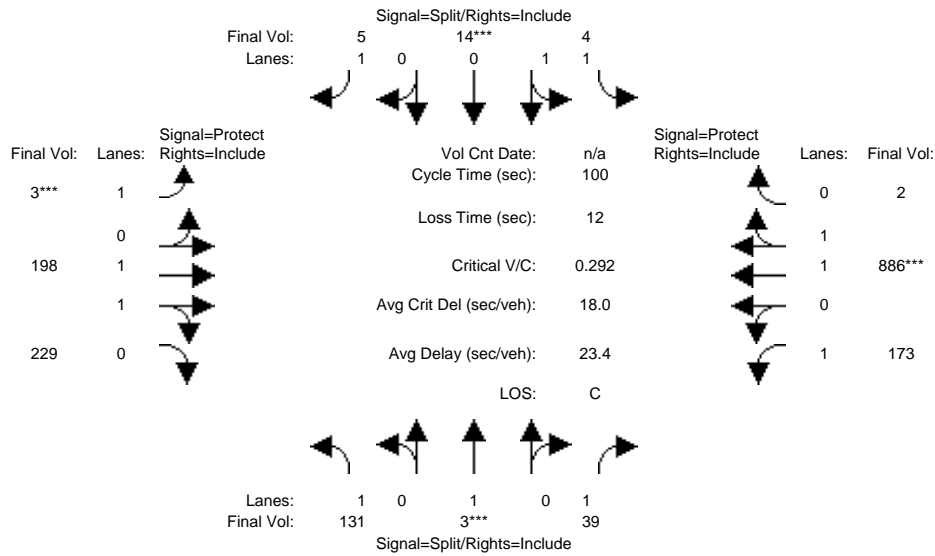
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.80	0.92	0.89	0.89	0.92	0.91	0.84	0.92	0.91	0.82
Lanes:	2.00	2.00	1.00	2.00	1.73	1.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1514	3502	2929	2141	3502	5187	1598	3502	5187	1564

Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.08	0.13	0.13	0.07	0.30	0.08	0.06	0.24	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.27	0.27	0.12	0.24	0.24	0.12	0.46	0.46	0.09	0.43	0.43
Volume/Cap:	0.54	0.65	0.67	0.65	0.54	0.54	0.56	0.65	0.16	0.65	0.56	0.18
Uniform Del:	70.9	58.3	58.7	75.9	59.8	59.8	75.1	37.8	28.7	79.2	38.5	31.7
IncramntDel:	1.1	1.6	4.4	3.7	0.5	0.5	1.7	0.7	0.1	4.8	0.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.0	59.8	63.1	79.6	60.3	60.3	76.8	38.4	28.8	84.0	38.8	31.9
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:	72.0	59.8	63.1	79.6	60.3	60.3	76.8	38.4	28.8	84.0	38.8	31.9
LOS by Move:	E	E	E	E	E	E	E	D	C	F	D	C
HCM2kAvgQ:	7	16	13	8	11	11	7	24	4	6	18	4

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

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

Intersection #5: Warren Ave / Kato Rd



Street Name:	Kato Rd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	131	3	39	4	14	5	3	198	229	173	886	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	3	39	4	14	5	3	198	229	173	886	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	3	39	4	14	5	3	198	229	173	886	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:	131	3	39	4	14	5	3	198	229	173	886	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	3	39	4	14	5	3	198	229	173	886	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	131	3	39	4	14	5	3	198	229	173	886	2

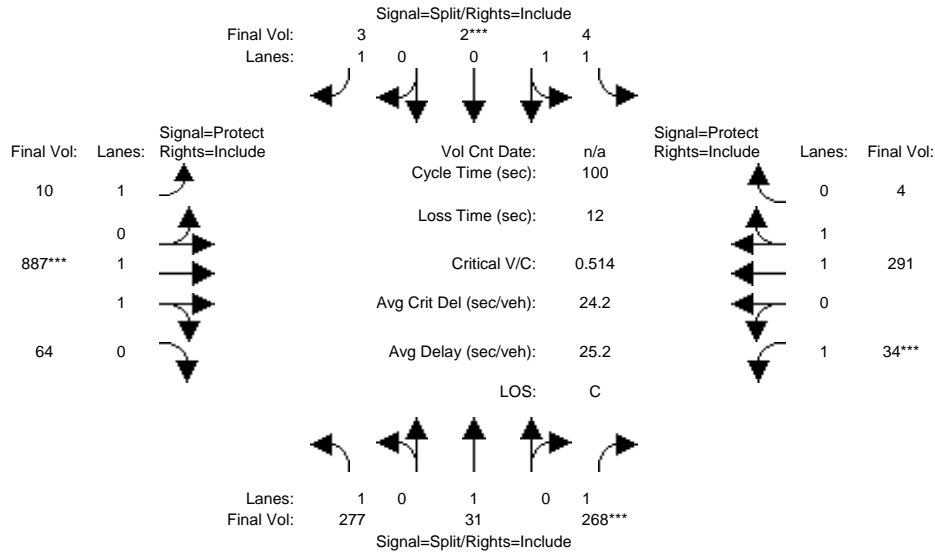
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.99	0.99	0.85	0.95	0.87	0.87	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.99	0.01
Final Sat.:	1805	1900	1615	1879	1879	1615	1805	1661	1661	1805	3602	8

Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.00	0.01	0.00	0.00	0.12	0.14	0.10	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.10	0.10	0.10	0.04	0.31	0.31	0.22	0.49	0.49
Volume/Cap:	0.29	0.01	0.10	0.02	0.07	0.03	0.04	0.38	0.44	0.44	0.50	0.50
Uniform Del:	30.4	28.3	28.9	40.6	40.8	40.6	46.2	26.8	27.3	33.8	17.2	17.2
IncramntDel:	0.4	0.0	0.1	0.0	0.1	0.1	0.2	0.2	0.3	0.8	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.8	28.3	29.0	40.6	40.9	40.7	46.4	27.0	27.7	34.6	17.4	17.4
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:	30.8	28.3	29.0	40.6	40.9	40.7	46.4	27.0	27.7	34.6	17.4	17.4
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2kAvgQ:	3	0	1	0	0	0	0	5	6	4	9	9

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

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

Intersection #5: Warren Ave / Kato Rd



Street Name:	Kato Rd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	277	31	268	4	2	3	10	887	64	34	291	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:	277	31	268	4	2	3	10	887	64	34	291	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:	277	31	268	4	2	3	10	887	64	34	291	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:	277	31	268	4	2	3	10	887	64	34	291	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	31	268	4	2	3	10	887	64	34	291	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 Volume:	277	31	268	4	2	3	10	887	64	34	291	4

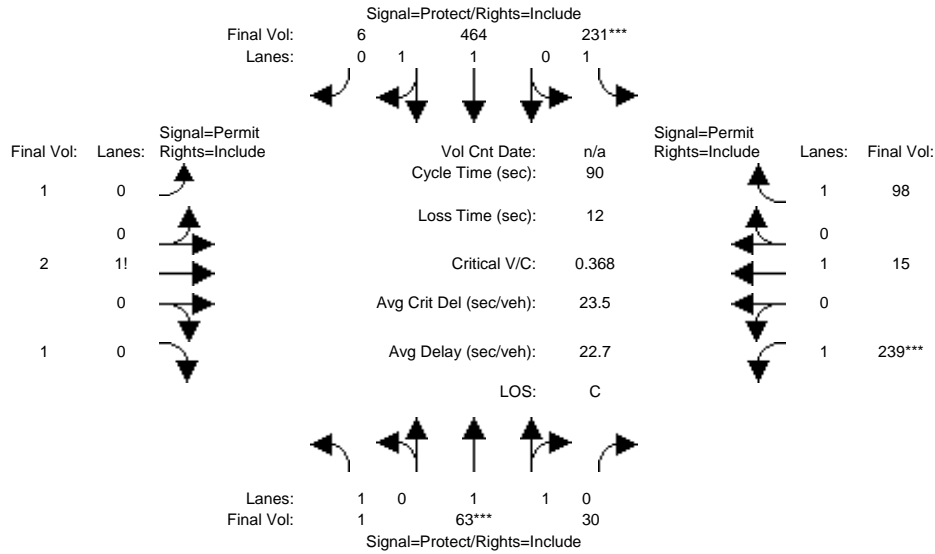
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.33	0.67	1.00	1.00	1.87	0.13	1.00	1.97	0.03
Final Sat.:	1805	1900	1615	2452	1226	1615	1805	3333	241	1805	3554	49

Capacity Analysis Module:												
Vol/Sat:	0.15	0.02	0.17	0.00	0.00	0.00	0.01	0.27	0.27	0.02	0.08	0.08
Crit Moves:			****			****			****			****
Green/Cycle:	0.28	0.28	0.28	0.10	0.10	0.10	0.14	0.46	0.46	0.04	0.35	0.35
Volume/Cap:	0.54	0.06	0.58	0.02	0.02	0.02	0.04	0.58	0.58	0.47	0.23	0.23
Uniform Del:	30.3	26.0	30.7	40.6	40.6	40.6	37.0	20.2	20.2	47.0	22.7	22.7
IncramntDel:	1.2	0.0	1.9	0.0	0.0	0.0	0.1	0.5	0.5	4.8	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.4	26.1	32.6	40.6	40.6	40.6	37.1	20.7	20.7	51.8	22.8	22.8
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:	31.4	26.1	32.6	40.6	40.6	40.6	37.1	20.7	20.7	51.8	22.8	22.8
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	1	8	0	0	0	0	12	12	1	3	3

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

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

Intersection #6: Fremont Blvd / Warren Ave



Street Name:	Fremont Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	1	58	28	214	430	6	1	2	1	221	14	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	58	28	214	430	6	1	2	1	221	14	91
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:	1	58	28	214	430	6	1	2	1	221	14	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1	63	30	231	464	6	1	2	1	239	15	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	63	30	231	464	6	1	2	1	239	15	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	63	30	231	464	6	1	2	1	239	15	98

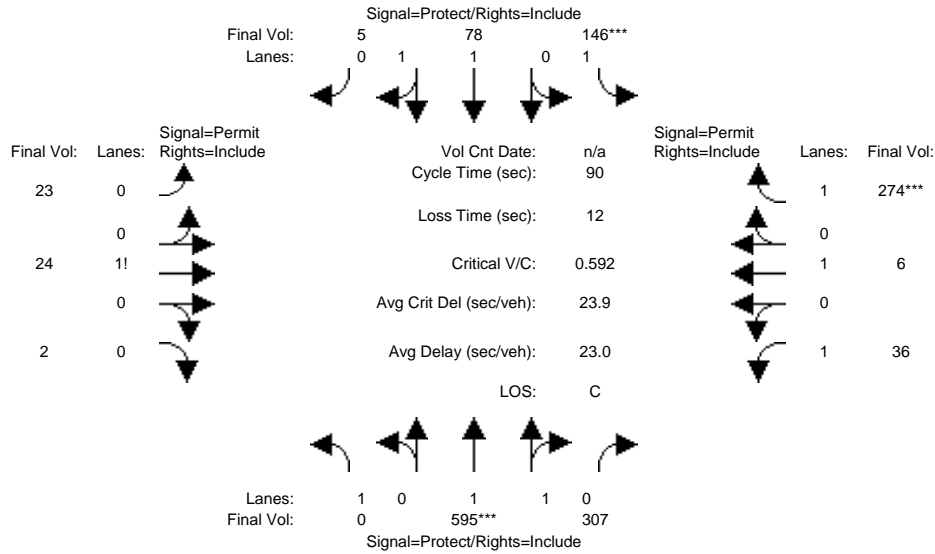
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95	0.77	1.00	0.85
Lanes:	1.00	1.35	0.65	1.00	1.97	0.03	0.25	0.50	0.25	1.00	1.00	1.00
Final Sat.:	1805	2315	1118	1805	3553	50	451	901	451	1455	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.13	0.13	0.13	0.00	0.00	0.00	0.16	0.01	0.06
Crit Moves:	****			****						****		
Green/Cycle:	0.11	0.11	0.11	0.33	0.33	0.33	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.01	0.24	0.24	0.39	0.40	0.40	0.01	0.01	0.01	0.39	0.02	0.14
Uniform Del:	35.5	36.5	36.5	23.1	23.2	23.2	15.0	15.0	15.0	17.8	15.0	15.9
IncrcmntDel:	0.0	0.3	0.3	0.4	0.2	0.2	0.0	0.0	0.0	0.4	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.5	36.9	36.9	23.5	23.4	23.4	15.0	15.0	15.0	18.2	15.0	16.0
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:	35.5	36.9	36.9	23.5	23.4	23.4	15.0	15.0	15.0	18.2	15.0	16.0
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	5	5	5	0	0	0	5	0	2

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

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

Intersection #6: Fremont Blvd / Warren Ave



Street Name:	Fremont Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	0	489	252	120	64	4	19	20	2	30	5	225
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	489	252	120	64	4	19	20	2	30	5	225
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	489	252	120	64	4	19	20	2	30	5	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	595	307	146	78	5	23	24	2	36	6	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	595	307	146	78	5	23	24	2	36	6	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	595	307	146	78	5	23	24	2	36	6	274

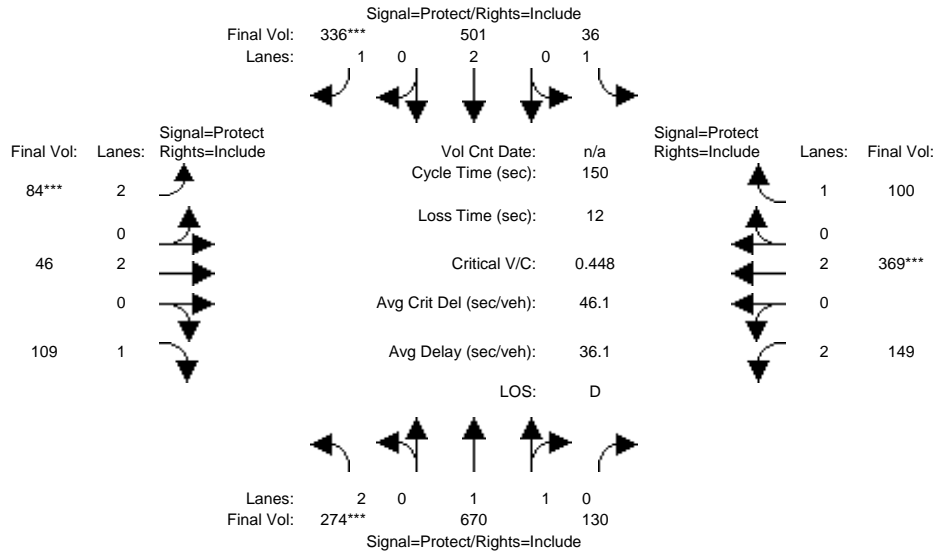
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.94	0.94	0.90	0.90	0.90	0.80	1.00	0.85
Lanes:	1.00	1.32	0.68	1.00	1.88	0.12	0.46	0.49	0.05	1.00	1.00	1.00
Final Sat.:	1900	2261	1165	1805	3367	210	790	831	83	1528	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.08	0.02	0.02	0.03	0.03	0.03	0.02	0.00	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.44	0.44	0.14	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.00	0.59	0.59	0.59	0.04	0.04	0.10	0.10	0.10	0.08	0.01	0.59
Uniform Del:	0.0	18.9	18.9	36.5	8.1	8.1	23.6	23.6	23.6	23.5	23.0	27.6
IncramntDel:	0.0	0.6	0.6	3.8	0.0	0.0	0.1	0.1	0.1	0.1	0.0	2.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	19.5	19.5	40.3	8.1	8.1	23.7	23.7	23.7	23.6	23.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	19.5	40.3	8.1	8.1	23.7	23.7	23.7	23.6	23.0	29.7
LOS by Move:	A	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	10	10	4	0	0	1	1	1	1	0	7

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

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

Intersection #7: Warm Springs Blvd / Warren Ave



Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	265	649	126	35	485	325	81	45	106	144	357	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	649	126	35	485	325	81	45	106	144	357	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	649	126	35	485	325	81	45	106	144	357	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	274	670	130	36	501	336	84	46	109	149	369	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	670	130	36	501	336	84	46	109	149	369	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	274	670	130	36	501	336	84	46	109	149	369	100

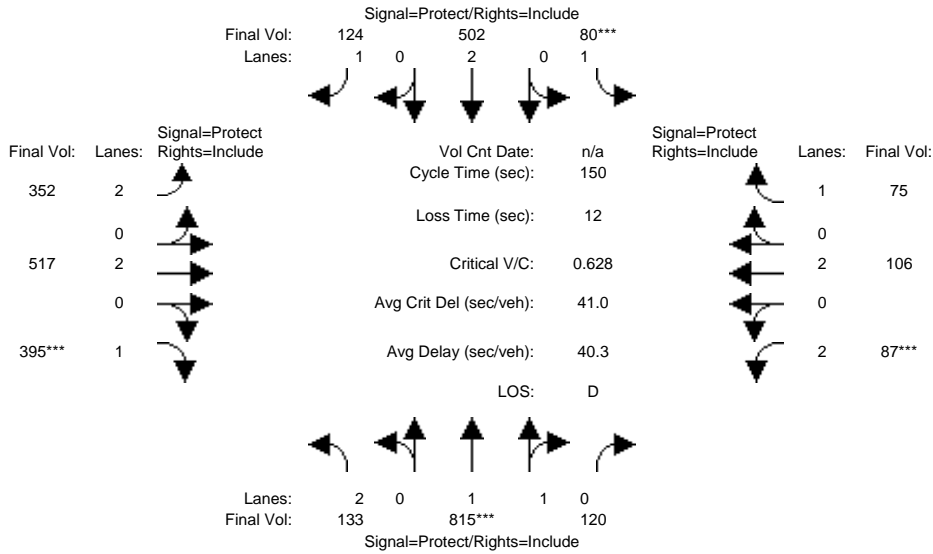
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	2951	573	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.02	0.14	0.21	0.02	0.01	0.07	0.04	0.10	0.06
Crit Moves:	***					***	***				***	
Green/Cycle:	0.17	0.57	0.57	0.07	0.46	0.46	0.05	0.17	0.17	0.11	0.23	0.23
Volume/Cap:	0.45	0.40	0.40	0.30	0.30	0.45	0.45	0.07	0.39	0.39	0.45	0.27
Uniform Del:	55.4	17.8	17.8	66.6	25.0	27.2	68.9	52.0	55.0	62.3	49.8	47.6
IncramntDel:	0.5	0.1	0.1	1.4	0.1	0.4	1.7	0.1	0.9	0.7	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.0	17.9	17.9	68.0	25.1	27.6	70.6	52.0	55.9	62.9	50.2	48.0
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:	56.0	17.9	17.9	68.0	25.1	27.6	70.6	52.0	55.9	62.9	50.2	48.0
LOS by Move:	E	B	B	E	C	C	E	D	E	E	D	D
HCM2kAvgQ:	6	10	10	1	7	10	2	1	4	4	8	4

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

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

Intersection #7: Warm Springs Blvd / Warren Ave



Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	126	774	114	76	477	118	334	491	375	83	101	71
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	774	114	76	477	118	334	491	375	83	101	71
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:	126	774	114	76	477	118	334	491	375	83	101	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	815	120	80	502	124	352	517	395	87	106	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	815	120	80	502	124	352	517	395	87	106	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 Volume:	133	815	120	80	502	124	352	517	395	87	106	75

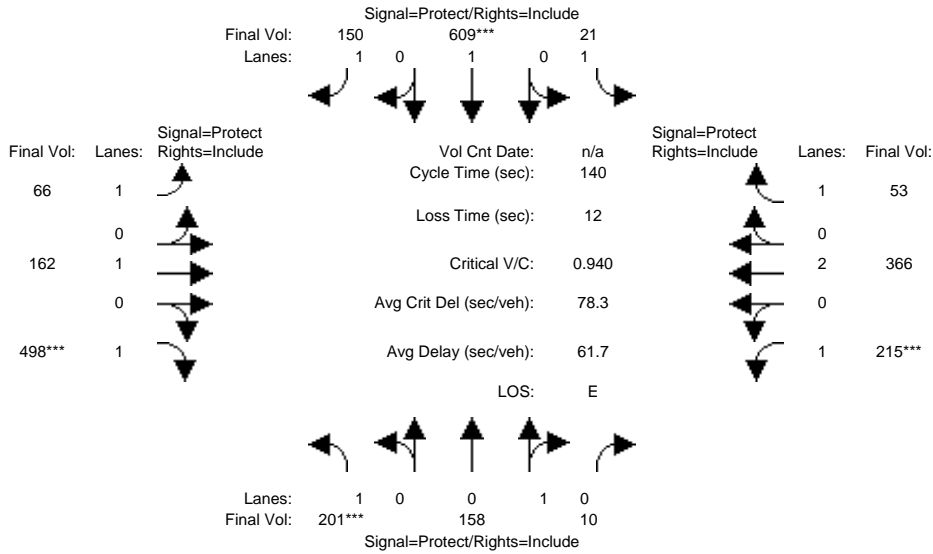
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.74	0.26	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3087	455	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.04	0.14	0.08	0.10	0.14	0.24	0.02	0.03	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.42	0.42	0.07	0.39	0.39	0.26	0.39	0.39	0.04	0.17	0.17
Volume/Cap:	0.36	0.63	0.63	0.63	0.36	0.20	0.39	0.37	0.63	0.63	0.17	0.27
Uniform Del:	62.4	34.2	34.2	67.8	32.9	30.6	45.9	32.6	37.0	70.9	53.1	54.0
IncrcmntDel:	0.6	0.9	0.9	9.6	0.2	0.2	0.3	0.2	2.0	8.8	0.1	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.0	35.1	35.1	77.4	33.0	30.8	46.2	32.8	39.0	79.7	53.2	54.5
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:	63.0	35.1	35.1	77.4	33.0	30.8	46.2	32.8	39.0	79.7	53.2	54.5
LOS by Move:	E	D	D	E	C	C	D	C	D	E	D	D
HCM2kAvgQ:	3	18	18	4	8	4	7	8	14	3	2	3

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

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

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	201	158	10	21	609	150	66	162	498	215	366	53
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:	201	158	10	21	609	150	66	162	498	215	366	53
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:	201	158	10	21	609	150	66	162	498	215	366	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	158	10	21	609	150	66	162	498	215	366	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	158	10	21	609	150	66	162	498	215	366	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	201	158	10	21	609	150	66	162	498	215	366	53

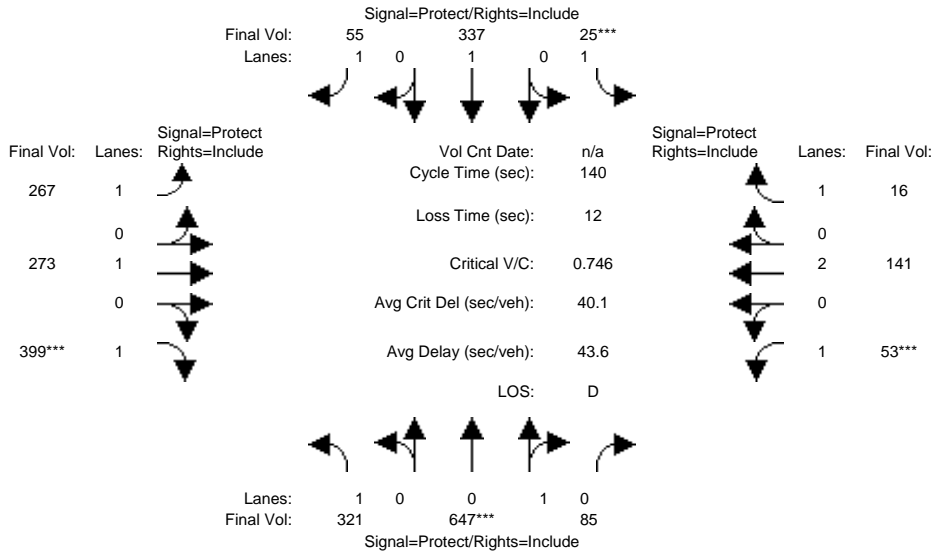
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1771	112	1805	1900	1615	1805	1900	1615	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.32	0.09	0.04	0.09	0.31	0.12	0.10	0.03
Crit Moves:	***			***			***		***	***		
Green/Cycle:	0.12	0.35	0.35	0.11	0.34	0.34	0.12	0.33	0.33	0.13	0.33	0.33
Volume/Cap:	0.94	0.26	0.26	0.10	0.94	0.27	0.30	0.26	0.94	0.94	0.30	0.10
Uniform Del:	61.2	32.7	32.7	55.9	44.7	33.5	56.2	34.6	45.7	60.6	34.5	32.1
IncrementDel:	44.8	0.2	0.2	0.2	21.8	0.3	0.8	0.2	25.0	43.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	106.0	32.9	32.9	56.1	66.5	33.8	57.0	34.8	70.7	103.6	34.7	32.2
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:	106.0	32.9	32.9	56.1	66.5	33.8	57.0	34.8	70.7	103.6	34.7	32.2
LOS by Move:	F	C	C	E	E	C	E	C	E	F	C	C
HCM2kAvgQ:	12	5	5	1	30	5	2	5	23	13	6	2

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

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

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	321	647	85	25	337	55	267	273	399	53	141	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	647	85	25	337	55	267	273	399	53	141	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	647	85	25	337	55	267	273	399	53	141	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	647	85	25	337	55	267	273	399	53	141	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	647	85	25	337	55	267	273	399	53	141	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	321	647	85	25	337	55	267	273	399	53	141	16

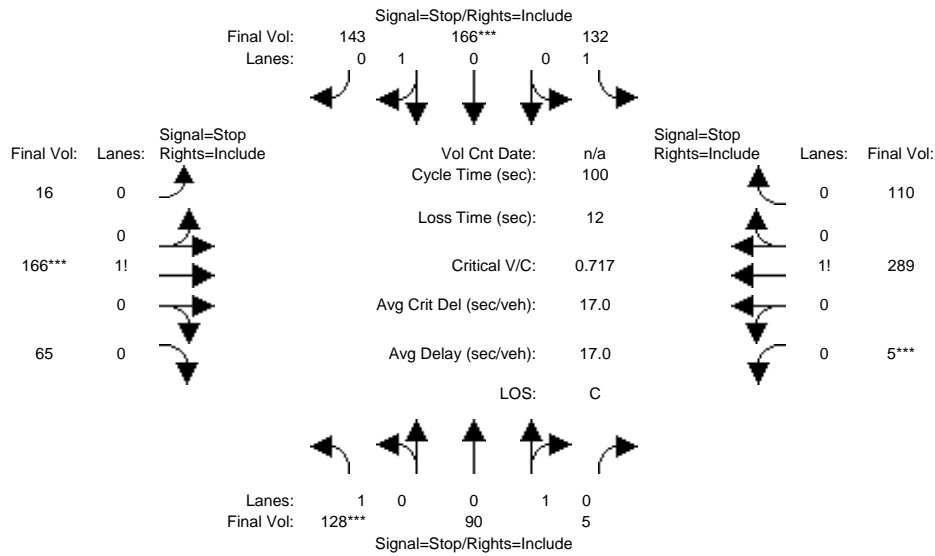
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1651	217	1805	1900	1615	1805	1900	1615	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.39	0.01	0.18	0.03	0.15	0.14	0.25	0.03	0.04	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.27	0.52	0.52	0.03	0.27	0.27	0.25	0.33	0.33	0.04	0.12	0.12
Volume/Cap:	0.65	0.75	0.75	0.48	0.65	0.12	0.60	0.44	0.75	0.75	0.33	0.08
Uniform Del:	44.8	26.6	26.6	67.0	44.9	38.2	46.6	37.0	42.1	66.6	56.5	54.8
IncrementDel:	3.0	3.4	3.4	7.0	2.9	0.1	2.2	0.5	6.1	36.5	0.4	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.8	30.0	30.0	74.0	47.8	38.4	48.8	37.5	48.2	103.1	56.9	55.0
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:	47.8	30.0	30.0	74.0	47.8	38.4	48.8	37.5	48.2	103.1	56.9	55.0
LOS by Move:	D	C	C	E	D	D	D	D	D	F	E	E
HCM2kAvgQ:	13	25	25	2	13	2	10	9	15	4	3	1

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

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	97	68	4	100	126	108	12	126	49	4	219	83
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:	97	68	4	100	126	108	12	126	49	4	219	83
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:	97	68	4	100	126	108	12	126	49	4	219	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	128	90	5	132	166	143	16	166	65	5	289	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	90	5	132	166	143	16	166	65	5	289	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	128	90	5	132	166	143	16	166	65	5	289	110

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:	1.00	0.94	0.06	1.00	0.54	0.46	0.06	0.68	0.26	0.01	0.72	0.27
Final Sat.:	429	433	25	469	283	242	33	347	135	7	404	153

Capacity Analysis Module:												
Vol/Sat:	0.30	0.21	0.21	0.28	0.59	0.59	0.48	0.48	0.48	0.72	0.72	0.72
Crit Moves:	****				****			****		****		
Delay/Veh:	13.4	11.6	11.6	12.8	17.5	17.5	14.7	14.7	14.7	21.9	21.9	21.9
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:	13.4	11.6	11.6	12.8	17.5	17.5	14.7	14.7	14.7	21.9	21.9	21.9
LOS by Move:	B	B	B	B	C	C	B	B	B	C	C	C
ApproachDel:		12.6			16.1			14.7			21.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.6			16.1			14.7			21.9	
LOS by Appr:		B			C			B			C	
AllWayAvgQ:	0.3	0.2	0.2	0.4	1.2	1.2	0.7	0.7	0.7	2.0	2.0	2.0

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
Initial Vol:	97	68	4	100	126	108	12	126	49	4	219	83
Major Street Volume:							503					
Minor Approach Volume:							306					
Minor Approach Volume Threshold:	522											

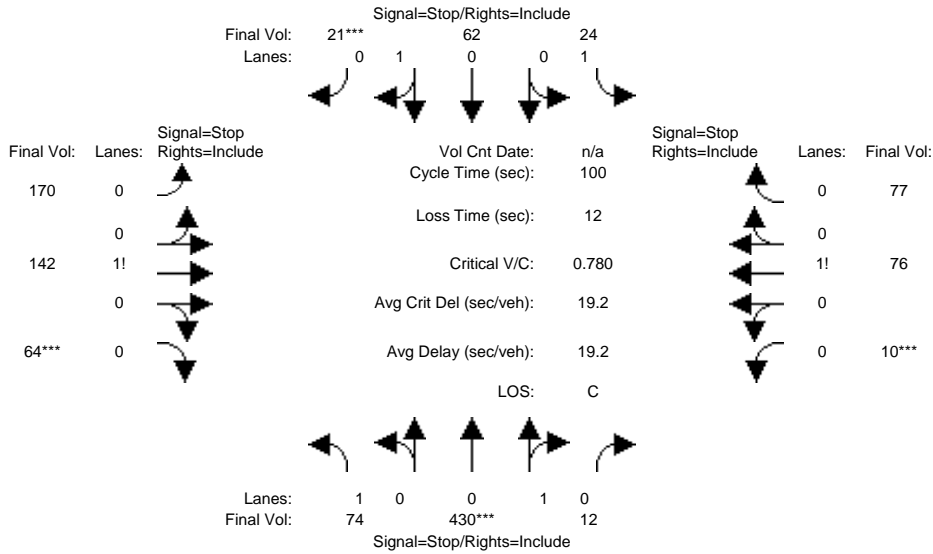
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	67	389	11	22	56	19	154	128	58	9	69	70
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:	67	389	11	22	56	19	154	128	58	9	69	70
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:	67	389	11	22	56	19	154	128	58	9	69	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	74	430	12	24	62	21	170	142	64	10	76	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	430	12	24	62	21	170	142	64	10	76	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	430	12	24	62	21	170	142	64	10	76	77
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:	1.00	0.97	0.03	1.00	0.75	0.25	0.45	0.38	0.17	0.06	0.47	0.47
Final Sat.:	523	552	16	441	359	122	264	219	99	33	251	255
Capacity Analysis Module:												
Vol/Sat:	0.14	0.78	0.78	0.06	0.17	0.17	0.65	0.65	0.65	0.30	0.30	0.30
Crit Moves:	****					****	****		****	****		
Delay/Veh:	10.5	26.4	26.4	10.5	10.7	10.7	18.3	18.3	18.3	11.5	11.5	11.5
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:	10.5	26.4	26.4	10.5	10.7	10.7	18.3	18.3	18.3	11.5	11.5	11.5
LOS by Move:	B	D	D	B	B	B	C	C	C	B	B	B
ApproachDel:	24.1			10.6			18.3			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	24.1			10.6			18.3			11.5		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	0.2	2.8	2.8	0.0	0.2	0.2	1.5	1.5	1.5	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	67	389		11		22	56		19		154	128		58		9	69		70	
Major Street Volume:									564											
Minor Approach Volume:									340											
Minor Approach Volume Threshold:	482																			

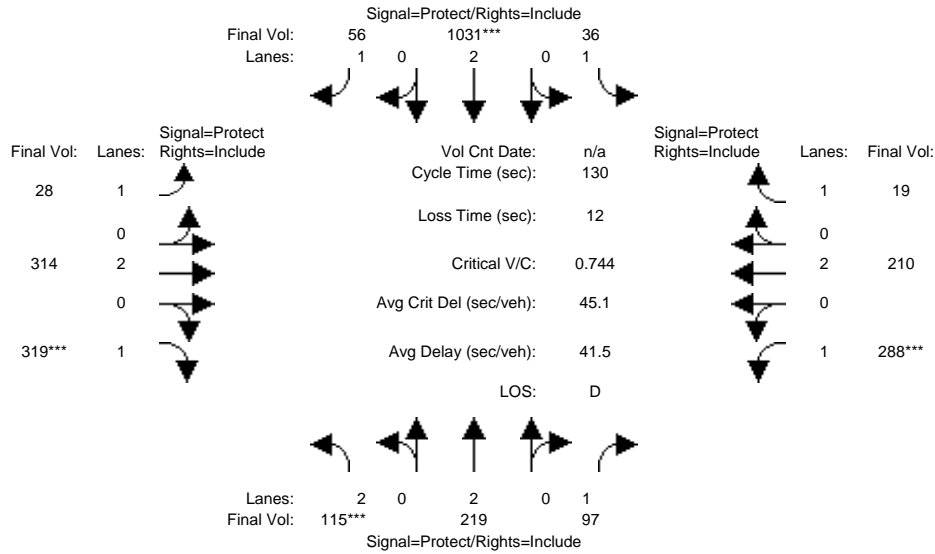
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #10: Grimmer Blvd / Fremont Blvd



Street Name:	Fremont Blvd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	105	200	89	33	942	51	26	287	291	263	192	17
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	200	89	33	942	51	26	287	291	263	192	17
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:	105	200	89	33	942	51	26	287	291	263	192	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	115	219	97	36	1031	56	28	314	319	288	210	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	219	97	36	1031	56	28	314	319	288	210	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
Final Volume:	115	219	97	36	1031	56	28	314	319	288	210	19

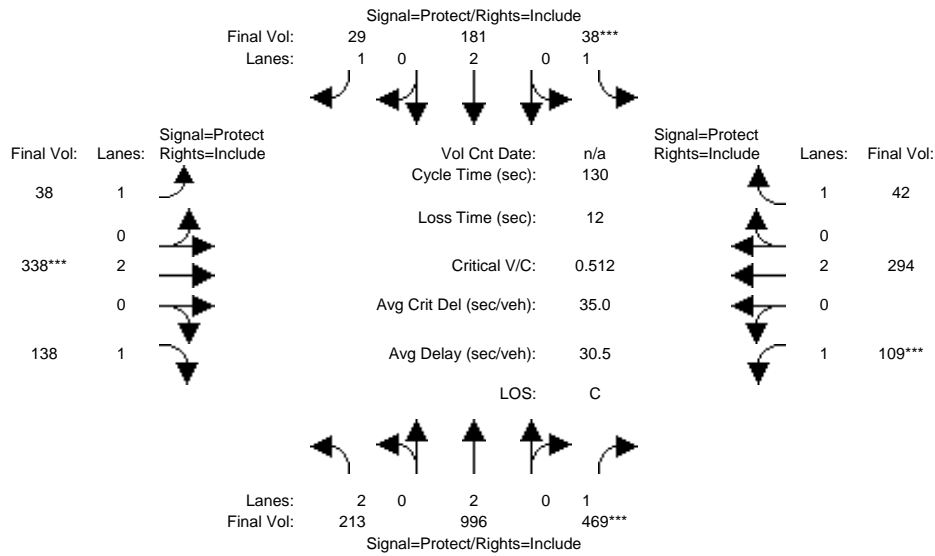
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.02	0.29	0.03	0.02	0.09	0.20	0.16	0.06	0.01
Crit Moves:	***			****			****		****	****		
Green/Cycle:	0.04	0.31	0.31	0.12	0.38	0.38	0.14	0.27	0.27	0.21	0.34	0.34
Volume/Cap:	0.74	0.20	0.20	0.16	0.74	0.09	0.12	0.33	0.74	0.74	0.17	0.03
Uniform Del:	61.4	33.3	33.3	51.1	34.5	25.5	49.2	38.4	43.7	47.7	29.8	28.4
IncrementDel:	17.6	0.1	0.2	0.4	2.2	0.1	0.2	0.2	6.9	7.6	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.0	33.4	33.5	51.4	36.8	25.6	49.4	38.6	50.6	55.3	29.9	28.4
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:	79.0	33.4	33.5	51.4	36.8	25.6	49.4	38.6	50.6	55.3	29.9	28.4
LOS by Move:	E	C	C	D	D	C	D	D	D	E	C	C
HCM2kAvgQ:	4	3	3	1	20	1	1	5	12	12	3	0

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

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

Intersection #10: Grimmer Blvd / Fremont Blvd



Street Name:	Fremont Blvd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	200	935	440	36	170	27	36	317	130	102	276	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	935	440	36	170	27	36	317	130	102	276	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:	200	935	440	36	170	27	36	317	130	102	276	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	213	996	469	38	181	29	38	338	138	109	294	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	996	469	38	181	29	38	338	138	109	294	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	996	469	38	181	29	38	338	138	109	294	42

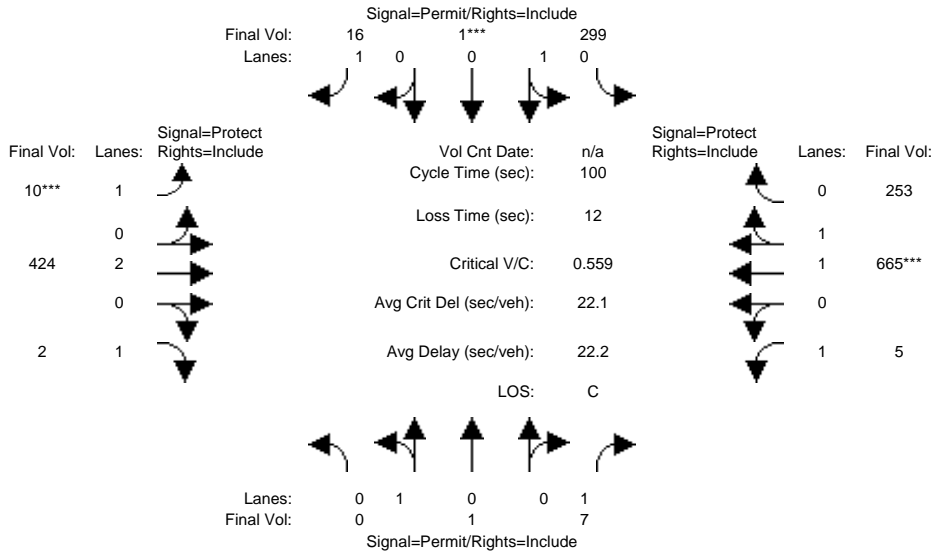
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.29	0.02	0.05	0.02	0.02	0.09	0.09	0.06	0.08	0.03
Crit Moves:			****	****			****			****		
Green/Cycle:	0.27	0.57	0.57	0.04	0.34	0.34	0.08	0.18	0.18	0.12	0.22	0.22
Volume/Cap:	0.23	0.49	0.51	0.51	0.15	0.05	0.26	0.51	0.47	0.51	0.37	0.12
Uniform Del:	37.0	16.9	17.2	61.0	29.9	28.9	55.9	47.9	47.5	53.9	43.3	40.8
IncrcmntDel:	0.1	0.2	0.5	5.9	0.1	0.0	0.9	0.7	1.2	2.1	0.3	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.2	17.1	17.7	66.9	29.9	28.9	56.9	48.6	48.7	56.0	43.6	41.0
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:	37.2	17.1	17.7	66.9	29.9	28.9	56.9	48.6	48.7	56.0	43.6	41.0
LOS by Move:	D	B	B	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	12	11	2	3	1	1	6	5	5	5	1

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

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

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	0	1	6	257	1	14	9	364	2	4	571	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:	0	1	6	257	1	14	9	364	2	4	571	217
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	1	6	257	1	14	9	364	2	4	571	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	1	7	299	1	16	10	424	2	5	665	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	7	299	1	16	10	424	2	5	665	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	1	7	299	1	16	10	424	2	5	665	253

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.71	0.71	0.85	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	0.00	1.00	1.00	0.99	0.01	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	0	1900	1615	1351	5	1615	1805	3610	1615	1805	2509	953

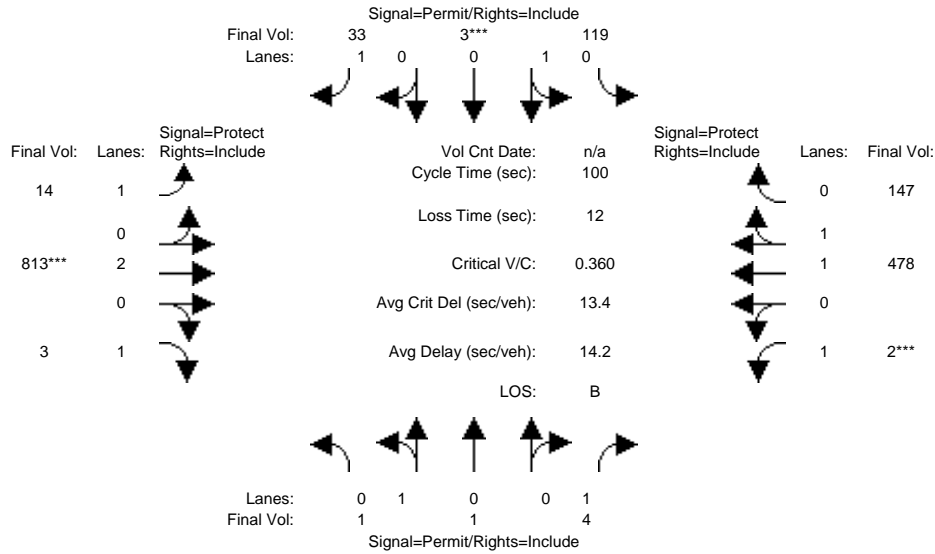
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.01	0.01	0.12	0.00	0.00	0.27	0.27
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.38	0.04	0.37	0.37	0.13	0.46	0.46
Volume/Cap:	0.00	0.00	0.01	0.58	0.58	0.03	0.15	0.32	0.00	0.02	0.58	0.58
Uniform Del:	0.0	19.1	19.2	24.5	24.5	19.3	46.3	22.4	19.8	38.3	20.0	20.0
IncrcmntDel:	0.0	0.0	0.0	1.6	1.6	0.0	0.9	0.1	0.0	0.0	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	19.1	19.2	26.1	26.1	19.3	47.3	22.5	19.8	38.3	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:	0.0	19.1	19.2	26.1	26.1	19.3	47.3	22.5	19.8	38.3	20.6	20.6
LOS by Move:	A	B	B	C	C	B	D	C	B	D	C	C
HCM2kAvgQ:	0	0	0	8	8	0	0	5	0	0	11	11

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

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

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	1	1	4	109	3	30	13	742	3	2	436	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:	1	1	4	109	3	30	13	742	3	2	436	134
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:	1	1	4	109	3	30	13	742	3	2	436	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	1	1	4	119	3	33	14	813	3	2	478	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	4	119	3	33	14	813	3	2	478	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	1	1	4	119	3	33	14	813	3	2	478	147

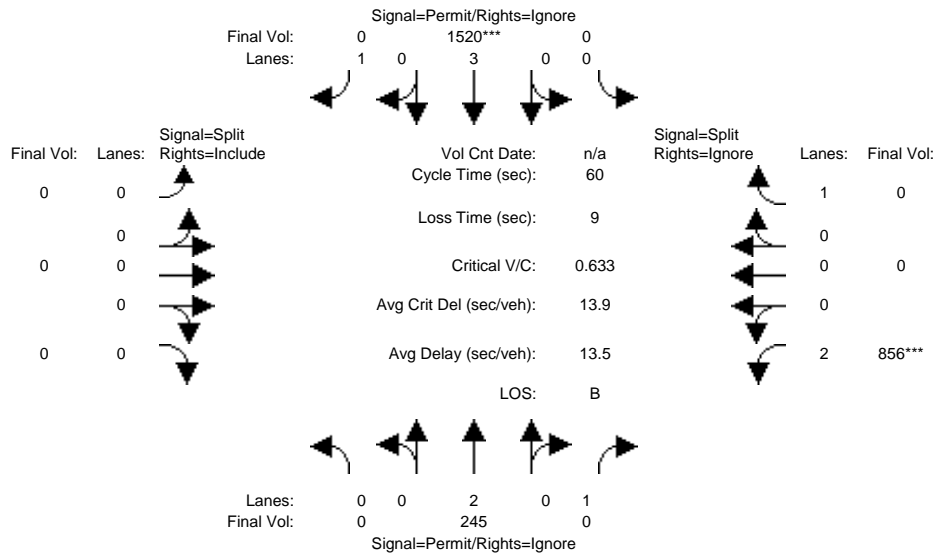
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.72	0.72	0.85	0.95	0.95	0.83	0.95	0.92	0.91
Lanes:	0.50	0.50	1.00	0.97	0.03	1.00	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	900	900	1615	1330	37	1615	1805	3610	1579	1805	2662	818

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.02	0.01	0.23	0.00	0.00	0.18	0.18
Crit Moves:					****			****			****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.12	0.60	0.60	0.04	0.52	0.52
Volume/Cap:	0.01	0.01	0.01	0.38	0.38	0.09	0.07	0.38	0.00	0.03	0.34	0.34
Uniform Del:	29.0	29.0	29.0	31.8	31.8	29.5	39.3	10.3	8.0	46.1	13.8	13.8
IncrcmntDel:	0.0	0.0	0.0	0.7	0.7	0.1	0.1	0.1	0.0	0.2	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.0	29.0	29.0	32.5	32.5	29.6	39.5	10.4	8.0	46.3	13.9	13.9
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:	29.0	29.0	29.0	32.5	32.5	29.6	39.5	10.4	8.0	46.3	13.9	13.9
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	B
HCM2kAvgQ:	0	0	0	3	3	1	0	7	0	0	6	6

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

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

Intersection #12: Fremont Blvd / I-880 Northbound



Street Name:	Fremont Blvd						I-880 Northbound					
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:	0	224	200	0	1388	103	0	0	0	782	0	320
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	224	200	0	1388	103	0	0	0	782	0	320
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	224	200	0	1388	103	0	0	0	782	0	320
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	0	245	0	0	1520	0	0	0	0	856	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	0	0	1520	0	0	0	0	856	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	245	0	0	1520	0	0	0	0	856	0	0

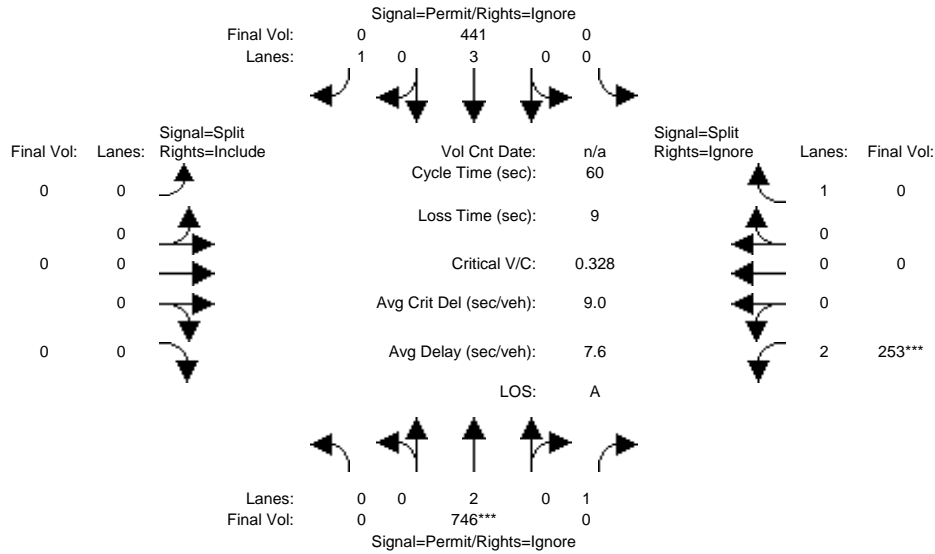
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.24	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Volume/Cap:	0.00	0.15	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.00	0.00
Uniform Del:	0.0	9.3	0.0	0.0	12.2	0.0	0.0	0.0	0.0	14.9	0.0	0.0
IncramntDel:	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	1.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	9.3	0.0	0.0	12.8	0.0	0.0	0.0	0.0	15.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	0.0	0.0	12.8	0.0	0.0	0.0	0.0	15.9	0.0	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	B	A	A
HCM2kAvgQ:	0	1	0	0	8	0	0	0	0	8	0	0

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

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

Intersection #12: Fremont Blvd / I-880 Northbound

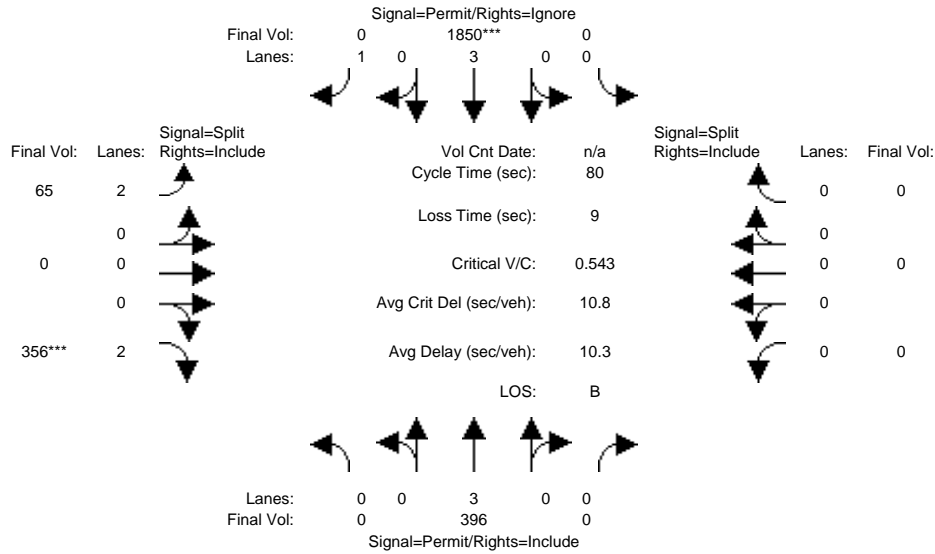


Street Name:	Fremont Blvd						I-880 Northbound					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	715	410	0	422	147	0	0	0	242	0	843
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	715	410	0	422	147	0	0	0	242	0	843
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	715	410	0	422	147	0	0	0	242	0	843
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	0	746	0	0	441	0	0	0	0	253	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	746	0	0	441	0	0	0	0	253	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	746	0	0	441	0	0	0	0	253	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Volume/Cap:	0.00	0.33	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.33	0.00	0.00
Uniform Del:	0.0	5.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	19.7	0.0	0.0
IncramntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	5.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	19.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	19.9	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	3	0	0	1	0	0	0	0	2	0	0

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

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

Intersection #13: Fremont Blvd / I-880 Southbound

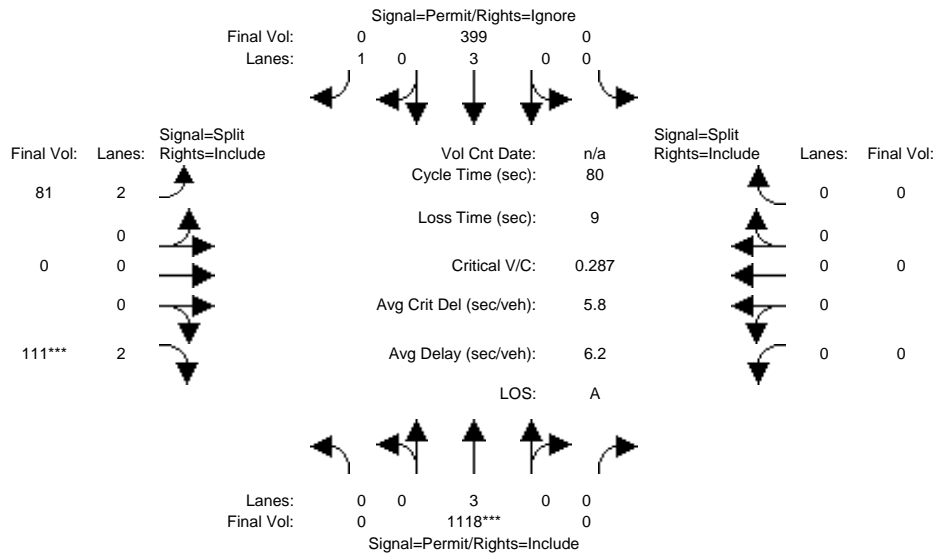


Street Name:	Fremont Blvd						I-880 Southbound					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	365	0	0	1706	478	60	0	328	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	365	0	0	1706	478	60	0	328	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	0	0	1706	478	60	0	328	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	396	0	0	1850	0	65	0	356	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	396	0	0	1850	0	65	0	356	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	396	0	0	1850	0	65	0	356	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.36	0.00	0.02	0.00	0.13	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.12	0.00	0.00	0.54	0.00	0.08	0.00	0.54	0.00	0.00	0.00
Uniform Del:	0.0	5.1	0.0	0.0	7.3	0.0	24.1	0.0	27.1	0.0	0.0	0.0
IncramntDel:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.9	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.1	0.0	0.0	7.5	0.0	24.2	0.0	28.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.1	0.0	0.0	7.5	0.0	24.2	0.0	28.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	1	0	0	9	0	1	0	5	0	0	0

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

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

Intersection #13: Fremont Blvd / I-880 Southbound



Street Name:	Fremont Blvd						I-880 Southbound					
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:	0	1043	0	0	372	294	76	0	104	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	1043	0	0	372	294	76	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1043	0	0	372	294	76	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1118	0	0	399	0	81	0	111	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1118	0	0	399	0	81	0	111	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1118	0	0	399	0	81	0	111	0	0	0

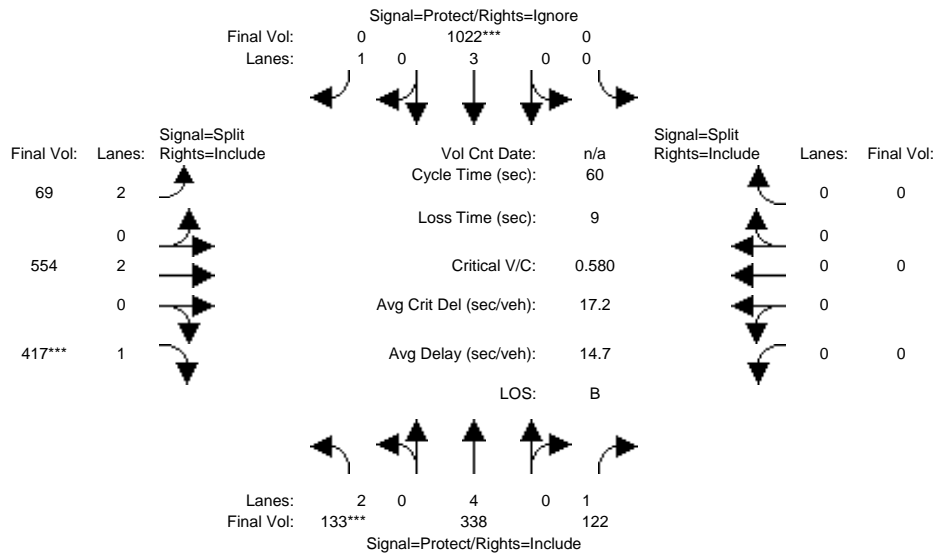
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.08	0.00	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.00	0.29	0.00	0.00	0.10	0.00	0.17	0.00	0.29	0.00	0.00	0.00
Uniform Del:	0.0	3.2	0.0	0.0	2.7	0.0	30.5	0.0	31.0	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.2	0.0	0.0	2.7	0.0	30.7	0.0	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.2	0.0	0.0	2.7	0.0	30.7	0.0	31.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	3	0	0	1	0	1	0	2	0	0	0

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

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

Intersection #14: Fremont Blvd / Cushing Pkwy



Street Name:	Fremont Blvd						Cushing Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	123	313	113	0	945	1081	64	512	386	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:	123	313	113	0	945	1081	64	512	386	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	313	113	0	945	1081	64	512	386	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	133	338	122	0	1022	0	69	554	417	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	338	122	0	1022	0	69	554	417	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	338	122	0	1022	0	69	554	417	0	0	0

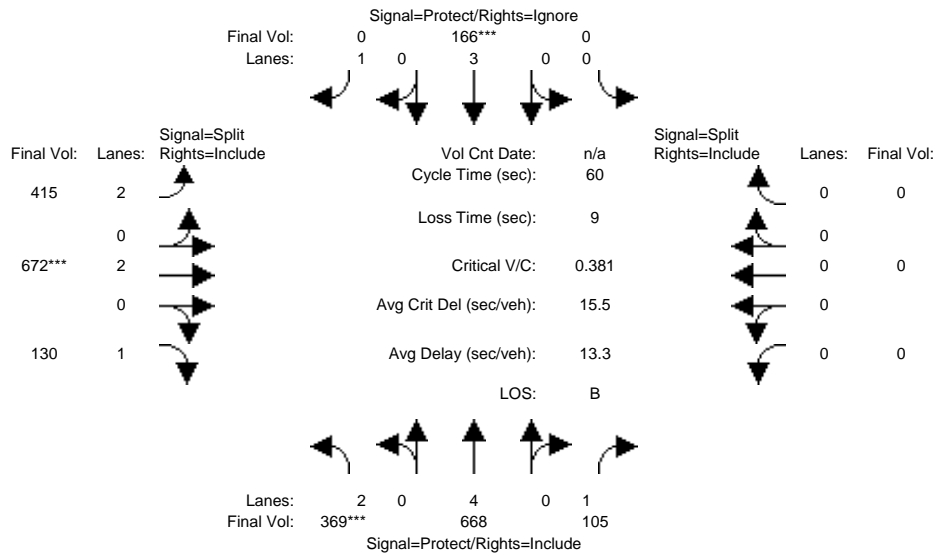
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.08	0.00	0.20	0.00	0.02	0.15	0.26	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.07	0.41	0.41	0.00	0.34	0.00	0.44	0.44	0.44	0.00	0.00	0.00
Volume/Cap:	0.57	0.12	0.19	0.00	0.58	0.00	0.05	0.34	0.58	0.00	0.00	0.00
Uniform Del:	27.2	11.1	11.5	0.0	16.3	0.0	9.5	10.9	12.5	0.0	0.0	0.0
IncrcmntDel:	3.3	0.0	0.1	0.0	0.5	0.0	0.0	0.1	1.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	30.5	11.2	11.6	0.0	16.8	0.0	9.5	11.1	13.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	11.2	11.6	0.0	16.8	0.0	9.5	11.1	13.7	0.0	0.0	0.0
LOS by Move:	C	B	B	A	B	A	A	B	B	A	A	A
HCM2kAvgQ:	1	1	1	0	6	0	0	4	7	0	0	0

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

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

Intersection #14: Fremont Blvd / Cushing Pkwy



Street Name:	Fremont Blvd						Cushing Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	355	643	101	0	160	322	399	646	125	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:	355	643	101	0	160	322	399	646	125	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	643	101	0	160	322	399	646	125	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	369	668	105	0	166	0	415	672	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	668	105	0	166	0	415	672	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	369	668	105	0	166	0	415	672	130	0	0	0

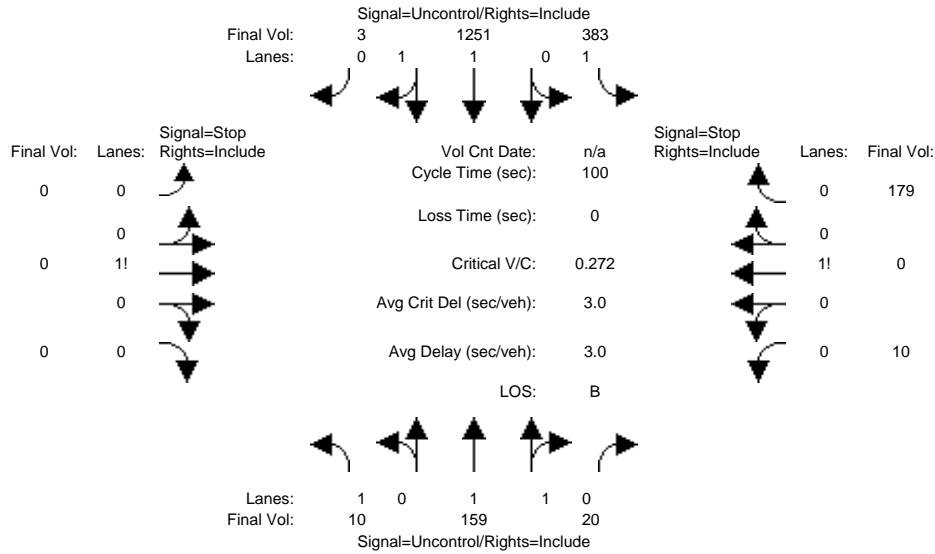
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.07	0.00	0.03	0.00	0.13	0.19	0.08	0.00	0.00	0.00
Crit Moves:	***				***			***				
Green/Cycle:	0.25	0.41	0.41	0.00	0.17	0.00	0.44	0.44	0.44	0.00	0.00	0.00
Volume/Cap:	0.43	0.23	0.16	0.00	0.19	0.00	0.30	0.43	0.18	0.00	0.00	0.00
Uniform Del:	19.0	11.4	11.0	0.0	21.5	0.0	11.0	11.7	10.4	0.0	0.0	0.0
IncrementDel:	0.3	0.0	0.1	0.0	0.1	0.0	0.1	0.2	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	19.3	11.5	11.1	0.0	21.6	0.0	11.1	11.9	10.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	11.5	11.1	0.0	21.6	0.0	11.1	11.9	10.5	0.0	0.0	0.0
LOS by Move:	B	B	B	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	3	2	1	0	1	0	3	5	2	0	0	0

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

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

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with 12 columns representing movements and rows for Critical Gap Module metrics: Critical Gp, FollowUpTim.

Table with 12 columns representing movements and rows for Capacity Module metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with 12 columns representing movements and rows for Level Of Service Module metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 153 19	367 1200 3	0 0 0	10 0 172
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	13.9

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=182]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1934]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 153 19	367 1200 3	0 0 0	10 0 172

Major Street Volume: 1752
Minor Approach Volume: 182
Minor Approach Volume Threshold: 92 [less than minimum of 100]

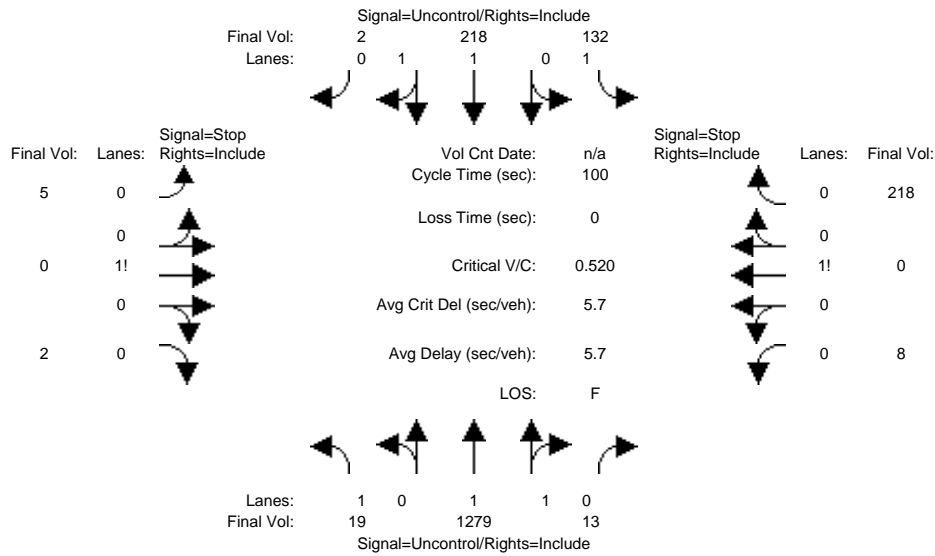
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs

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:	18	1222	12	126	208	2	5	0	2	8	0	208
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:	18	1222	12	126	208	2	5	0	2	8	0	208
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:	18	1222	12	126	208	2	5	0	2	8	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	19	1279	13	132	218	2	5	0	2	8	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	1279	13	132	218	2	5	0	2	8	0	218

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	220	xxxx	xxxxxx	1292	xxxx	xxxxxx	1160	1812	110	1696	1807	646
Potent Cap.:	1361	xxxx	xxxxxx	543	xxxx	xxxxxx	153	79	929	61	80	419
Move Cap.:	1361	xxxx	xxxxxx	543	xxxx	xxxxxx	59	59	929	49	60	419
Volume/Cap:	0.01	xxxx	xxxx	0.24	xxxx	xxxx	0.09	0.00	0.00	0.17	0.00	0.52

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.9	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	13.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	81	xxxxxx	xxxx	328	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	4.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	54.0	xxxxxx	xxxxxx	37.2	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxxx			xxxxxxx			54.0			37.2		
ApproachLOS:	*			*			F			E		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	18 1222 12	126 208 2	5 0 2	8 0 208
ApproachDel:	xxxxxxx	xxxxxxx	54.0	37.2

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1811]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=216]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1811]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	18 1222 12	126 208 2	5 0 2	8 0 208

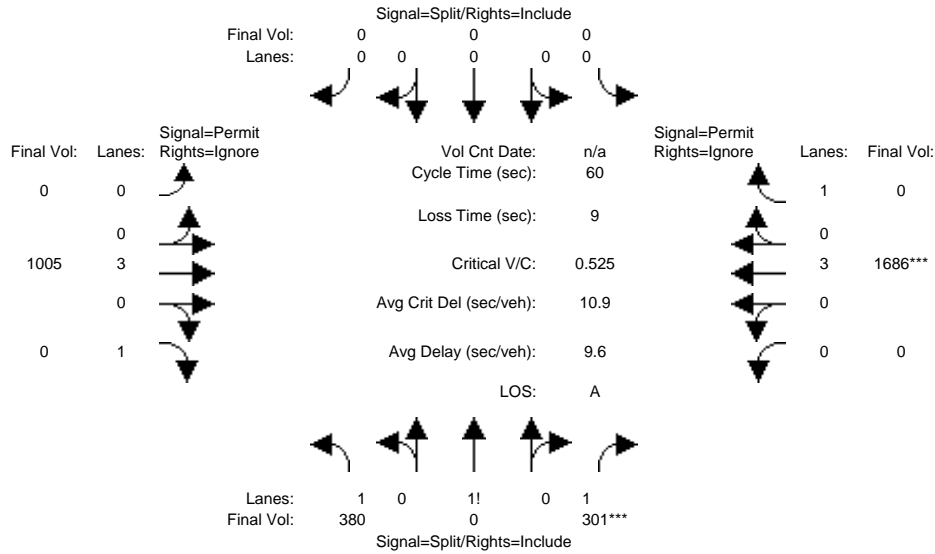
Major Street Volume: 1588
Minor Approach Volume: 216
Minor Approach Volume Threshold: 126

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	359	0	284	0	0	0	0	949	155	0	1591	951
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:	359	0	284	0	0	0	0	949	155	0	1591	951
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:	359	0	284	0	0	0	0	949	155	0	1591	951
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.00
PHF Volume:	380	0	301	0	0	0	0	1005	0	0	1686	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	0	301	0	0	0	0	1005	0	0	1686	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	380	0	301	0	0	0	0	1005	0	0	1686	0

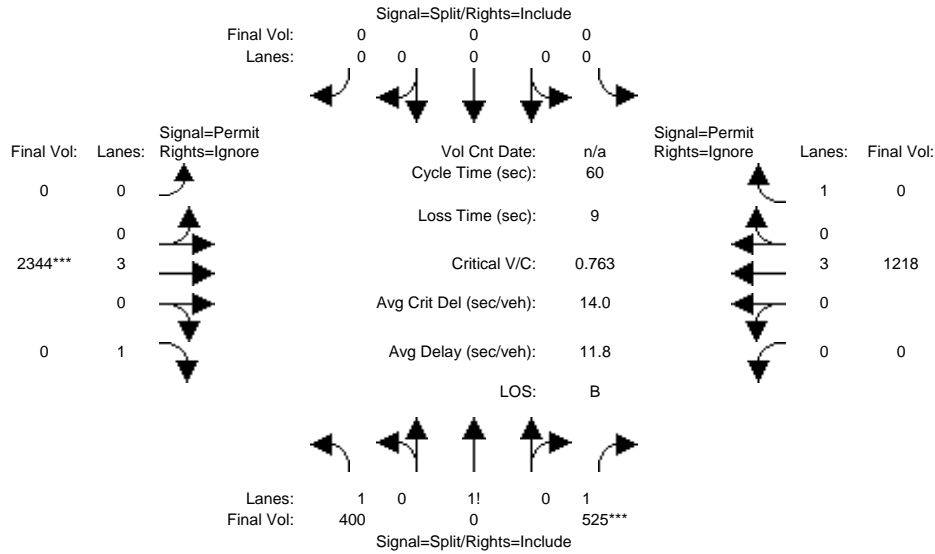
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.56	0.00	1.44	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2691	0	2489	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.12	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.32	0.00
Crit Moves:			****								****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.55	0.00	0.47	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.55	0.00
Uniform Del:	19.3	0.0	18.8	0.0	0.0	0.0	0.0	6.2	0.0	0.0	7.4	0.0
IncrementDel:	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	19.8	0.0	19.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	7.6	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:	19.8	0.0	19.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	7.6	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	3	0	0	7	0

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

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

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	376	0	494	0	0	0	0	2204	625	0	1145	633
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:	376	0	494	0	0	0	0	2204	625	0	1145	633
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:	376	0	494	0	0	0	0	2204	625	0	1145	633
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.00
PHF Volume:	400	0	525	0	0	0	0	2344	0	0	1218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	0	525	0	0	0	0	2344	0	0	1218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	400	0	525	0	0	0	0	2344	0	0	1218	0

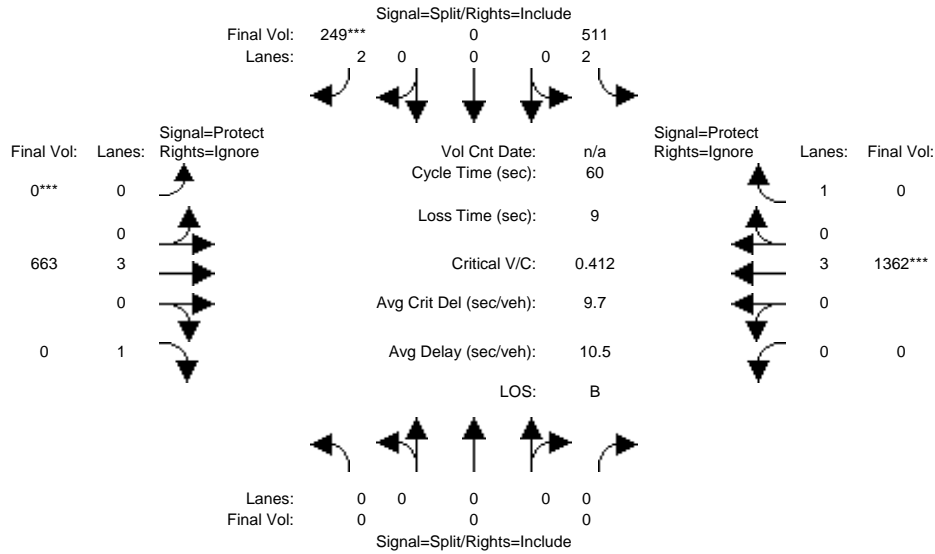
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2438	0	2668	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.20	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.23	0.00
Crit Moves:			****					****				
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.64	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.40	0.00
Uniform Del:	19.8	0.0	20.6	0.0	0.0	0.0	0.0	9.1	0.0	0.0	6.5	0.0
IncrementDel:	0.9	0.0	2.9	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	20.7	0.0	23.5	0.0	0.0	0.0	0.0	10.3	0.0	0.0	6.6	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:	20.7	0.0	23.5	0.0	0.0	0.0	0.0	10.3	0.0	0.0	6.6	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	6	0	8	0	0	0	0	12	0	0	4	0

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

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

Intersection #17: Auto Mall Parkway / I-880 Southbound

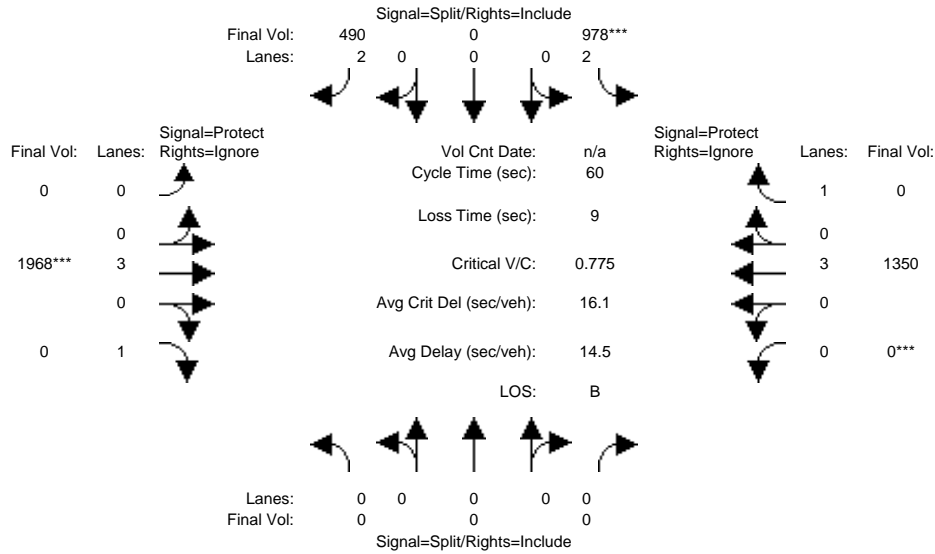


Street Name:	I-880 Southbound						Auto Mall Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	490	0	239	0	636	386	0	1306	729
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	490	0	239	0	636	386	0	1306	729
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	490	0	239	0	636	386	0	1306	729
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00
PHF Volume:	0	0	0	511	0	249	0	663	0	0	1362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	511	0	249	0	663	0	0	1362	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	511	0	249	0	663	0	0	1362	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2834	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.09	0.00	0.13	0.00	0.00	0.26	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.55	0.00	0.00	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.29	0.00	0.23	0.00	0.00	0.48	0.00
Uniform Del:	0.0	0.0	0.0	17.0	0.0	15.9	0.0	7.1	0.0	0.0	8.4	0.0
IncrcmntDel:	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.4	0.0	16.1	0.0	7.1	0.0	0.0	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	0.0	16.1	0.0	7.1	0.0	0.0	8.5	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	2	0	0	6	0

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

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

Intersection #17: Auto Mall Parkway / I-880 Southbound



Street Name:	I-880 Southbound						Auto Mall Parkway					
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:	0	0	0	939	0	471	0	1890	459	0	1297	189
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	939	0	471	0	1890	459	0	1297	189
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	939	0	471	0	1890	459	0	1297	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00
PHF Volume:	0	0	0	978	0	490	0	1968	0	0	1350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	978	0	490	0	1968	0	0	1350	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	978	0	490	0	1968	0	0	1350	0

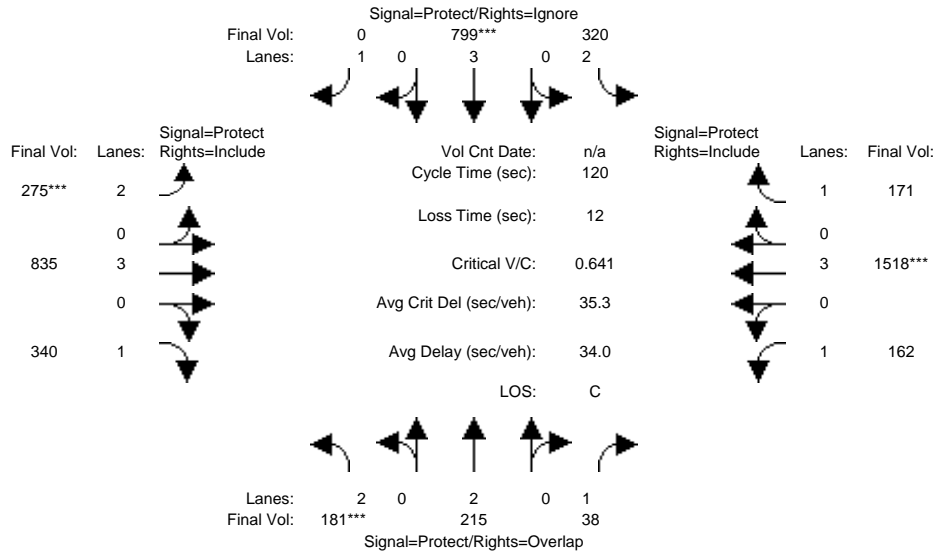
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.74	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2830	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.17	0.00	0.38	0.00	0.00	0.26	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.00	0.49	0.00	0.00	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.48	0.00	0.77	0.00	0.00	0.53	0.00
Uniform Del:	0.0	0.0	0.0	17.0	0.0	14.8	0.0	12.6	0.0	0.0	10.6	0.0
IncrcmntDel:	0.0	0.0	0.0	3.1	0.0	0.4	0.0	1.5	0.0	0.0	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	20.1	0.0	15.2	0.0	14.1	0.0	0.0	10.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.1	0.0	15.2	0.0	14.1	0.0	0.0	10.8	0.0
LOS by Move:	A	A	A	C	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	10	0	4	0	13	0	0	6	0

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

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

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd

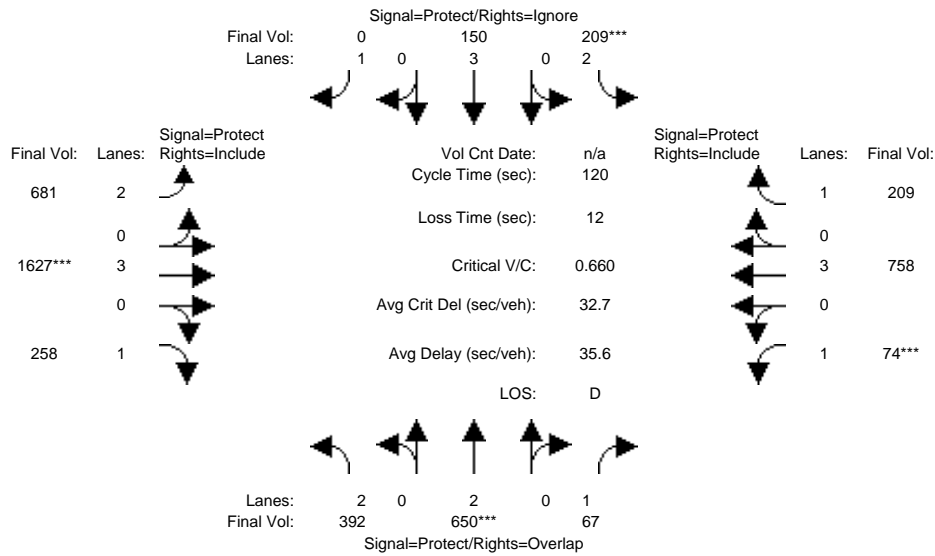


Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	163	193	34	288	718	885	247	751	306	146	1365	154
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:	163	193	34	288	718	885	247	751	306	146	1365	154
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:	163	193	34	288	718	885	247	751	306	146	1365	154
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	181	215	38	320	799	0	275	835	340	162	1518	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	215	38	320	799	0	275	835	340	162	1518	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	215	38	320	799	0	275	835	340	162	1518	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.91	1.00	0.92	0.91	0.84	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1609	3502	5187	1900	3502	5187	1602	1805	5187	1609
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.02	0.09	0.15	0.00	0.08	0.16	0.21	0.09	0.29	0.11
Crit Moves:	***			***			***			***		
Green/Cycle:	0.08	0.15	0.33	0.17	0.24	0.00	0.12	0.41	0.41	0.17	0.46	0.46
Volume/Cap:	0.64	0.39	0.07	0.54	0.64	0.00	0.64	0.40	0.52	0.52	0.64	0.23
Uniform Del:	53.5	45.8	28.0	45.7	40.9	0.0	50.1	25.2	26.8	45.2	25.0	19.8
IncramntDel:	4.9	0.5	0.1	1.1	1.1	0.0	3.3	0.1	0.8	1.6	0.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.4	46.2	28.0	46.8	42.1	0.0	53.4	25.3	27.6	46.8	25.6	20.0
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:	58.4	46.2	28.0	46.8	42.1	0.0	53.4	25.3	27.6	46.8	25.6	20.0
LOS by Move:	E	D	C	D	D	A	D	C	C	D	C	B
HCM2kAvgQ:	3	4	1	6	10	0	5	8	9	5	15	4

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

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

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd



Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	382	633	65	203	146	407	663	1584	251	72	738	203
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:	382	633	65	203	146	407	663	1584	251	72	738	203
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:	382	633	65	203	146	407	663	1584	251	72	738	203
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	392	650	67	209	150	0	681	1627	258	74	758	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	650	67	209	150	0	681	1627	258	74	758	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	392	650	67	209	150	0	681	1627	258	74	758	209

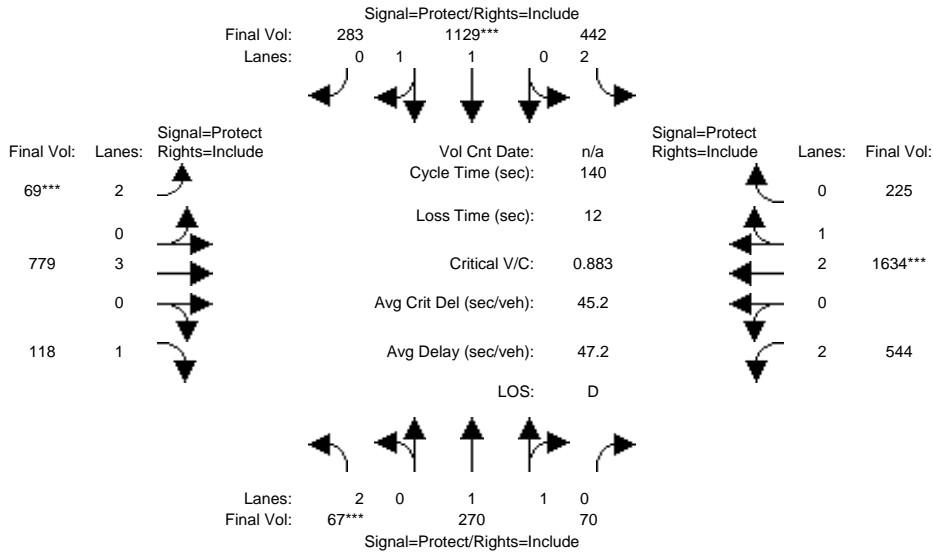
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.84	0.92	0.91	1.00	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1588	3502	5187	1900	3502	5187	1606	1805	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.04	0.06	0.03	0.00	0.19	0.31	0.16	0.04	0.15	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.27	0.33	0.09	0.15	0.00	0.31	0.48	0.48	0.06	0.23	0.23
Volume/Cap:	0.54	0.66	0.13	0.66	0.19	0.00	0.63	0.66	0.34	0.66	0.63	0.56
Uniform Del:	42.4	38.7	27.7	52.8	44.1	0.0	35.8	24.1	19.7	55.0	41.6	40.8
IncrcmntDel:	0.8	1.7	0.1	5.1	0.1	0.0	1.3	0.7	0.3	13.7	1.1	1.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.2	40.4	27.8	57.9	44.3	0.0	37.1	24.8	20.0	68.7	42.7	42.7
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:	43.2	40.4	27.8	57.9	44.3	0.0	37.1	24.8	20.0	68.7	42.7	42.7
LOS by Move:	D	D	C	E	D	A	D	C	B	E	D	D
HCM2kAvgQ:	7	11	2	5	2	0	11	16	6	3	9	6

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

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

Intersection #19: Auto Mall Pkwy / Fremont Blvd



Street Name:	Fremont Blvd						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	61	247	64	405	1034	259	63	714	108	498	1497	206
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:	61	247	64	405	1034	259	63	714	108	498	1497	206
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:	61	247	64	405	1034	259	63	714	108	498	1497	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	67	270	70	442	1129	283	69	779	118	544	1634	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	270	70	442	1129	283	69	779	118	544	1634	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	67	270	70	442	1129	283	69	779	118	544	1634	225

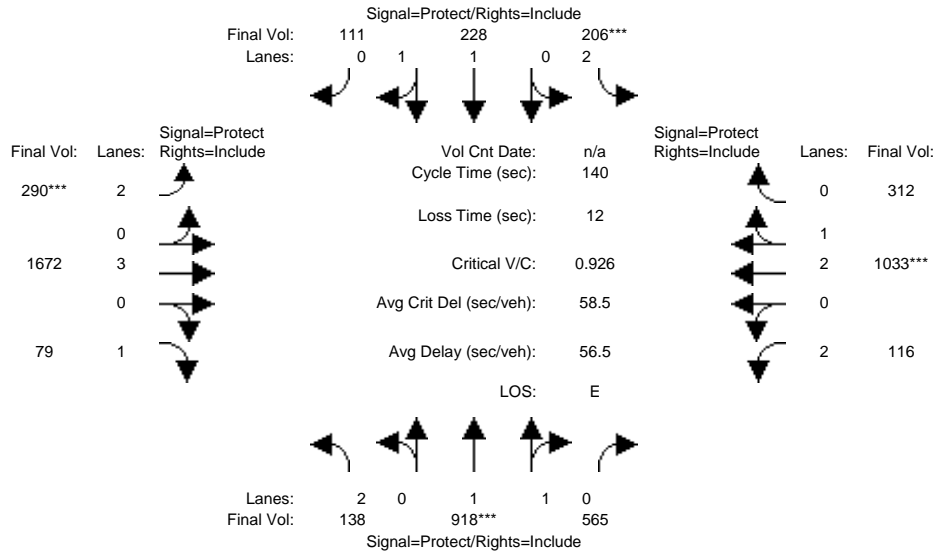
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.84	0.92	0.89	0.89
Lanes:	2.00	1.59	0.41	2.00	1.60	0.40	2.00	3.00	1.00	2.00	2.64	0.36
Final Sat.:	3502	2778	720	3502	2798	701	3502	5187	1602	3502	4477	616

Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.13	0.40	0.40	0.02	0.15	0.07	0.16	0.37	0.37
Crit Moves:	***			***			***			***		
Green/Cycle:	0.03	0.21	0.21	0.27	0.45	0.45	0.03	0.21	0.21	0.22	0.41	0.41
Volume/Cap:	0.67	0.47	0.47	0.47	0.90	0.90	0.69	0.70	0.34	0.70	0.90	0.90
Uniform Del:	67.3	48.6	48.6	42.6	35.5	35.5	67.4	50.9	46.6	50.2	38.7	38.7
IncrcmntDel:	15.7	0.5	0.5	0.4	7.2	7.2	18.2	2.0	0.6	2.9	5.6	5.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.1	49.1	49.1	43.0	42.7	42.7	85.6	52.9	47.2	53.1	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	49.1	49.1	43.0	42.7	42.7	85.6	52.9	47.2	53.1	44.3	44.3
LOS by Move:	F	D	D	D	D	D	F	D	D	D	D	D
HCM2kAvgQ:	3	7	7	8	32	32	2	11	4	10	27	27

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

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

Intersection #19: Auto Mall Pkwy / Fremont Blvd



Street Name:	Fremont Blvd						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	885	545	199	220	107	280	1613	76	112	996	301
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	885	545	199	220	107	280	1613	76	112	996	301
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:	133	885	545	199	220	107	280	1613	76	112	996	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	138	918	565	206	228	111	290	1672	79	116	1033	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	918	565	206	228	111	290	1672	79	116	1033	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	138	918	565	206	228	111	290	1672	79	116	1033	312

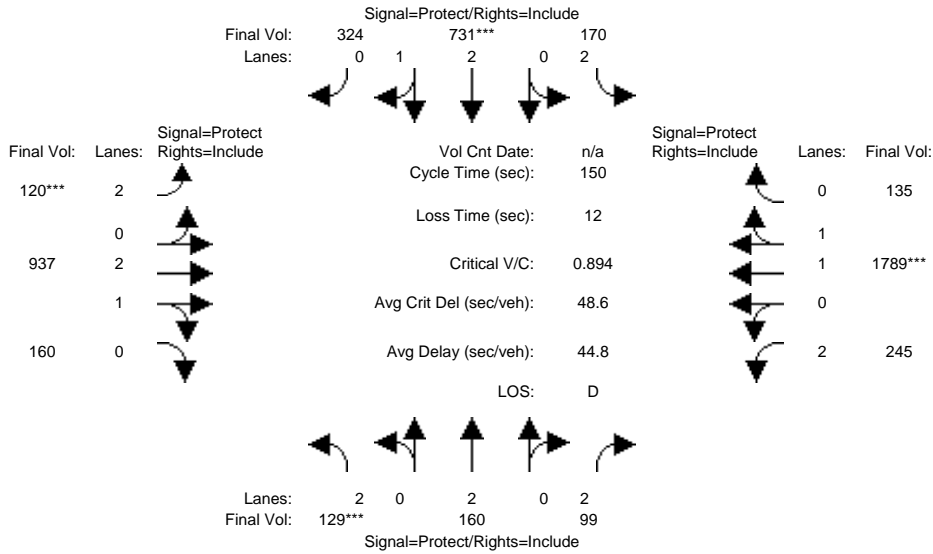
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.89	0.92	0.90	0.90	0.92	0.91	0.83	0.92	0.88	0.88
Lanes:	2.00	1.23	0.77	2.00	1.35	0.65	2.00	3.00	1.00	2.00	2.30	0.70
Final Sat.:	3502	2102	1294	3502	2309	1123	3502	5187	1568	3502	3844	1162

Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.06	0.10	0.10	0.08	0.32	0.05	0.03	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.47	0.47	0.06	0.38	0.38	0.09	0.34	0.34	0.04	0.29	0.29
Volume/Cap:	0.26	0.93	0.93	0.93	0.26	0.26	0.93	0.94	0.15	0.94	0.93	0.93
Uniform Del:	52.3	34.7	34.7	65.2	29.6	29.6	63.3	44.4	31.7	67.4	48.3	48.3
IncrementDel:	0.3	9.7	9.7	40.4	0.1	0.1	32.3	10.0	0.1	61.4	10.5	10.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	44.4	44.4	105.7	29.7	29.7	95.6	54.4	31.8	128.8	58.7	58.7
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:	52.6	44.4	44.4	105.7	29.7	29.7	95.6	54.4	31.8	128.8	58.7	58.7
LOS by Move:	D	D	D	F	C	C	F	D	C	F	E	E
HCM2kAvgQ:	3	35	35	7	5	5	7	27	2	3	21	21

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

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

Intersection #20: Auto Mall Pkwy / Osgood



Street Name:	Osgood						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	125	155	96	164	707	313	116	906	155	237	1730	131
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:	125	155	96	164	707	313	116	906	155	237	1730	131
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:	125	155	96	164	707	313	116	906	155	237	1730	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	129	160	99	170	731	324	120	937	160	245	1789	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	160	99	170	731	324	120	937	160	245	1789	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	129	160	99	170	731	324	120	937	160	245	1789	135

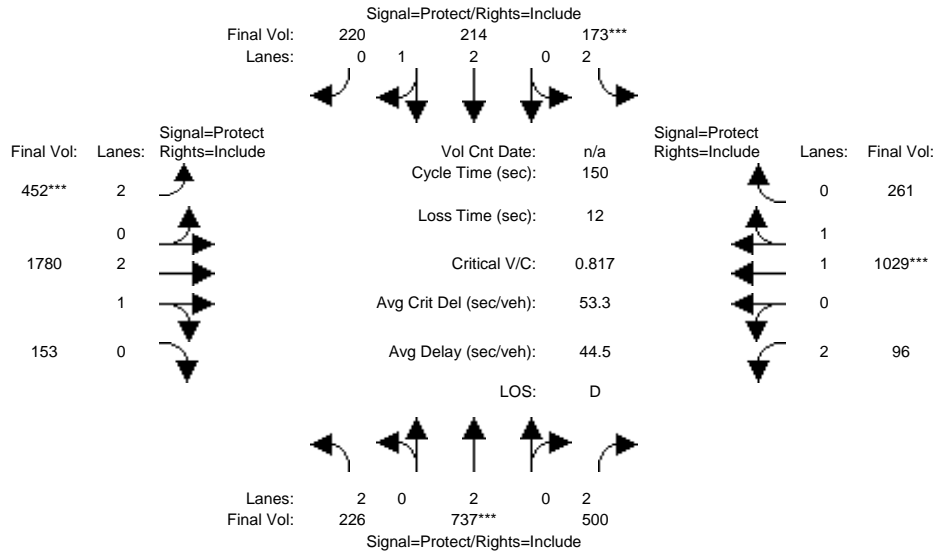
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.74	0.92	0.87	0.87	0.92	0.89	0.89	0.92	0.94	0.94
Lanes:	2.00	2.00	2.00	2.00	2.08	0.92	2.00	2.56	0.44	2.00	1.86	0.14
Final Sat.:	3502	3610	2827	3502	3430	1518	3502	4331	741	3502	3322	252

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.21	0.21	0.03	0.22	0.22	0.07	0.54	0.54
Crit Moves:	***			***			***			***		
Green/Cycle:	0.04	0.16	0.16	0.12	0.24	0.24	0.04	0.48	0.48	0.16	0.60	0.60
Volume/Cap:	0.89	0.27	0.22	0.41	0.89	0.89	0.89	0.45	0.45	0.45	0.89	0.89
Uniform Del:	71.6	55.1	54.6	61.4	55.3	55.3	71.8	25.5	25.5	57.4	25.7	25.7
IncramntDel:	45.0	0.3	0.2	0.7	9.0	9.0	47.3	0.1	0.1	0.6	5.3	5.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	116.6	55.4	54.8	62.0	64.3	64.3	119.1	25.6	25.6	58.0	31.0	31.0
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:	116.6	55.4	54.8	62.0	64.3	64.3	119.1	25.6	25.6	58.0	31.0	31.0
LOS by Move:	F	E	D	E	E	E	F	C	C	E	C	C
HCM2kAvgQ:	5	3	2	4	20	20	3	11	11	5	41	41

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

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

Intersection #20: Auto Mall Pkwy / Osgood

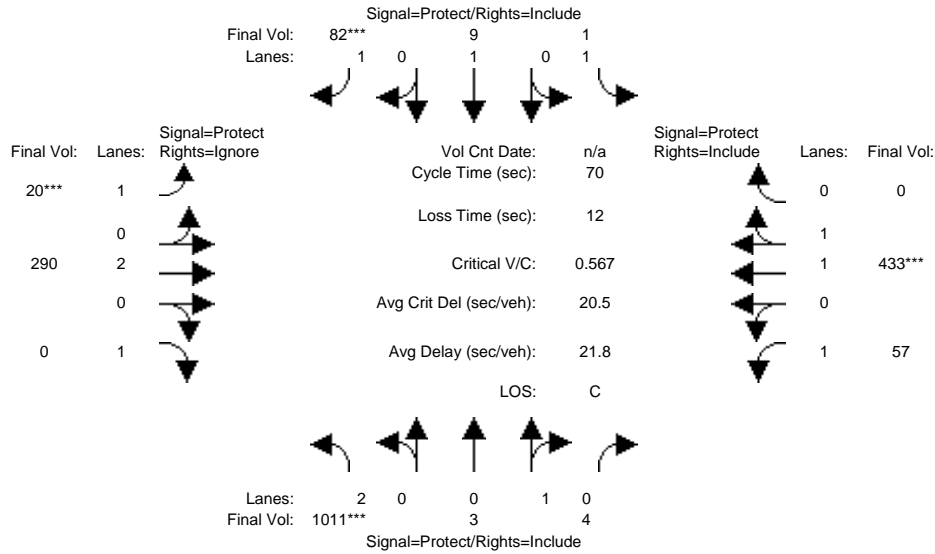


Street Name:	Osgood						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	717	487	168	208	214	440	1732	149	93	1002	254
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:	220	717	487	168	208	214	440	1732	149	93	1002	254
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:	220	717	487	168	208	214	440	1732	149	93	1002	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	226	737	500	173	214	220	452	1780	153	96	1029	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	737	500	173	214	220	452	1780	153	96	1029	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	226	737	500	173	214	220	452	1780	153	96	1029	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.74	0.92	0.84	0.84	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.76	0.24	2.00	1.59	0.41
Final Sat.:	3502	3610	2800	3502	3195	1593	3502	4719	406	3502	2792	708
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.18	0.05	0.07	0.14	0.13	0.38	0.38	0.03	0.37	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.25	0.25	0.06	0.21	0.21	0.16	0.57	0.57	0.04	0.45	0.45
Volume/Cap:	0.65	0.82	0.71	0.82	0.32	0.65	0.82	0.66	0.66	0.66	0.82	0.82
Uniform Del:	65.1	53.0	51.4	69.7	50.0	54.1	61.0	22.4	22.4	70.9	35.7	35.7
IncrcmntDel:	4.4	5.9	3.5	21.3	0.1	2.3	9.2	0.6	0.6	11.0	3.4	3.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.5	58.9	54.9	90.9	50.1	56.4	70.2	23.0	23.0	81.9	39.2	39.2
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:	69.5	58.9	54.9	90.9	50.1	56.4	70.2	23.0	23.0	81.9	39.2	39.2
LOS by Move:	E	E	D	F	D	E	E	C	C	F	D	D
HCM2kAvgQ:	6	19	13	6	5	11	10	21	21	2	28	28

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

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

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	916	3	4	1	8	74	18	263	368	52	392	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:	916	3	4	1	8	74	18	263	368	52	392	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:	916	3	4	1	8	74	18	263	368	52	392	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	1011	3	4	1	9	82	20	290	0	57	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1011	3	4	1	9	82	20	290	0	57	433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1011	3	4	1	9	82	20	290	0	57	433	0

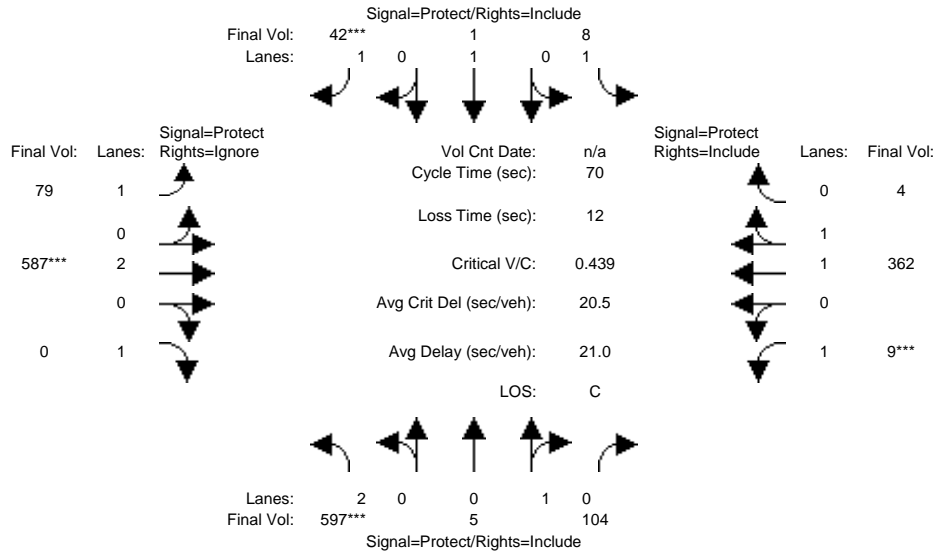
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	1.00	0.85	0.95	0.95	1.00	0.95	0.95	0.95
Lanes:	2.00	0.43	0.57	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	744	992	1805	1900	1615	1805	3610	1900	1805	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.00	0.00	0.00	0.05	0.01	0.08	0.00	0.03	0.12	0.00
Crit Moves:	***					***	***				***	
Green/Cycle:	0.44	0.42	0.42	0.17	0.14	0.14	0.06	0.17	0.00	0.07	0.18	0.00
Volume/Cap:	0.65	0.01	0.01	0.00	0.03	0.35	0.19	0.47	0.00	0.46	0.65	0.00
Uniform Del:	15.2	11.9	11.9	24.3	25.8	27.1	31.5	26.1	0.0	31.3	26.5	0.0
IncramntDel:	1.0	0.0	0.0	0.0	0.0	0.9	0.9	0.6	0.0	2.7	2.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	16.2	11.9	11.9	24.3	25.9	28.0	32.4	26.6	0.0	34.0	28.7	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:	16.2	11.9	11.9	24.3	25.9	28.0	32.4	26.6	0.0	34.0	28.7	0.0
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
HCM2kAvgQ:	10	0	0	0	0	2	0	3	0	2	6	0

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

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

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	545	5	95	7	1	38	72	536	770	8	331	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:	545	5	95	7	1	38	72	536	770	8	331	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:	545	5	95	7	1	38	72	536	770	8	331	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	597	5	104	8	1	42	79	587	0	9	362	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	5	104	8	1	42	79	587	0	9	362	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	597	5	104	8	1	42	79	587	0	9	362	4

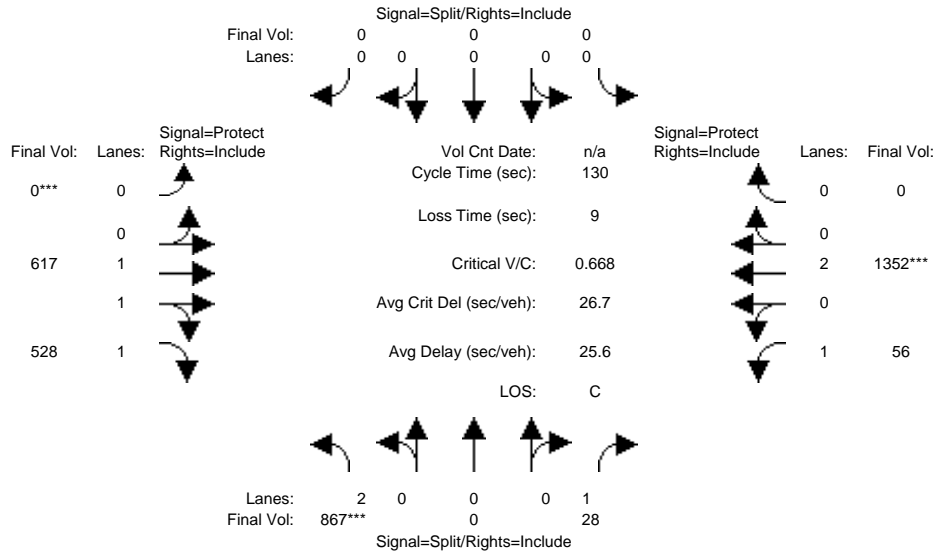
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	1.00	0.85	0.95	0.95	1.00	0.95	0.95	0.95
Lanes:	2.00	0.05	0.95	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3502	82	1549	1805	1900	1615	1805	3610	1900	1805	3560	43

Capacity Analysis Module:												
Vol/Sat:	0.17	0.07	0.07	0.00	0.00	0.03	0.04	0.16	0.00	0.00	0.10	0.10
Crit Moves:	***					***		***		***		
Green/Cycle:	0.32	0.33	0.33	0.13	0.14	0.14	0.10	0.31	0.00	0.06	0.26	0.26
Volume/Cap:	0.53	0.20	0.20	0.03	0.00	0.18	0.42	0.53	0.00	0.08	0.39	0.39
Uniform Del:	19.4	16.8	16.8	26.4	25.7	26.4	29.4	20.1	0.0	31.3	21.3	21.3
IncrcmntDel:	0.5	0.2	0.2	0.1	0.0	0.4	1.5	0.5	0.0	0.4	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	19.9	16.9	16.9	26.5	25.7	26.8	30.9	20.6	0.0	31.6	21.6	21.6
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:	19.9	16.9	16.9	26.5	25.7	26.8	30.9	20.6	0.0	31.6	21.6	21.6
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	6	2	2	0	0	1	2	5	0	0	4	4

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

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

Intersection #22: Auto Mall Pkwy / I-680 Southbound



Street Name:	I-680 Southbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	861	0	28	0	0	0	0	613	525	56	1343	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:	861	0	28	0	0	0	0	613	525	56	1343	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:	861	0	28	0	0	0	0	613	525	56	1343	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	867	0	28	0	0	0	0	617	528	56	1352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	867	0	28	0	0	0	0	617	528	56	1352	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 Volume:	867	0	28	0	0	0	0	617	528	56	1352	0

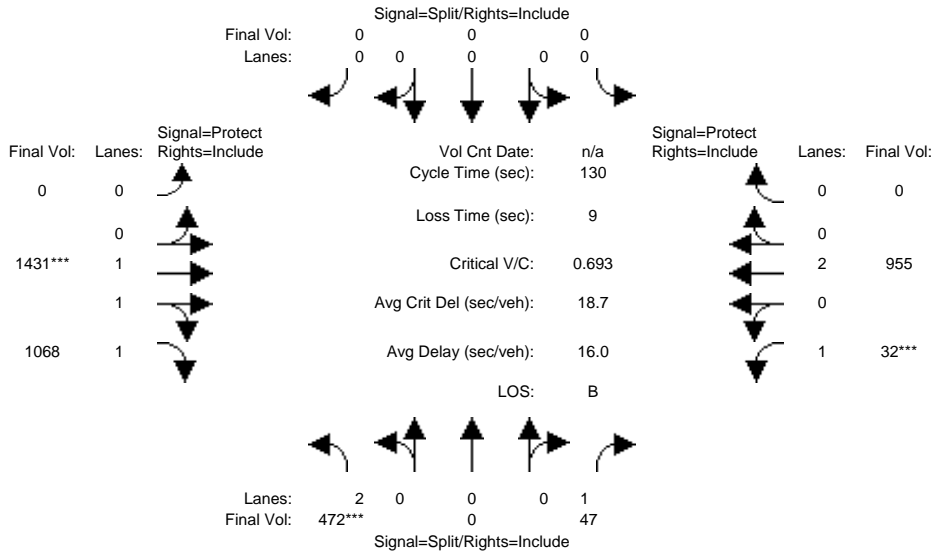
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.88	0.88	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.62	1.38	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	2716	2326	1805	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.02	0.00	0.00	0.00	0.00	0.23	0.23	0.03	0.37	0.00
Crit Moves:	***						***			***		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.49	0.49	0.07	0.56	0.00
Volume/Cap:	0.67	0.00	0.05	0.00	0.00	0.00	0.00	0.46	0.46	0.46	0.67	0.00
Uniform Del:	34.2	0.0	26.2	0.0	0.0	0.0	0.0	21.6	21.6	58.3	20.1	0.0
IncramntDel:	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	2.7	0.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	35.6	0.0	26.3	0.0	0.0	0.0	0.0	21.8	21.8	61.1	21.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	0.0	26.3	0.0	0.0	0.0	0.0	21.8	21.8	61.1	21.0	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	15	0	1	0	0	0	0	10	10	2	19	0

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

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

Intersection #22: Auto Mall Pkwy / I-680 Southbound



Street Name:	I-680 Southbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	445	0	44	0	0	0	0	1350	1007	30	901	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:	445	0	44	0	0	0	0	1350	1007	30	901	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:	445	0	44	0	0	0	0	1350	1007	30	901	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	472	0	47	0	0	0	0	1431	1068	32	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	0	47	0	0	0	0	1431	1068	32	955	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 Volume:	472	0	47	0	0	0	0	1431	1068	32	955	0

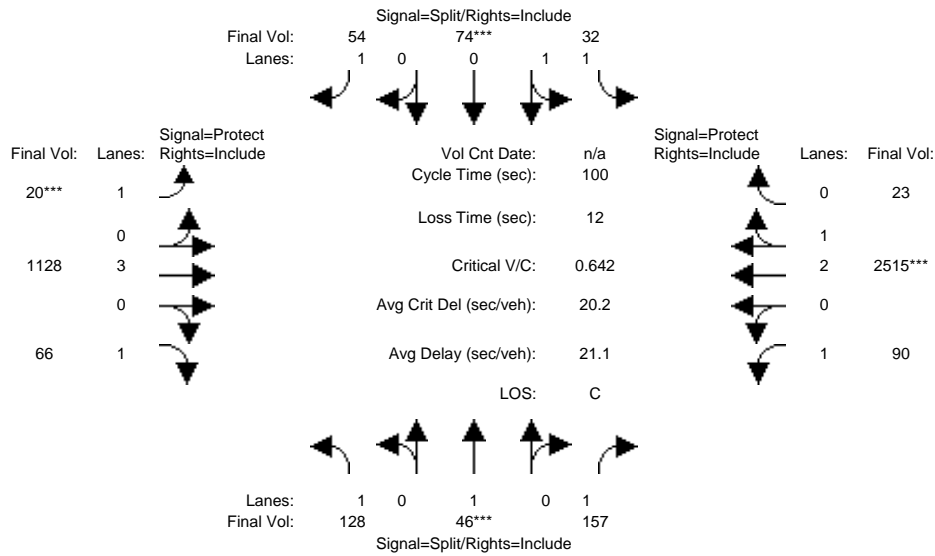
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.72	1.28	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	2903	2165	1805	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.03	0.00	0.00	0.00	0.00	0.49	0.49	0.02	0.26	0.00
Crit Moves:	***						***			***		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.71	0.71	0.03	0.74	0.00
Volume/Cap:	0.70	0.00	0.15	0.00	0.00	0.00	0.00	0.70	0.70	0.57	0.36	0.00
Uniform Del:	48.9	0.0	43.6	0.0	0.0	0.0	0.0	11.0	11.0	62.2	6.1	0.0
IncramntDel:	3.2	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.6	13.6	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	52.1	0.0	43.8	0.0	0.0	0.0	0.0	11.6	11.6	75.8	6.2	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:	52.1	0.0	43.8	0.0	0.0	0.0	0.0	11.6	11.6	75.8	6.2	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	10	0	2	0	0	0	0	20	20	1	7	0

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

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

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	128	46	157	32	74	54	20	1128	66	90	2515	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:	128	46	157	32	74	54	20	1128	66	90	2515	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:	128	46	157	32	74	54	20	1128	66	90	2515	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:	128	46	157	32	74	54	20	1128	66	90	2515	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	46	157	32	74	54	20	1128	66	90	2515	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	46	157	32	74	54	20	1128	66	90	2515	23

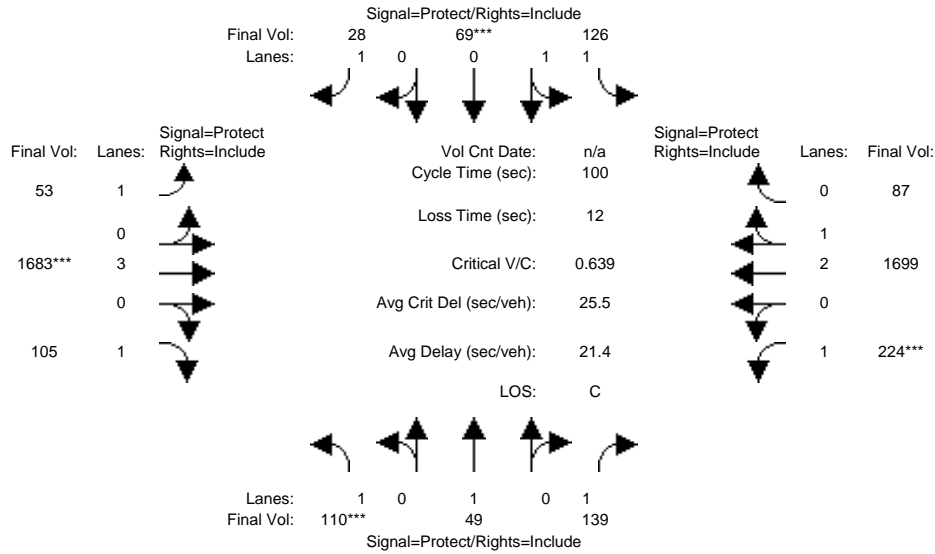
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.99	0.99	0.85	0.95	0.91	0.78	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	1805	1900	1611	1872	1872	1610	1805	5187	1476	1805	5135	47

Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.10	0.02	0.04	0.03	0.01	0.22	0.04	0.05	0.49	0.49
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.15	0.15	0.10	0.10	0.10	0.04	0.51	0.51	0.12	0.59	0.59
Volume/Cap:	0.47	0.16	0.64	0.17	0.40	0.34	0.28	0.43	0.09	0.43	0.83	0.83
Uniform Del:	38.7	36.9	39.8	41.2	42.2	41.9	46.6	15.3	12.5	41.0	16.6	16.6
IncrcmntDel:	1.3	0.3	5.7	0.1	1.0	1.2	2.1	0.1	0.1	1.4	2.1	2.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.0	37.1	45.5	41.3	43.1	43.1	48.7	15.4	12.6	42.4	18.7	18.7
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:	40.0	37.1	45.5	41.3	43.1	43.1	48.7	15.4	12.6	42.4	18.7	18.7
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	1	6	1	3	2	1	8	1	3	25	25

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

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

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	110	49	139	126	69	28	53	1683	105	224	1699	87
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:	110	49	139	126	69	28	53	1683	105	224	1699	87
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:	110	49	139	126	69	28	53	1683	105	224	1699	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	49	139	126	69	28	53	1683	105	224	1699	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	49	139	126	69	28	53	1683	105	224	1699	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	110	49	139	126	69	28	53	1683	105	224	1699	87

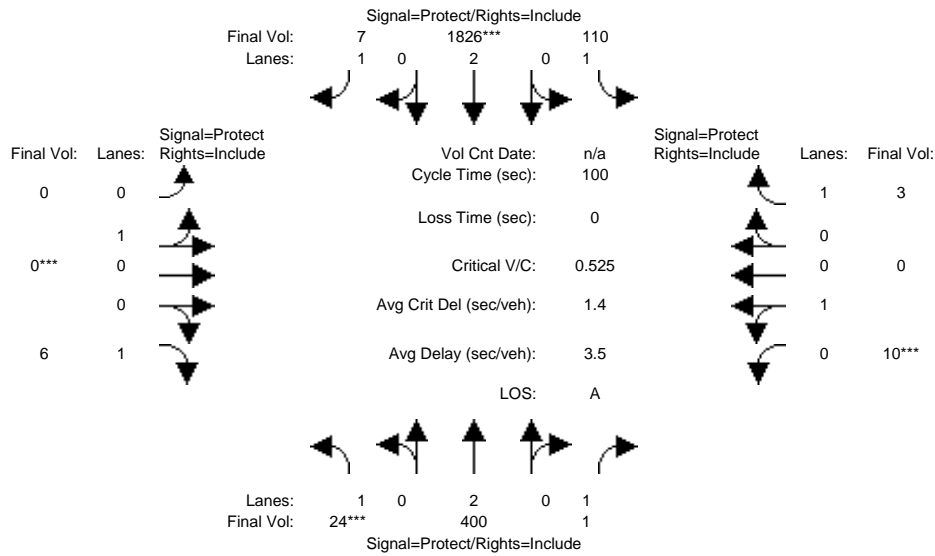
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.97	0.97	0.83	0.95	0.91	0.76	0.95	0.90	0.90
Lanes:	1.00	1.00	1.00	1.29	0.71	1.00	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	1805	1900	1599	2379	1303	1573	1805	5187	1453	1805	4900	251

Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.09	0.05	0.05	0.02	0.03	0.32	0.07	0.12	0.35	0.35
Crit Moves:	***				***			***		***		
Green/Cycle:	0.09	0.13	0.13	0.07	0.10	0.10	0.07	0.50	0.50	0.19	0.62	0.62
Volume/Cap:	0.65	0.20	0.69	0.79	0.53	0.18	0.41	0.65	0.15	0.65	0.56	0.56
Uniform Del:	43.8	39.2	41.8	46.0	42.8	41.2	44.5	18.7	13.7	37.5	11.3	11.3
IncramntDel:	8.9	0.4	9.6	15.8	1.5	0.5	2.2	0.6	0.1	4.5	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	39.6	51.4	61.8	44.2	41.8	46.6	19.4	13.7	41.9	11.5	11.5
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:	52.6	39.6	51.4	61.8	44.2	41.8	46.6	19.4	13.7	41.9	11.5	11.5
LOS by Move:	D	D	D	E	D	D	D	B	B	D	B	B
HCM2kAvgQ:	5	1	5	5	4	1	2	14	2	7	12	12

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

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

Intersection #24: Fremont Blvd/ Ingot St

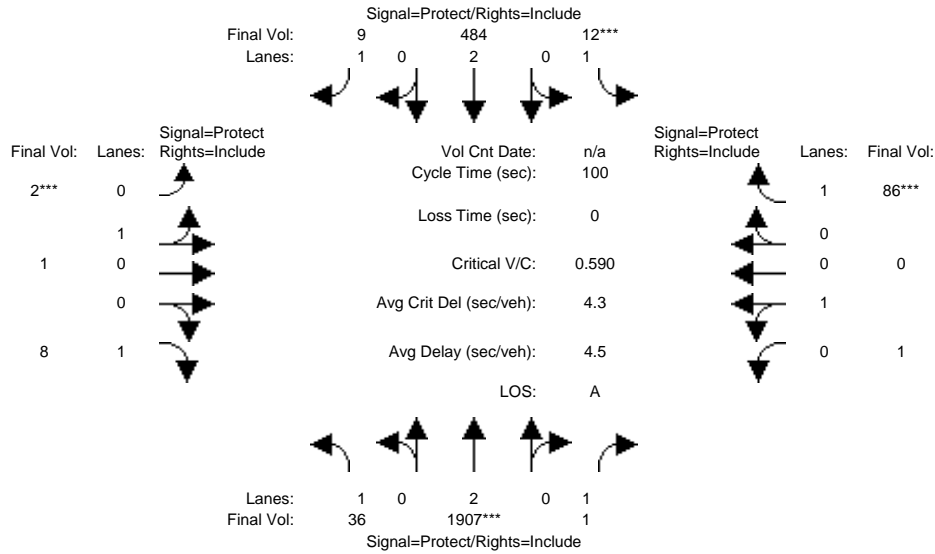


Street Name:	Fremont Blvd						Ingot St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	400	1	110	1826	7	0	0	6	10	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	400	1	110	1826	7	0	0	6	10	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	400	1	110	1826	7	0	0	6	10	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	400	1	110	1826	7	0	0	6	10	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	400	1	110	1826	7	0	0	6	10	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	400	1	110	1826	7	0	0	6	10	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	1.00	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	0	1900	1615	1809	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.06	0.51	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	***			****			***			****		
Green/Cycle:	0.03	0.64	0.64	0.35	0.96	0.96	0.00	0.00	0.00	0.01	0.00	0.01
Volume/Cap:	0.52	0.17	0.00	0.17	0.52	0.00	0.00	0.00	xxxx	0.52	0.00	0.18
Uniform Del:	48.1	7.4	6.5	22.4	0.1	0.1	0.0	0.0	0.0	49.2	0.0	49.0
IncramntDel:	10.7	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	24.3	0.0	4.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	58.9	7.4	6.5	22.6	0.3	0.1	0.0	0.0	0.0	73.5	0.0	54.0
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:	58.9	7.4	6.5	22.6	0.3	0.1	0.0	0.0	0.0	73.5	0.0	54.0
LOS by Move:	E	A	A	C	A	A	A	A	A	E	A	D
HCM2kAvgQ:	2	3	0	2	3	0	0	0	0	1	0	0

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

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

Intersection #24: Fremont Blvd/ Ingot St



Street Name:	Fremont Blvd						Ingot St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	36	1907	1	12	484	9	2	1	8	1	0	86
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:	36	1907	1	12	484	9	2	1	8	1	0	86
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:	36	1907	1	12	484	9	2	1	8	1	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1907	1	12	484	9	2	1	8	1	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1907	1	12	484	9	2	1	8	1	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1907	1	12	484	9	2	1	8	1	0	86

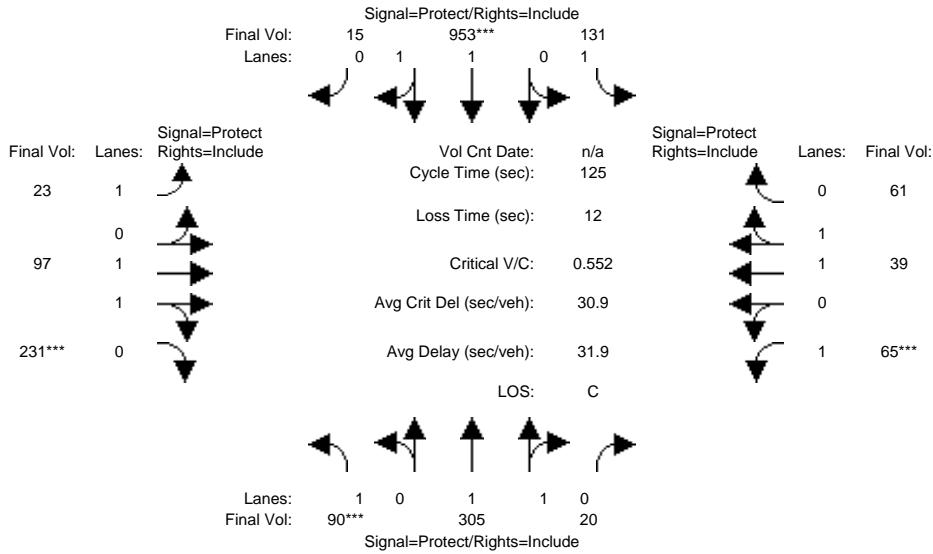
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.97	0.97	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.67	0.33	1.00	1.00	0.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1226	613	1615	1809	0	1615

Capacity Analysis Module:												
Vol/Sat:	0.02	0.53	0.00	0.01	0.13	0.01	0.00	0.00	0.00	0.00	0.00	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.90	0.90	0.01	0.79	0.79	0.00	0.08	0.08	0.01	0.00	0.09
Volume/Cap:	0.17	0.59	0.00	0.59	0.17	0.01	0.59	0.02	0.06	0.06	0.00	0.59
Uniform Del:	39.7	1.2	0.5	49.2	2.6	2.2	49.8	42.0	42.2	49.1	0.0	43.7
IncramntDel:	0.4	0.3	0.0	38.3	0.0	0.0	114.3	0.1	0.2	1.5	0.0	6.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	40.1	1.4	0.5	87.5	2.6	2.2	164.1	42.1	42.4	50.6	0.0	49.9
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:	40.1	1.4	0.5	87.5	2.6	2.2	164.1	42.1	42.4	50.6	0.0	49.9
LOS by Move:	D	A	A	F	A	A	F	D	D	D	A	D
HCM2kAvgQ:	1	8	0	1	2	0	1	0	0	0	0	4

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

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

Intersection #3: Mission Blvd / Paseo Padre Pkwy



Street Name:	Mission Blvd						Paseo Padre Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	74	267	9	121	858	14	20	88	208	55	36	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:	74	267	9	121	858	14	20	88	208	55	36	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	9	14	9	0	20	0	1	1	5	5	0	0
Initial Fut:	83	281	18	121	878	14	21	89	213	60	36	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	90	305	20	131	953	15	23	97	231	65	39	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	305	20	131	953	15	23	97	231	65	39	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	305	20	131	953	15	23	97	231	65	39	61

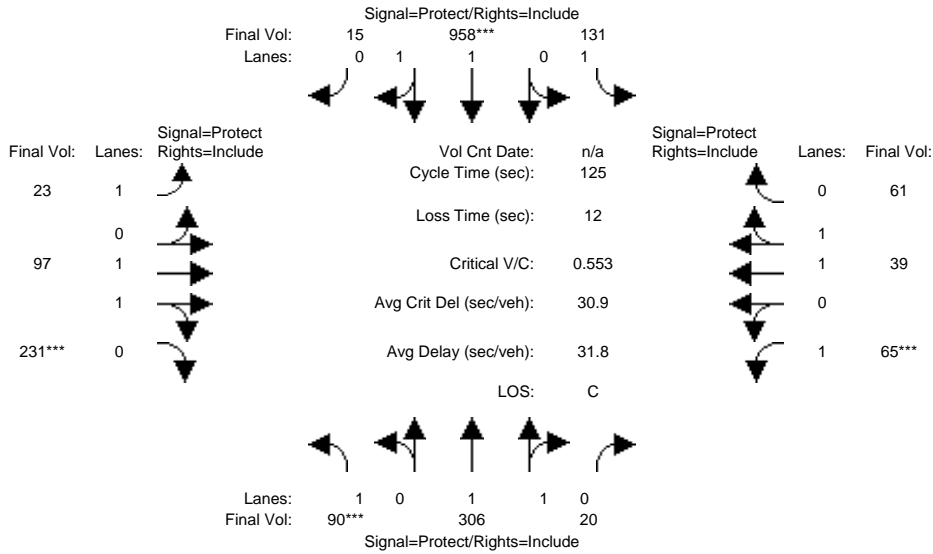
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.85	0.84	0.95	0.86	0.86
Lanes:	1.00	1.88	0.12	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3362	215	1805	3546	57	1805	1614	1604	1805	1641	1641

Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.07	0.27	0.27	0.01	0.06	0.14	0.04	0.02	0.04
Crit Moves:	***			***			***			***		
Green/Cycle:	0.09	0.32	0.32	0.26	0.49	0.49	0.09	0.26	0.26	0.07	0.23	0.23
Volume/Cap:	0.55	0.28	0.28	0.28	0.55	0.55	0.14	0.23	0.55	0.55	0.10	0.16
Uniform Del:	54.4	31.7	31.7	37.2	22.5	22.5	52.0	36.3	39.9	56.6	37.6	38.2
IncrcmntDel:	4.0	0.1	0.1	0.3	0.4	0.4	0.4	0.1	1.1	5.5	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.4	31.9	31.9	37.5	22.9	22.9	52.4	36.4	41.0	62.2	37.7	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	31.9	31.9	37.5	22.9	22.9	52.4	36.4	41.0	62.2	37.7	38.3
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	4	5	5	4	14	14	1	3	8	3	1	2

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #3: Mission Blvd / Paseo Padre Pkwy



Street Name:	Mission Blvd						Paseo Padre Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	74	267	9	121	858	14	20	88	208	55	36	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:	74	267	9	121	858	14	20	88	208	55	36	56
Added Vol:	0	1	0	0	5	0	0	0	0	0	0	0
Approved:	9	14	9	0	20	0	1	1	5	5	0	0
Initial Fut:	83	282	18	121	883	14	21	89	213	60	36	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	90	306	20	131	958	15	23	97	231	65	39	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	306	20	131	958	15	23	97	231	65	39	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	306	20	131	958	15	23	97	231	65	39	61

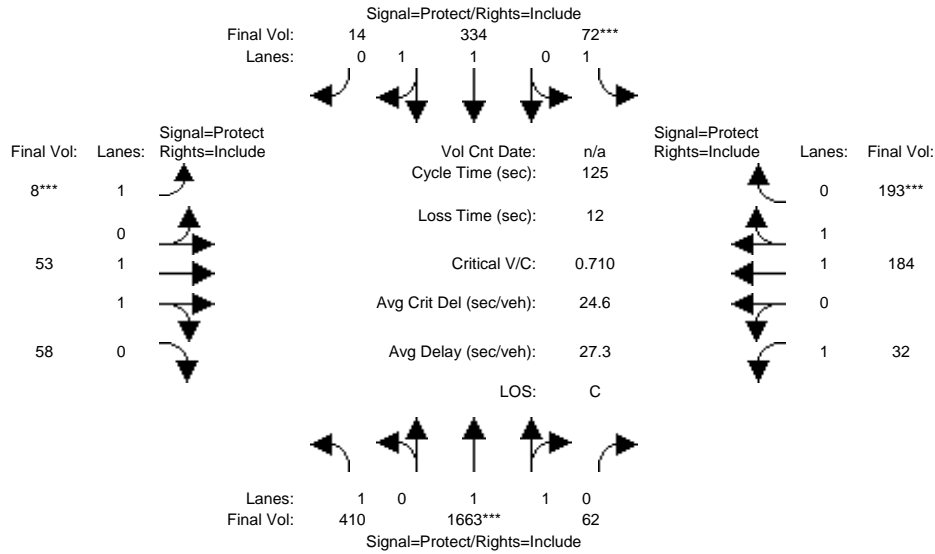
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.85	0.84	0.95	0.86	0.86
Lanes:	1.00	1.88	0.12	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3363	215	1805	3547	56	1805	1614	1604	1805	1641	1641

Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.07	0.27	0.27	0.01	0.06	0.14	0.04	0.02	0.04
Crit Moves:	***			***			***			***		
Green/Cycle:	0.09	0.32	0.32	0.26	0.49	0.49	0.09	0.26	0.26	0.07	0.23	0.23
Volume/Cap:	0.55	0.28	0.28	0.28	0.55	0.55	0.14	0.23	0.55	0.55	0.10	0.16
Uniform Del:	54.5	31.7	31.7	37.2	22.4	22.4	52.1	36.4	39.9	56.7	37.7	38.2
IncrcmntDel:	4.1	0.1	0.1	0.3	0.4	0.4	0.4	0.1	1.1	5.6	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.6	31.8	31.8	37.5	22.8	22.8	52.4	36.5	41.1	62.3	37.8	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	31.8	31.8	37.5	22.8	22.8	52.4	36.5	41.1	62.3	37.8	38.3
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	4	5	5	4	14	14	1	3	8	3	1	2

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

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

Intersection #3: Mission Blvd / Paseo Padre Pkwy



Street Name:	Mission Blvd						Paseo Padre Pkwy					
	North Bound			South Bound			East Bound			West Bound		
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:	351	1444	44	64	290	12	4	44	49	26	163	171
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:	351	1444	44	64	290	12	4	44	49	26	163	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	12	28	11	0	6	0	3	3	2	2	0	0
Initial Fut:	363	1472	55	64	296	12	7	47	51	28	163	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	410	1663	62	72	334	14	8	53	58	32	184	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1663	62	72	334	14	8	53	58	32	184	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	410	1663	62	72	334	14	8	53	58	32	184	193

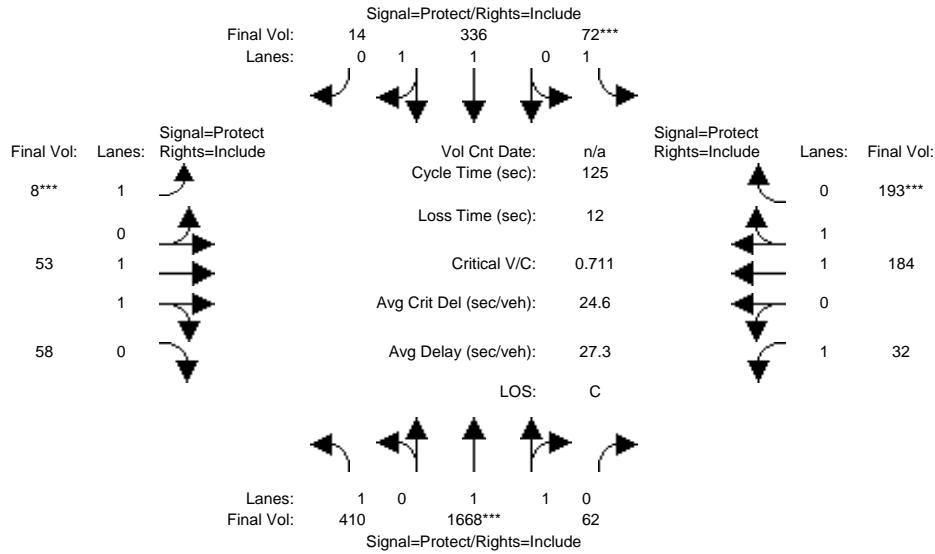
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.88	0.87	0.95	0.88	0.87
Lanes:	1.00	1.93	0.07	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3463	129	1805	3449	140	1805	1664	1647	1805	1666	1653

Capacity Analysis Module:												
Vol/Sat:	0.23	0.48	0.48	0.04	0.10	0.10	0.00	0.03	0.03	0.02	0.11	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.50	0.66	0.66	0.05	0.21	0.21	0.03	0.14	0.14	0.05	0.16	0.16
Volume/Cap:	0.46	0.73	0.73	0.73	0.46	0.46	0.14	0.23	0.26	0.32	0.69	0.73
Uniform Del:	20.3	14.1	14.1	58.2	42.9	42.9	58.8	48.1	48.2	56.8	49.6	49.9
IncramntDel:	0.4	1.2	1.2	24.0	0.4	0.4	1.1	0.3	0.3	1.9	3.8	5.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.7	15.3	15.3	82.2	43.3	43.3	59.9	48.3	48.5	58.7	53.4	55.2
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:	20.7	15.3	15.3	82.2	43.3	43.3	59.9	48.3	48.5	58.7	53.4	55.2
LOS by Move:	C	B	B	F	D	D	E	D	D	E	D	E
HCM2kAvgQ:	10	23	23	4	6	6	0	2	2	2	8	9

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #3: Mission Blvd / Paseo Padre Pkwy



Street Name:	Mission Blvd						Paseo Padre Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	351	1444	44	64	290	12	4	44	49	26	163	171
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:	351	1444	44	64	290	12	4	44	49	26	163	171
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
Approved:	12	28	11	0	6	0	3	3	2	2	0	0
Initial Fut:	363	1476	55	64	297	12	7	47	51	28	163	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	410	1668	62	72	336	14	8	53	58	32	184	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1668	62	72	336	14	8	53	58	32	184	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	410	1668	62	72	336	14	8	53	58	32	184	193

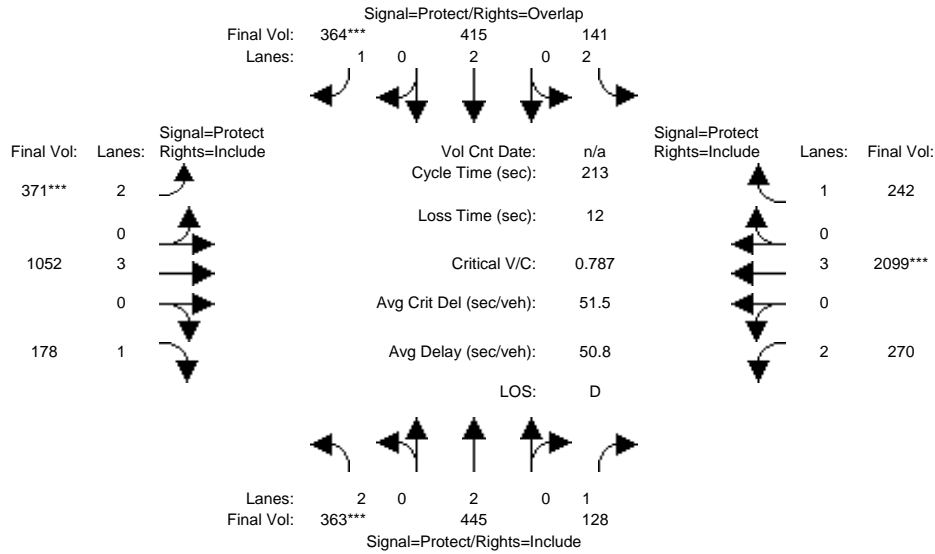
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.88	0.87	0.95	0.88	0.87
Lanes:	1.00	1.93	0.07	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3463	129	1805	3449	139	1805	1664	1647	1805	1666	1653

Capacity Analysis Module:												
Vol/Sat:	0.23	0.48	0.48	0.04	0.10	0.10	0.00	0.03	0.03	0.02	0.11	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.50	0.66	0.66	0.05	0.21	0.21	0.03	0.14	0.14	0.05	0.16	0.16
Volume/Cap:	0.46	0.73	0.73	0.73	0.46	0.46	0.14	0.23	0.26	0.32	0.69	0.73
Uniform Del:	20.3	14.1	14.1	58.2	42.8	42.8	58.8	48.1	48.2	56.8	49.6	50.0
IncrcmntDel:	0.4	1.2	1.2	24.3	0.4	0.4	1.1	0.3	0.3	1.9	3.8	5.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.7	15.3	15.3	82.5	43.3	43.3	59.9	48.3	48.6	58.7	53.4	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	15.3	15.3	82.5	43.3	43.3	59.9	48.3	48.6	58.7	53.4	55.3
LOS by Move:	C	B	B	F	D	D	E	D	D	E	D	E
HCM2kAvgQ:	10	23	23	4	6	6	0	2	2	2	8	9

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

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

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	349	289	125	118	375	336	225	1015	174	264	2026	101
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:	349	289	125	118	375	336	225	1015	174	264	2026	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	6	146	0	20	30	20	137	13	0	0	24	135
Initial Fut:	355	435	125	138	405	356	362	1028	174	264	2050	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	363	445	128	141	415	364	371	1052	178	270	2099	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	445	128	141	415	364	371	1052	178	270	2099	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	363	445	128	141	415	364	371	1052	178	270	2099	242

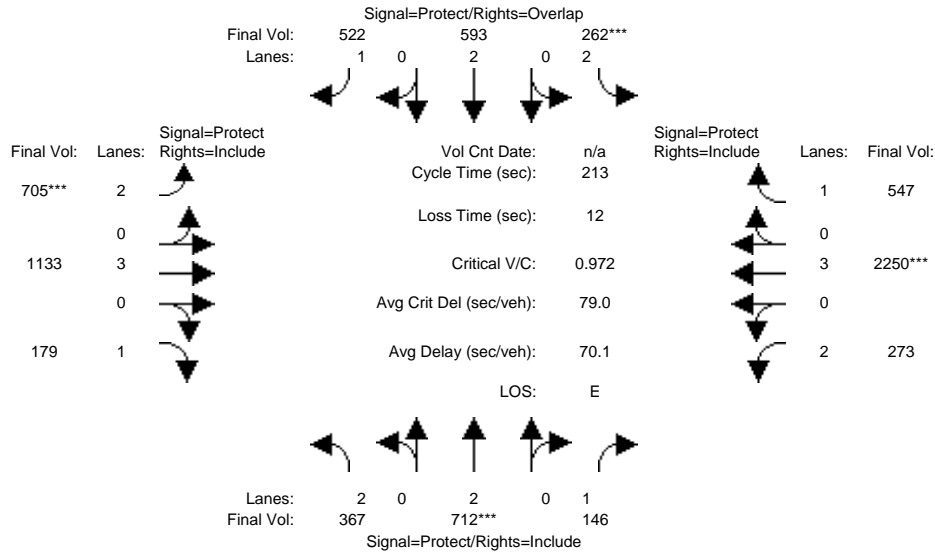
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.81	0.92	0.95	0.85	0.92	0.91	0.84	0.92	0.91	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1531	3502	3610	1612	3502	5187	1602	3502	5187	1602

Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.08	0.04	0.11	0.23	0.11	0.20	0.11	0.08	0.40	0.15
Crit Moves:	***					***	***				***	
Green/Cycle:	0.13	0.21	0.21	0.07	0.15	0.29	0.13	0.47	0.47	0.18	0.51	0.51
Volume/Cap:	0.79	0.57	0.39	0.57	0.75	0.79	0.79	0.43	0.24	0.43	0.79	0.29
Uniform Del:	75.7	63.3	60.6	81.1	73.0	59.1	75.4	31.7	28.5	65.8	35.7	25.0
IncramntDel:	8.7	1.1	0.8	3.3	5.7	8.7	8.6	0.1	0.2	0.5	1.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.4	64.4	61.4	84.4	78.7	67.8	84.0	31.9	28.6	66.3	37.3	25.2
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:	84.4	64.4	61.4	84.4	78.7	67.8	84.0	31.9	28.6	66.3	37.3	25.2
LOS by Move:	F	E	E	F	E	E	F	C	C	E	D	C
HCM2kAvgQ:	10	11	6	5	13	20	12	14	6	6	33	7

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	349	289	125	118	375	336	225	1015	174	264	2026	101
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:	349	289	125	118	375	336	225	1015	174	264	2026	101
Added Vol:	3	260	18	118	174	154	327	79	1	3	148	298
Approved:	6	146	0	20	30	20	137	13	0	0	24	135
Initial Fut:	358	695	143	256	579	510	689	1107	175	267	2198	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	367	712	146	262	593	522	705	1133	179	273	2250	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	712	146	262	593	522	705	1133	179	273	2250	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	367	712	146	262	593	522	705	1133	179	273	2250	547

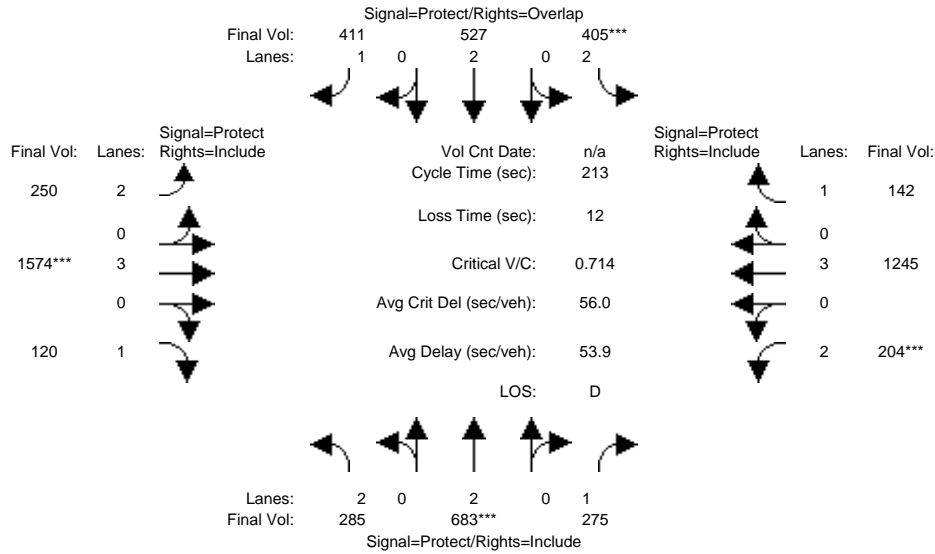
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.81	0.92	0.95	0.85	0.92	0.91	0.84	0.92	0.91	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1531	3502	3610	1612	3502	5187	1602	3502	5187	1602

Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.10	0.07	0.16	0.32	0.20	0.22	0.11	0.08	0.43	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.20	0.20	0.08	0.17	0.38	0.21	0.48	0.48	0.17	0.45	0.45
Volume/Cap:	0.96	0.97	0.47	0.97	0.96	0.86	0.97	0.45	0.23	0.45	0.97	0.76
Uniform Del:	79.8	71.2	63.3	82.9	74.0	51.5	70.8	31.0	27.2	66.9	48.7	41.9
IncrcmntDel:	35.8	26.4	1.1	46.9	26.7	11.6	26.5	0.1	0.2	0.5	12.8	4.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	115.7	97.6	64.4	129.8	101	63.0	97.3	31.1	27.4	67.5	61.5	46.8
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:	115.7	97.6	64.4	129.8	101	63.0	97.3	31.1	27.4	67.5	61.5	46.8
LOS by Move:	F	F	E	F	F	E	F	C	C	E	E	D
HCM2kAvgQ:	12	23	7	11	21	28	24	15	6	6	44	24

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

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

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	273	623	270	263	368	269	224	1518	118	201	1220	120
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:	273	623	270	263	368	269	224	1518	118	201	1220	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	7	48	0	135	150	135	22	29	0	0	4	20
Initial Fut:	280	671	270	398	518	404	246	1547	118	201	1224	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	285	683	275	405	527	411	250	1574	120	204	1245	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	683	275	405	527	411	250	1574	120	204	1245	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	285	683	275	405	527	411	250	1574	120	204	1245	142

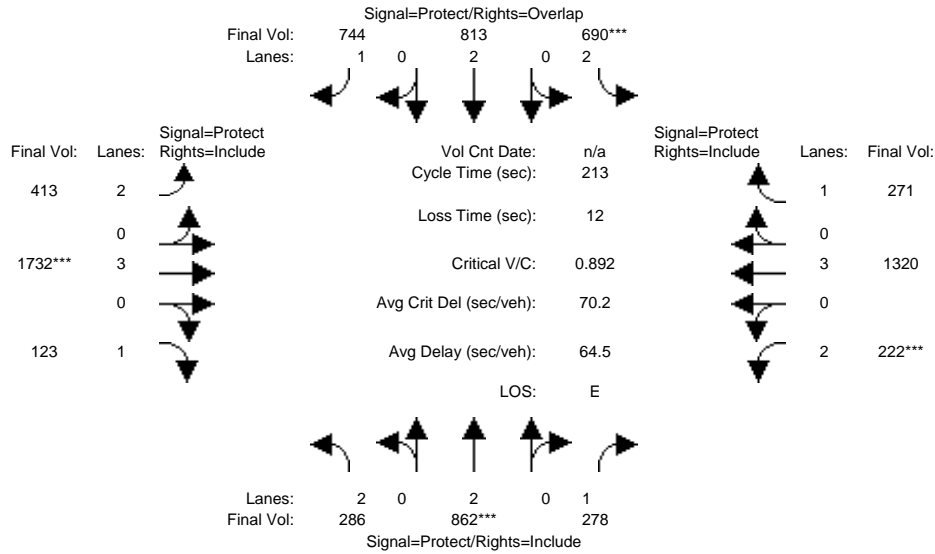
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.80	0.92	0.95	0.85	0.92	0.91	0.84	0.92	0.91	0.82
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1514	3502	3610	1608	3502	5187	1598	3502	5187	1564

Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.18	0.12	0.15	0.26	0.07	0.30	0.08	0.06	0.24	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.26	0.26	0.16	0.30	0.41	0.12	0.42	0.42	0.08	0.39	0.39
Volume/Cap:	0.62	0.71	0.69	0.71	0.49	0.62	0.61	0.71	0.18	0.71	0.61	0.23
Uniform Del:	74.0	60.0	59.4	71.5	52.2	41.8	75.7	42.7	32.2	80.6	44.0	36.8
IncramntDel:	2.6	2.6	4.9	4.3	0.4	1.8	2.8	1.1	0.1	8.3	0.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.7	62.6	64.3	75.8	52.6	43.6	78.5	43.9	32.3	88.8	44.6	37.0
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:	76.7	62.6	64.3	75.8	52.6	43.6	78.5	43.9	32.3	88.8	44.6	37.0
LOS by Move:	E	E	E	E	D	D	E	D	C	F	D	D
HCM2kAvgQ:	7	17	13	12	12	18	8	26	4	6	19	5

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	273	623	270	263	368	269	224	1518	118	201	1220	120
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:	273	623	270	263	368	269	224	1518	118	201	1220	120
Added Vol:	1	176	3	280	281	327	160	156	3	17	74	126
Approved:	7	48	0	135	150	135	22	29	0	0	4	20
Initial Fut:	281	847	273	678	799	731	406	1703	121	218	1298	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	286	862	278	690	813	744	413	1732	123	222	1320	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	862	278	690	813	744	413	1732	123	222	1320	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	286	862	278	690	813	744	413	1732	123	222	1320	271

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.80	0.92	0.95	0.85	0.92	0.91	0.84	0.92	0.91	0.82
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1514	3502	3610	1608	3502	5187	1598	3502	5187	1564

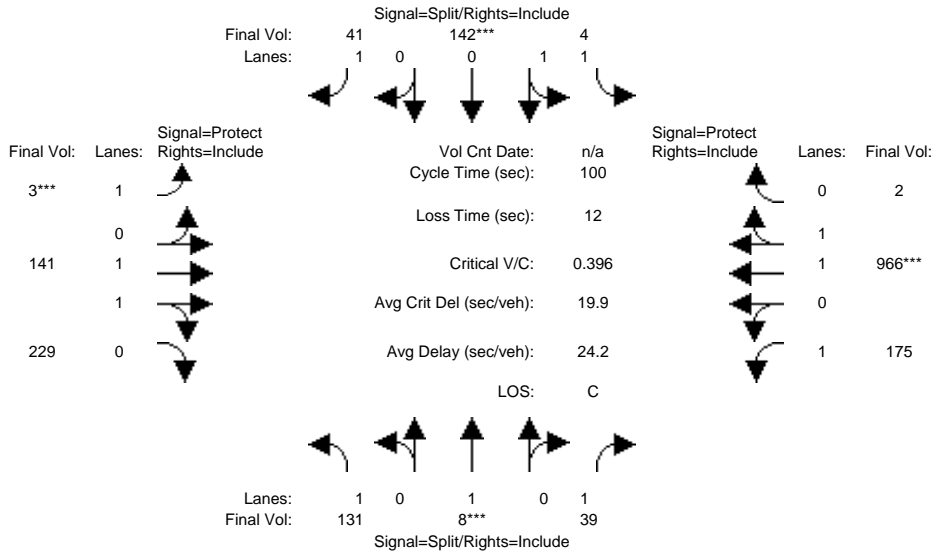
Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.18	0.20	0.23	0.46	0.12	0.33	0.08	0.06	0.25	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.27	0.27	0.22	0.39	0.54	0.14	0.37	0.37	0.07	0.30	0.30
Volume/Cap:	0.87	0.89	0.69	0.89	0.57	0.86	0.84	0.89	0.21	0.89	0.84	0.57
Uniform Del:	80.5	63.4	59.1	68.1	42.6	36.1	75.3	52.9	38.2	82.9	58.4	52.7
IncrcmntDel:	21.8	10.5	4.9	12.7	0.6	9.0	11.9	5.7	0.2	30.5	4.1	1.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	102.3	74.0	64.0	80.7	43.1	45.1	87.2	58.6	38.4	113.5	62.5	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.3	74.0	64.0	80.7	43.1	45.1	87.2	58.6	38.4	113.5	62.5	54.3
LOS by Move:	F	E	E	F	D	D	F	E	D	F	E	D
HCM2kAvgQ:	8	24	13	22	18	37	14	35	4	7	25	12

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

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

Intersection #5: Warren Ave / Kato Rd



Street Name:	Kato Rd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	131	3	39	4	14	5	3	198	229	173	886	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	3	39	4	14	5	3	198	229	173	886	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	5	0	0	128	36	0	-57	0	2	80	0
Initial Fut:	131	8	39	4	142	41	3	141	229	175	966	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:	131	8	39	4	142	41	3	141	229	175	966	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	8	39	4	142	41	3	141	229	175	966	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	131	8	39	4	142	41	3	141	229	175	966	2

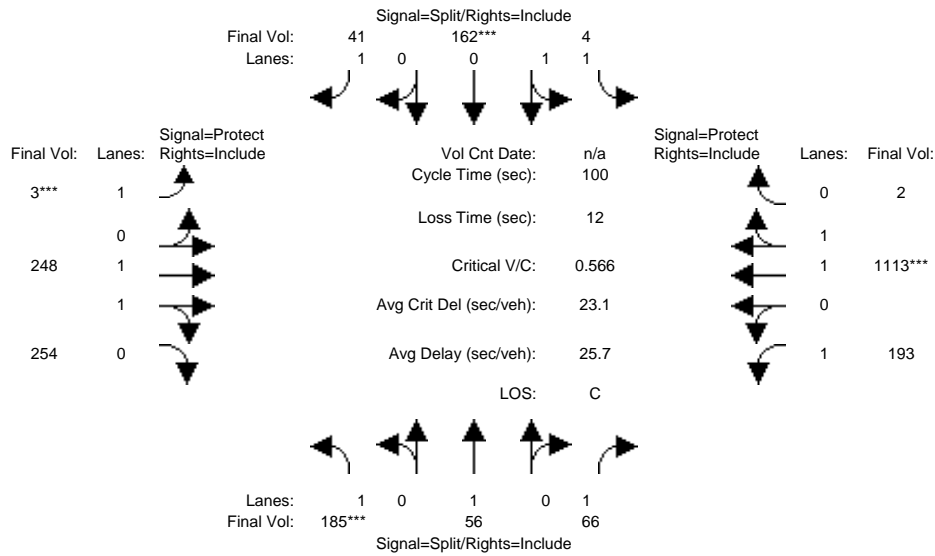
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	0.86	0.86	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.99	0.01
Final Sat.:	1805	1900	1615	1898	1898	1615	1805	1637	1637	1805	3603	7

Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.00	0.07	0.03	0.00	0.09	0.14	0.10	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.14	0.14	0.14	0.04	0.33	0.33	0.23	0.51	0.51
Volume/Cap:	0.40	0.02	0.13	0.01	0.52	0.18	0.04	0.26	0.43	0.43	0.52	0.52
Uniform Del:	36.0	33.5	34.2	36.8	39.7	37.7	46.2	24.8	26.3	33.1	16.2	16.2
IncramntDel:	0.8	0.0	0.2	0.0	1.8	0.4	0.2	0.1	0.3	0.7	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.8	33.5	34.4	36.8	41.4	38.0	46.4	24.9	26.7	33.8	16.4	16.4
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:	36.8	33.5	34.4	36.8	41.4	38.0	46.4	24.9	26.7	33.8	16.4	16.4
LOS by Move:	D	C	C	D	D	D	D	C	C	C	B	B
HCM2kAvgQ:	4	0	1	0	5	1	0	3	6	4	10	10

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #5: Warren Ave / Kato Rd



Street Name:	Kato Rd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:												
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	131	3	39	4	14	5	3	198	229	173	886	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	3	39	4	14	5	3	198	229	173	886	2
Added Vol:	54	48	27	0	20	0	0	107	25	18	147	0
Approved:	0	5	0	0	128	36	0	-57	0	2	80	0
Initial Fut:	185	56	66	4	162	41	3	248	254	193	1113	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:	185	56	66	4	162	41	3	248	254	193	1113	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	56	66	4	162	41	3	248	254	193	1113	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	185	56	66	4	162	41	3	248	254	193	1113	2

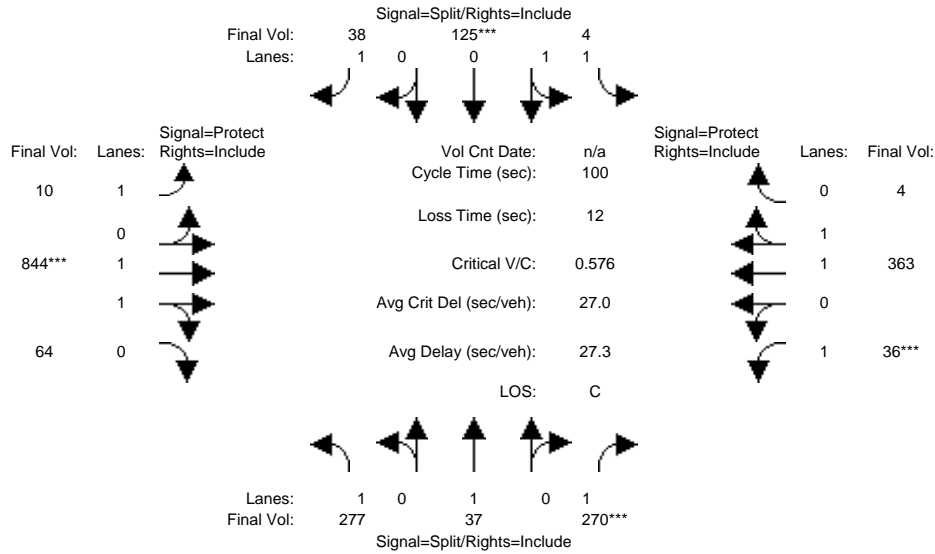
Saturation Flow Module:												
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	0.88	0.88	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.99	0.01
Final Sat.:	1805	1900	1615	1898	1898	1615	1805	1668	1668	1805	3604	6

Capacity Analysis Module:												
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.10	0.03	0.04	0.00	0.09	0.03	0.00	0.15	0.15	0.11	0.31	0.31
Crit Moves:	***			****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.14	0.14	0.14	0.04	0.33	0.33	0.23	0.52	0.52
Volume/Cap:	0.59	0.17	0.24	0.01	0.59	0.18	0.04	0.45	0.46	0.46	0.59	0.59
Uniform Del:	38.1	35.2	35.6	36.7	40.0	37.6	46.2	26.3	26.4	33.0	16.5	16.5
IncramntDel:	3.0	0.2	0.4	0.0	3.3	0.4	0.2	0.3	0.3	0.8	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.1	35.5	36.1	36.7	43.4	37.9	46.4	26.6	26.8	33.8	17.0	17.0
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:	41.1	35.5	36.1	36.7	43.4	37.9	46.4	26.6	26.8	33.8	17.0	17.0
LOS by Move:	D	D	D	D	D	D	D	C	C	C	B	B
HCM2kAvgQ:	6	2	2	0	6	1	0	7	7	5	12	12

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

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

Intersection #5: Warren Ave / Kato Rd



Street Name:	Kato Rd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	277	31	268	4	2	3	10	887	64	34	291	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:	277	31	268	4	2	3	10	887	64	34	291	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	6	2	0	123	35	0	-43	0	2	72	0
Initial Fut:	277	37	270	4	125	38	10	844	64	36	363	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:	277	37	270	4	125	38	10	844	64	36	363	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	37	270	4	125	38	10	844	64	36	363	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 Volume:	277	37	270	4	125	38	10	844	64	36	363	4

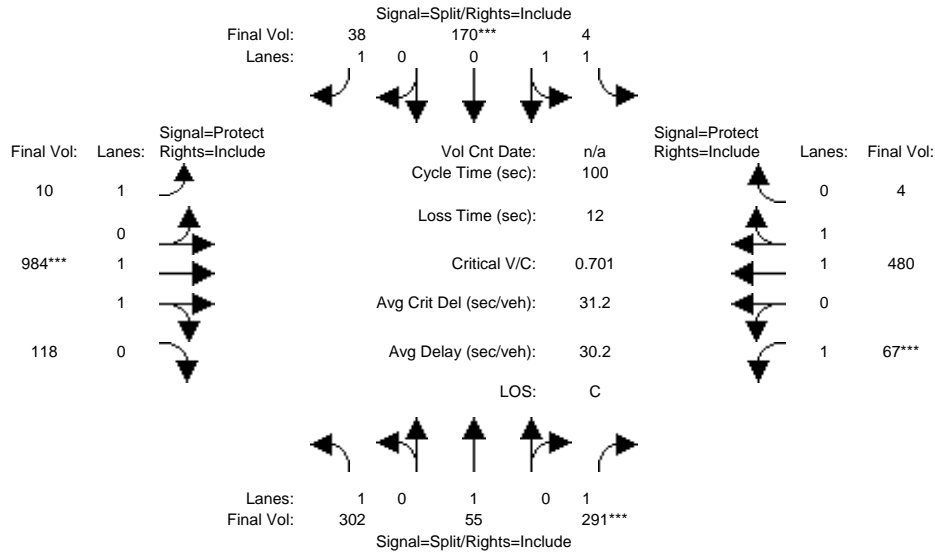
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.98	0.02
Final Sat.:	1805	1900	1615	1896	1896	1615	1805	3322	252	1805	3564	39

Capacity Analysis Module:												
Vol/Sat:	0.15	0.02	0.17	0.00	0.07	0.02	0.01	0.25	0.25	0.02	0.10	0.10
Crit Moves:			****		****			****			****	
Green/Cycle:	0.29	0.29	0.29	0.11	0.11	0.11	0.13	0.44	0.44	0.04	0.34	0.34
Volume/Cap:	0.53	0.07	0.58	0.02	0.58	0.21	0.04	0.58	0.58	0.50	0.30	0.30
Uniform Del:	29.9	25.8	30.4	39.4	42.1	40.2	37.6	21.2	21.2	47.0	24.0	24.0
IncramntDel:	1.1	0.1	1.8	0.0	3.8	0.6	0.1	0.6	0.6	5.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.0	25.9	32.3	39.4	45.9	40.8	37.7	21.7	21.7	52.3	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	25.9	32.3	39.4	45.9	40.8	37.7	21.7	21.7	52.3	24.1	24.1
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	1	8	0	5	1	0	11	11	1	4	4

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #5: Warren Ave / Kato Rd



Street Name:	Kato Rd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	277	31	268	4	2	3	10	887	64	34	291	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:	277	31	268	4	2	3	10	887	64	34	291	4
Added Vol:	25	18	21	0	45	0	0	140	54	31	117	0
Approved:	0	6	2	0	123	35	0	-43	0	2	72	0
Initial Fut:	302	55	291	4	170	38	10	984	118	67	480	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:	302	55	291	4	170	38	10	984	118	67	480	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	55	291	4	170	38	10	984	118	67	480	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 Volume:	302	55	291	4	170	38	10	984	118	67	480	4

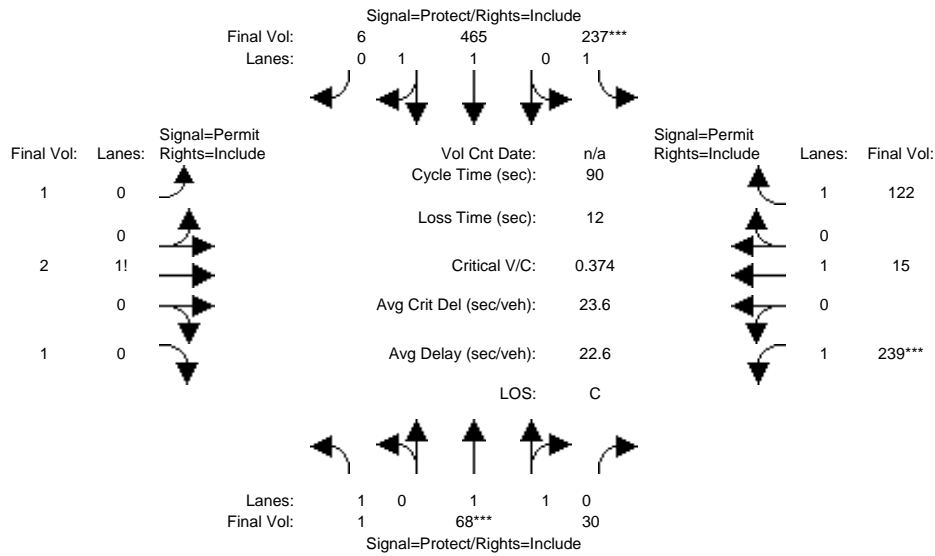
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.98	0.02
Final Sat.:	1805	1900	1615	1898	1898	1615	1805	3172	380	1805	3577	30

Capacity Analysis Module:												
Vol/Sat:	0.17	0.03	0.18	0.00	0.09	0.02	0.01	0.31	0.31	0.04	0.13	0.13
Crit Moves:			****		****			****		****		
Green/Cycle:	0.26	0.26	0.26	0.13	0.13	0.13	0.11	0.44	0.44	0.05	0.38	0.38
Volume/Cap:	0.65	0.11	0.70	0.02	0.70	0.18	0.05	0.70	0.70	0.70	0.35	0.35
Uniform Del:	33.2	28.4	33.7	38.1	41.8	39.0	39.5	22.5	22.5	46.6	22.1	22.1
IncrcmntDel:	3.3	0.1	5.3	0.0	8.7	0.4	0.1	1.4	1.4	20.8	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.4	28.5	39.0	38.1	50.5	39.4	39.6	24.0	24.0	67.3	22.2	22.2
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:	36.4	28.5	39.0	38.1	50.5	39.4	39.6	24.0	24.0	67.3	22.2	22.2
LOS by Move:	D	C	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	1	9	0	6	1	0	15	15	2	5	5

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

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

Intersection #6: Fremont Blvd / Warren Ave



Street Name:	Fremont Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	1	58	28	214	430	6	1	2	1	221	14	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	58	28	214	430	6	1	2	1	221	14	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	5	0	6	1	0	0	0	0	0	0	22
Initial Fut:	1	63	28	220	431	6	1	2	1	221	14	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1	68	30	237	465	6	1	2	1	239	15	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	68	30	237	465	6	1	2	1	239	15	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	1	68	30	237	465	6	1	2	1	239	15	122

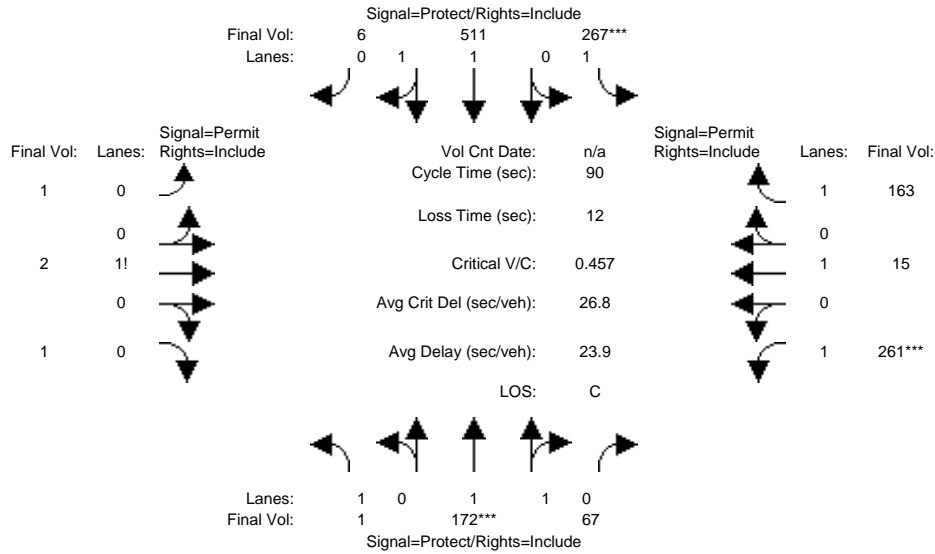
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95	0.77	1.00	0.85
Lanes:	1.00	1.38	0.62	1.00	1.97	0.03	0.25	0.50	0.25	1.00	1.00	1.00
Final Sat.:	1805	2384	1060	1805	3553	49	451	901	451	1455	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.13	0.13	0.13	0.00	0.00	0.00	0.16	0.01	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.11	0.11	0.11	0.34	0.33	0.33	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.01	0.26	0.26	0.39	0.39	0.39	0.01	0.01	0.01	0.39	0.02	0.18
Uniform Del:	35.4	36.6	36.6	22.8	23.0	23.0	15.2	15.2	15.2	18.2	15.3	16.4
IncramntDel:	0.0	0.4	0.4	0.4	0.2	0.2	0.0	0.0	0.0	0.4	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.4	37.0	37.0	23.2	23.2	23.2	15.2	15.2	15.2	18.6	15.3	16.6
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:	35.4	37.0	37.0	23.2	23.2	23.2	15.2	15.2	15.2	18.6	15.3	16.6
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	5	5	5	0	0	0	5	0	2

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #6: Fremont Blvd / Warren Ave



Street Name:	Fremont Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	1	58	28	214	430	6	1	2	1	221	14	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	58	28	214	430	6	1	2	1	221	14	91
Added Vol:	0	96	34	27	42	0	0	0	0	21	0	38
Approved:	0	5	0	6	1	0	0	0	0	0	0	22
Initial Fut:	1	159	62	247	473	6	1	2	1	242	14	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1	172	67	267	511	6	1	2	1	261	15	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	172	67	267	511	6	1	2	1	261	15	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	1	172	67	267	511	6	1	2	1	261	15	163

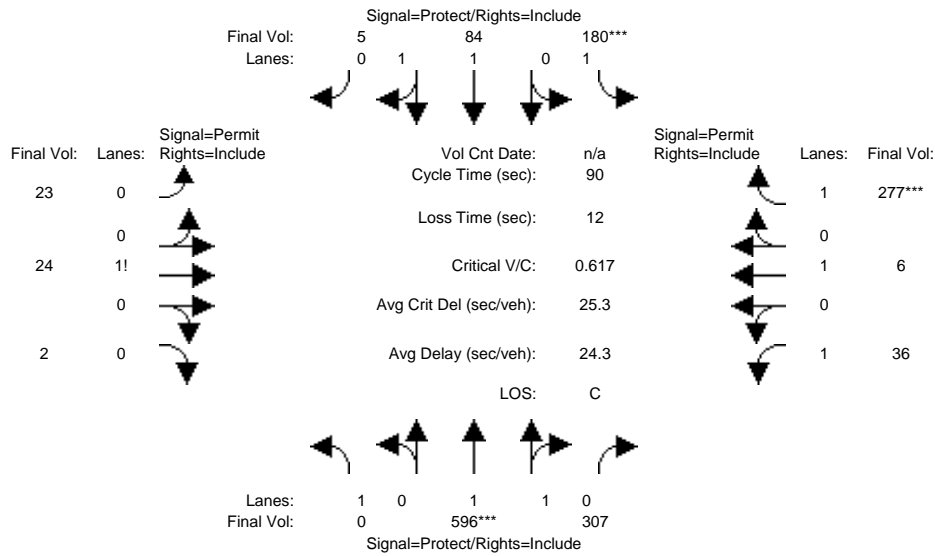
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95	0.77	1.00	0.85
Lanes:	1.00	1.44	0.56	1.00	1.97	0.03	0.25	0.50	0.25	1.00	1.00	1.00
Final Sat.:	1805	2488	970	1805	3558	45	450	900	450	1455	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.15	0.14	0.14	0.00	0.00	0.00	0.18	0.01	0.10
Crit Moves:	****			****						****		
Green/Cycle:	0.11	0.15	0.15	0.32	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.01	0.46	0.46	0.46	0.40	0.40	0.01	0.01	0.01	0.46	0.02	0.26
Uniform Del:	35.5	34.8	34.8	24.2	21.4	21.4	16.6	16.6	16.6	20.2	16.7	18.5
IncrcmntDel:	0.0	0.6	0.6	0.6	0.2	0.2	0.0	0.0	0.0	0.6	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.5	35.5	35.5	24.8	21.6	21.6	16.6	16.6	16.6	20.8	16.7	18.7
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:	35.5	35.5	35.5	24.8	21.6	21.6	16.6	16.6	16.6	20.8	16.7	18.7
LOS by Move:	D	D	D	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	0	4	4	6	5	5	0	0	0	6	0	3

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

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

Intersection #6: Fremont Blvd / Warren Ave



Street Name:	Fremont Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	0	489	252	120	64	4	19	20	2	30	5	225
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	489	252	120	64	4	19	20	2	30	5	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	1	0	28	5	0	0	0	0	0	0	3
Initial Fut:	0	490	252	148	69	4	19	20	2	30	5	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	596	307	180	84	5	23	24	2	36	6	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	596	307	180	84	5	23	24	2	36	6	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	596	307	180	84	5	23	24	2	36	6	277

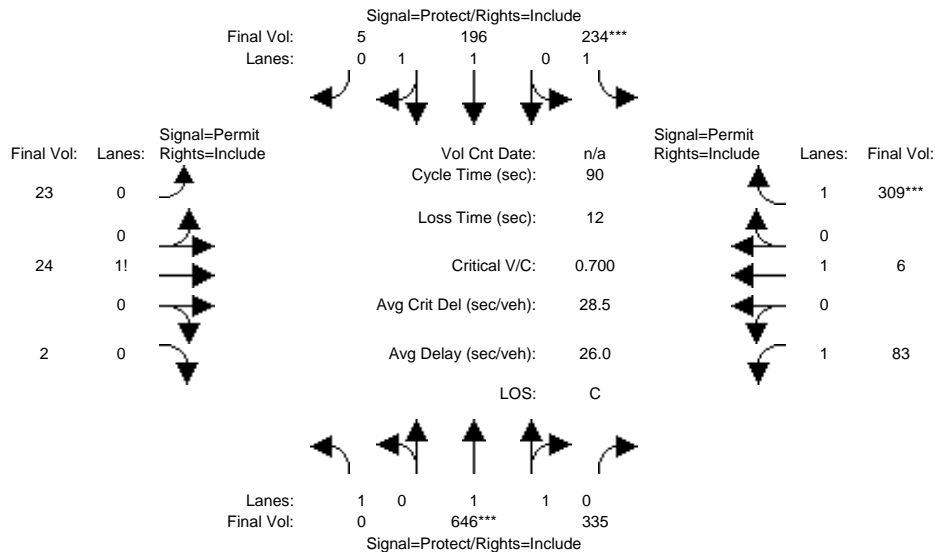
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.94	0.94	0.90	0.90	0.90	0.80	1.00	0.85
Lanes:	1.00	1.32	0.68	1.00	1.89	0.11	0.46	0.49	0.05	1.00	1.00	1.00
Final Sat.:	1900	2262	1164	1805	3385	196	789	830	83	1526	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.10	0.02	0.02	0.03	0.03	0.03	0.02	0.00	0.17
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.43	0.43	0.16	0.59	0.59	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.00	0.62	0.62	0.62	0.04	0.04	0.11	0.11	0.11	0.09	0.01	0.62
Uniform Del:	0.0	20.1	20.1	35.1	7.8	7.8	24.2	24.2	24.2	24.0	23.5	28.3
IncramntDel:	0.0	0.8	0.8	4.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	2.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	20.9	20.9	39.1	7.8	7.8	24.2	24.2	24.2	24.1	23.5	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.9	20.9	39.1	7.8	7.8	24.2	24.2	24.2	24.1	23.5	30.9
LOS by Move:	A	C	C	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	11	11	5	1	1	1	1	1	1	0	8

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project_PM

Intersection #6: Fremont Blvd / Warren Ave

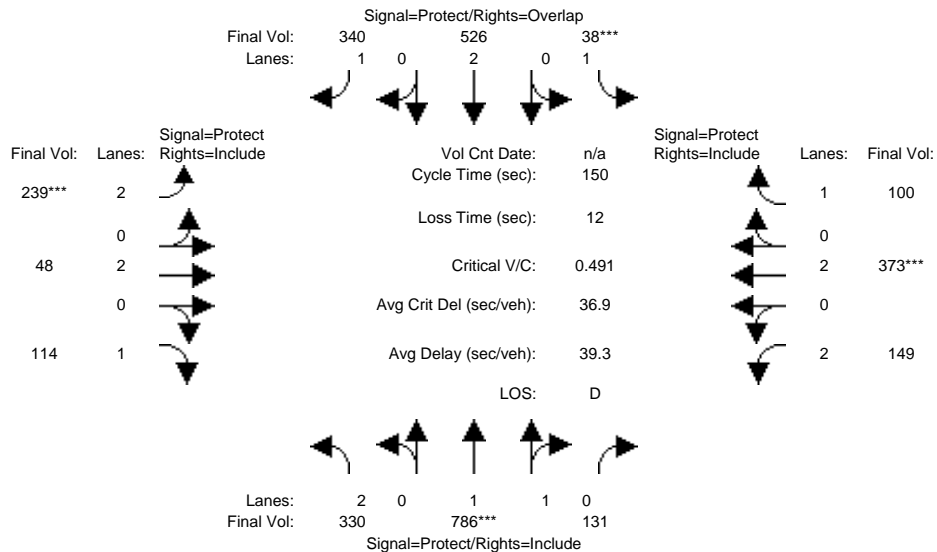


Street Name:	Fremont Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	489	252	120	64	4	19	20	2	30	5	225
Growth 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	489	252	120	64	4	19	20	2	30	5	225
Added Vol:	0	41	23	44	92	0	0	0	0	38	0	26
Approved:	0	1	0	28	5	0	0	0	0	0	0	3
Initial Fut:	0	531	275	192	161	4	19	20	2	68	5	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	646	335	234	196	5	23	24	2	83	6	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	646	335	234	196	5	23	24	2	83	6	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	646	335	234	196	5	23	24	2	83	6	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90	0.75	1.00	0.85
Lanes:	1.00	1.32	0.68	1.00	1.95	0.05	0.46	0.49	0.05	1.00	1.00	1.00
Final Sat.:	1900	2257	1169	1805	3508	87	789	830	83	1416	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.13	0.06	0.06	0.03	0.03	0.03	0.06	0.00	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.41	0.41	0.18	0.59	0.59	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.00	0.70	0.70	0.70	0.09	0.09	0.11	0.11	0.11	0.21	0.01	0.70
Uniform Del:	0.0	22.0	22.0	34.4	7.9	7.9	24.5	24.5	24.5	25.2	23.8	29.4
IncrcmntDel:	0.0	1.6	1.6	6.5	0.0	0.0	0.1	0.1	0.1	0.3	0.0	5.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	23.6	23.6	40.9	7.9	7.9	24.6	24.6	24.6	25.5	23.9	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:	0.0	23.6	23.6	40.9	7.9	7.9	24.6	24.6	24.6	25.5	23.9	34.4
LOS by Move:	A	C	C	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	13	13	6	1	1	1	1	1	2	0	9

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

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

Intersection #7: Warm Springs Blvd / Warren Ave



Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	265	649	126	35	485	325	81	45	106	144	357	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	649	126	35	485	325	81	45	106	144	357	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	55	112	1	2	24	4	150	1	4	0	4	0
Initial Fut:	320	761	127	37	509	329	231	46	110	144	361	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	330	786	131	38	526	340	239	48	114	149	373	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	786	131	38	526	340	239	48	114	149	373	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	330	786	131	38	526	340	239	48	114	149	373	100

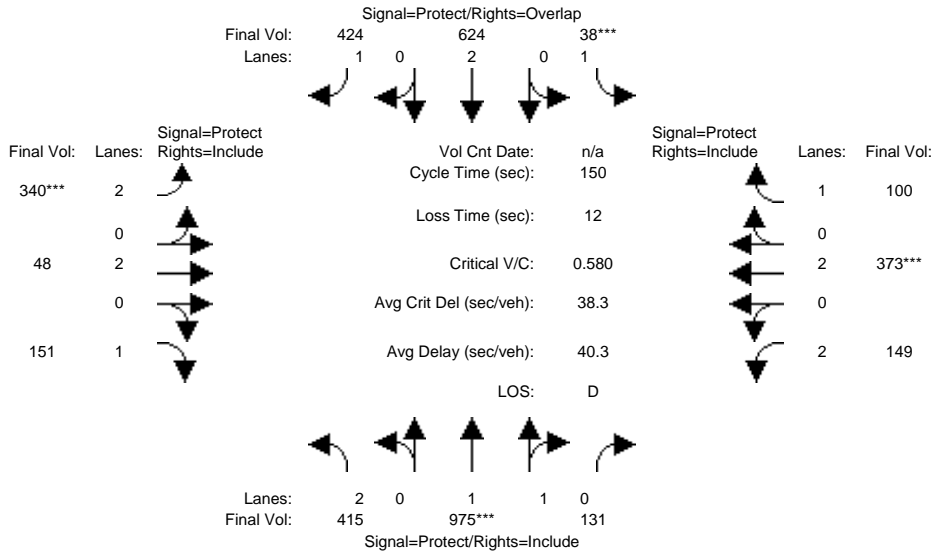
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.71	0.29	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3029	505	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.02	0.15	0.21	0.07	0.01	0.07	0.04	0.10	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.53	0.53	0.04	0.35	0.49	0.14	0.22	0.22	0.13	0.21	0.21
Volume/Cap:	0.42	0.49	0.49	0.49	0.42	0.43	0.49	0.06	0.32	0.32	0.49	0.30
Uniform Del:	49.8	22.6	22.6	70.2	37.5	25.2	59.7	46.5	49.4	59.1	52.2	49.9
IncramntDel:	0.4	0.2	0.2	4.8	0.2	0.4	0.8	0.0	0.5	0.4	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.2	22.8	22.8	75.0	37.7	25.6	60.5	46.6	49.9	59.5	52.7	50.4
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:	50.2	22.8	22.8	75.0	37.7	25.6	60.5	46.6	49.9	59.5	52.7	50.4
LOS by Move:	D	C	C	E	D	C	E	D	D	E	D	D
HCM2kAvgQ:	7	14	14	2	9	10	5	1	4	3	8	4

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #7: Warm Springs Blvd / Warren Ave



Street Name:	Warm Springs Blvd						Warren Ave					
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:	265	649	126	35	485	325	81	45	106	144	357	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	649	126	35	485	325	81	45	106	144	357	97
Added Vol:	82	183	0	0	95	82	98	0	36	0	0	0
Approved:	55	112	1	2	24	4	150	1	4	0	4	0
Initial Fut:	402	944	127	37	604	411	329	46	146	144	361	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	415	975	131	38	624	424	340	48	151	149	373	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	975	131	38	624	424	340	48	151	149	373	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	415	975	131	38	624	424	340	48	151	149	373	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.76	0.24	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3125	420	1805	3610	1615	3502	3610	1615	3502	3610	1615

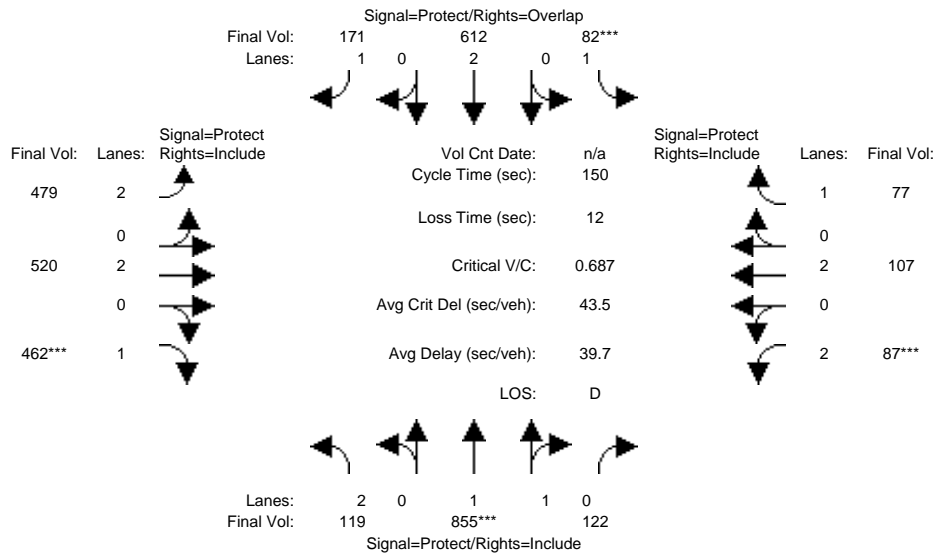
Capacity Analysis Module:

Vol/Sat:	0.12	0.31	0.31	0.02	0.17	0.26	0.10	0.01	0.09	0.04	0.10	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.54	0.54	0.04	0.34	0.51	0.17	0.24	0.24	0.11	0.18	0.18
Volume/Cap:	0.51	0.58	0.58	0.58	0.51	0.52	0.58	0.06	0.39	0.39	0.58	0.35
Uniform Del:	50.0	23.3	23.3	71.1	39.4	24.6	57.6	44.2	48.1	62.3	56.5	54.0
IncrcmntDel:	0.5	0.5	0.5	12.3	0.3	0.6	1.5	0.0	0.7	0.7	1.3	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.5	23.7	23.7	83.4	39.8	25.2	59.1	44.2	48.8	63.0	57.8	54.7
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:	50.5	23.7	23.7	83.4	39.8	25.2	59.1	44.2	48.8	63.0	57.8	54.7
LOS by Move:	D	C	C	F	D	C	E	D	D	E	E	D
HCM2kAvgQ:	9	18	18	2	11	12	7	1	6	4	9	4

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

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

Intersection #7: Warm Springs Blvd / Warren Ave

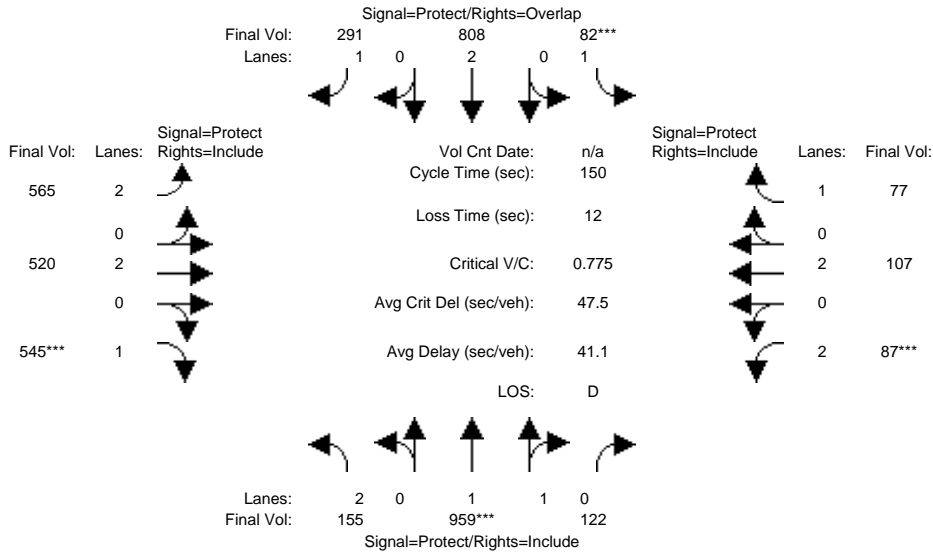


Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	774	114	76	477	118	334	491	375	83	101	71
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	774	114	76	477	118	334	491	375	83	101	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	-13	38	2	2	104	44	121	3	64	0	1	2
Initial Fut:	113	812	116	78	581	162	455	494	439	83	102	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	855	122	82	612	171	479	520	462	87	107	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	855	122	82	612	171	479	520	462	87	107	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	855	122	82	612	171	479	520	462	87	107	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.75	0.25	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3099	443	1805	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.05	0.17	0.11	0.14	0.14	0.29	0.02	0.03	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.40	0.40	0.07	0.39	0.69	0.30	0.42	0.42	0.04	0.15	0.15
Volume/Cap:	0.44	0.69	0.69	0.69	0.44	0.15	0.45	0.35	0.69	0.69	0.20	0.32
Uniform Del:	66.0	37.1	37.1	68.5	33.7	7.9	42.1	29.9	35.8	71.4	56.1	57.1
IncrementDel:	1.1	1.4	1.4	15.5	0.2	0.1	0.3	0.1	3.0	14.7	0.2	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.1	38.6	38.6	84.0	33.9	7.9	42.4	30.0	38.8	86.1	56.3	57.9
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:	67.1	38.6	38.6	84.0	33.9	7.9	42.4	30.0	38.8	86.1	56.3	57.9
LOS by Move:	E	D	D	F	C	A	D	C	D	F	E	E
HCM2kAvgQ:	3	20	20	4	10	3	9	8	17	3	2	3

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #7: Warm Springs Blvd / Warren Ave



Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	126	774	114	76	477	118	334	491	375	83	101	71
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	774	114	76	477	118	334	491	375	83	101	71
Added Vol:	34	99	0	0	187	114	82	0	79	0	0	0
Approved:	-13	38	2	2	104	44	121	3	64	0	1	2
Initial Fut:	147	911	116	78	768	276	537	494	518	83	102	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	155	959	122	82	808	291	565	520	545	87	107	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	959	122	82	808	291	565	520	545	87	107	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	959	122	82	808	291	565	520	545	87	107	77

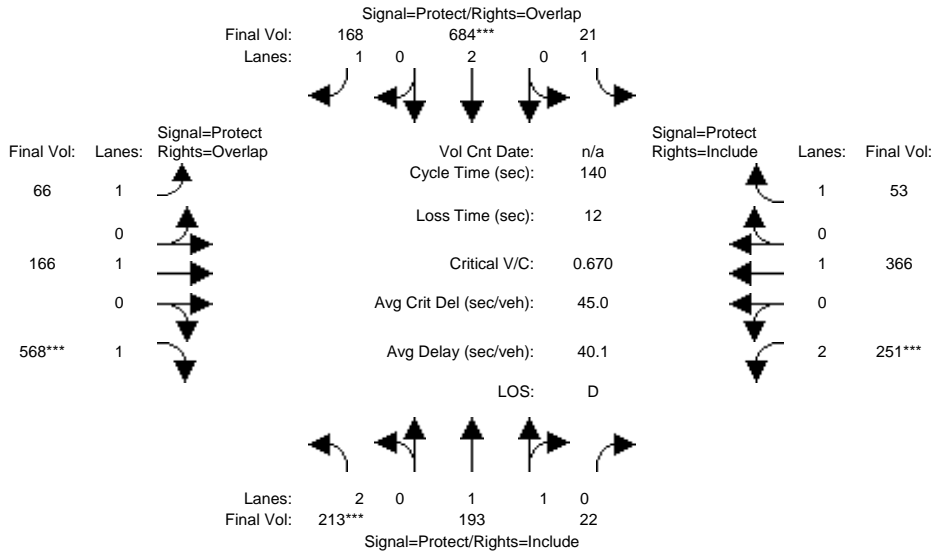
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.77	0.23	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3148	401	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.05	0.22	0.18	0.16	0.14	0.34	0.02	0.03	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.39	0.39	0.06	0.38	0.71	0.33	0.44	0.44	0.03	0.14	0.14
Volume/Cap:	0.59	0.77	0.77	0.77	0.59	0.25	0.49	0.33	0.77	0.77	0.22	0.35
Uniform Del:	67.2	39.7	39.7	69.6	37.5	7.8	40.0	27.9	36.0	72.0	57.6	58.7
IncrcmntDel:	3.6	2.8	2.8	29.2	0.7	0.1	0.3	0.1	5.4	27.8	0.2	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.9	42.5	42.5	98.8	38.2	7.9	40.3	28.0	41.4	99.8	57.8	59.6
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:	70.9	42.5	42.5	98.8	38.2	7.9	40.3	28.0	41.4	99.8	57.8	59.6
LOS by Move:	E	D	D	F	D	A	D	C	D	F	E	E
HCM2kAvgQ:	4	24	24	4	15	5	10	8	21	4	2	3

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

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

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	201	158	10	21	609	150	66	162	498	215	366	53
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:	201	158	10	21	609	150	66	162	498	215	366	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	12	35	12	0	75	18	0	4	70	36	0	0
Initial Fut:	213	193	22	21	684	168	66	166	568	251	366	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	193	22	21	684	168	66	166	568	251	366	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	193	22	21	684	168	66	166	568	251	366	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	213	193	22	21	684	168	66	166	568	251	366	53

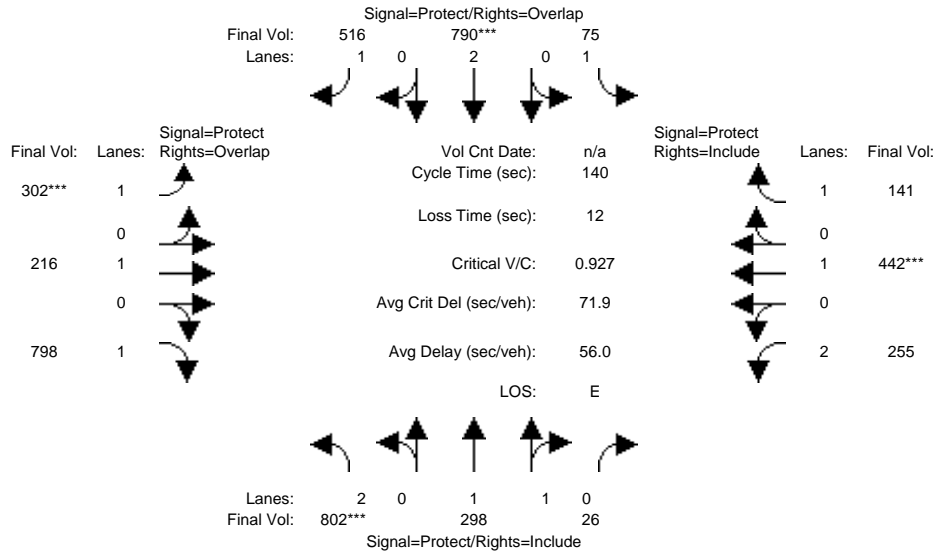
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	0.95	1.00	0.85	0.92	1.00	0.85
Lanes:	2.00	1.80	0.20	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3502	3192	364	1805	3610	1615	1805	1900	1615	3502	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.19	0.10	0.04	0.09	0.35	0.07	0.19	0.03
Crit Moves:	***				***				***	***		
Green/Cycle:	0.09	0.27	0.27	0.11	0.28	0.37	0.09	0.43	0.52	0.11	0.45	0.45
Volume/Cap:	0.67	0.23	0.23	0.11	0.67	0.28	0.42	0.20	0.67	0.67	0.42	0.07
Uniform Del:	61.6	40.1	40.1	56.5	44.4	31.1	60.7	24.6	24.4	60.1	25.8	21.5
IncrcmntDel:	5.5	0.1	0.1	0.3	1.7	0.3	1.9	0.1	2.1	4.7	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.1	40.2	40.2	56.8	46.2	31.4	62.5	24.7	26.5	64.8	26.1	21.6
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:	67.1	40.2	40.2	56.8	46.2	31.4	62.5	24.7	26.5	64.8	26.1	21.6
LOS by Move:	E	D	D	E	D	C	E	C	C	E	C	C
HCM2kAvgQ:	6	4	4	1	14	5	3	4	18	7	10	1

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	201	158	10	21	609	150	66	162	498	215	366	53
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:	201	158	10	21	609	150	66	162	498	215	366	53
Added Vol:	589	105	4	54	106	348	236	50	230	4	76	88
Approved:	12	35	12	0	75	18	0	4	70	36	0	0
Initial Fut:	802	298	26	75	790	516	302	216	798	255	442	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	802	298	26	75	790	516	302	216	798	255	442	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	802	298	26	75	790	516	302	216	798	255	442	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	802	298	26	75	790	516	302	216	798	255	442	141

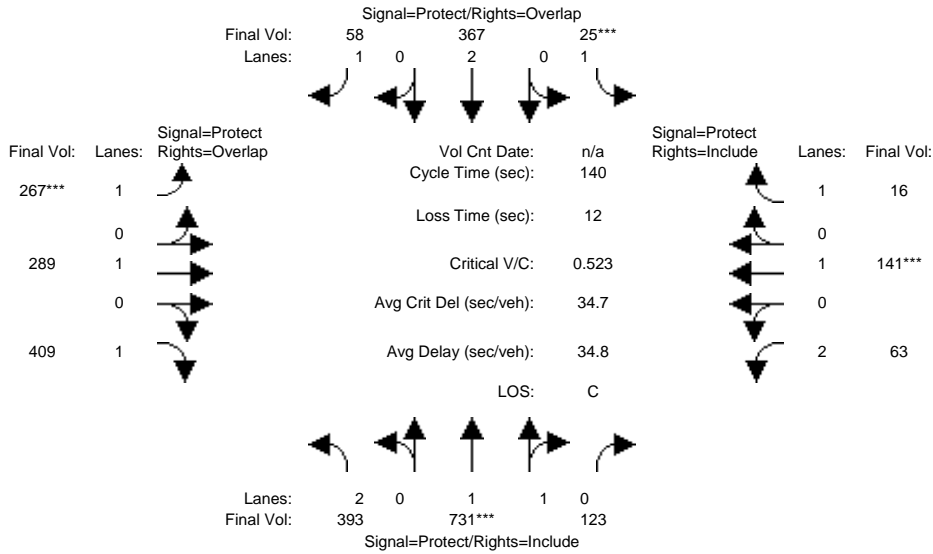
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	0.95	1.00	0.85	0.92	1.00	0.85
Lanes:	2.00	1.84	0.16	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3502	3280	286	1805	3610	1615	1805	1900	1615	3502	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.09	0.04	0.22	0.32	0.17	0.11	0.49	0.07	0.23	0.09
Crit Moves:	***				***		***				***	
Green/Cycle:	0.25	0.33	0.33	0.15	0.24	0.42	0.18	0.34	0.59	0.09	0.25	0.25
Volume/Cap:	0.93	0.27	0.27	0.27	0.93	0.77	0.93	0.34	0.84	0.78	0.93	0.35
Uniform Del:	51.5	34.4	34.4	52.6	52.3	35.0	56.5	34.6	23.8	62.1	51.2	43.0
IncrcmntDel:	15.8	0.1	0.1	0.5	16.0	5.3	31.7	0.3	7.0	11.7	24.4	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.3	34.5	34.5	53.1	68.3	40.4	88.1	34.9	30.8	73.8	75.6	43.6
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:	67.3	34.5	34.5	53.1	68.3	40.4	88.1	34.9	30.8	73.8	75.6	43.6
LOS by Move:	E	C	C	D	E	D	F	C	C	E	E	D
HCM2kAvgQ:	21	5	5	3	21	20	12	6	26	7	22	5

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

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

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	321	647	85	25	337	55	267	273	399	53	141	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	647	85	25	337	55	267	273	399	53	141	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	72	84	38	0	30	3	0	16	10	10	0	0
Initial Fut:	393	731	123	25	367	58	267	289	409	63	141	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	731	123	25	367	58	267	289	409	63	141	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	731	123	25	367	58	267	289	409	63	141	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	393	731	123	25	367	58	267	289	409	63	141	16

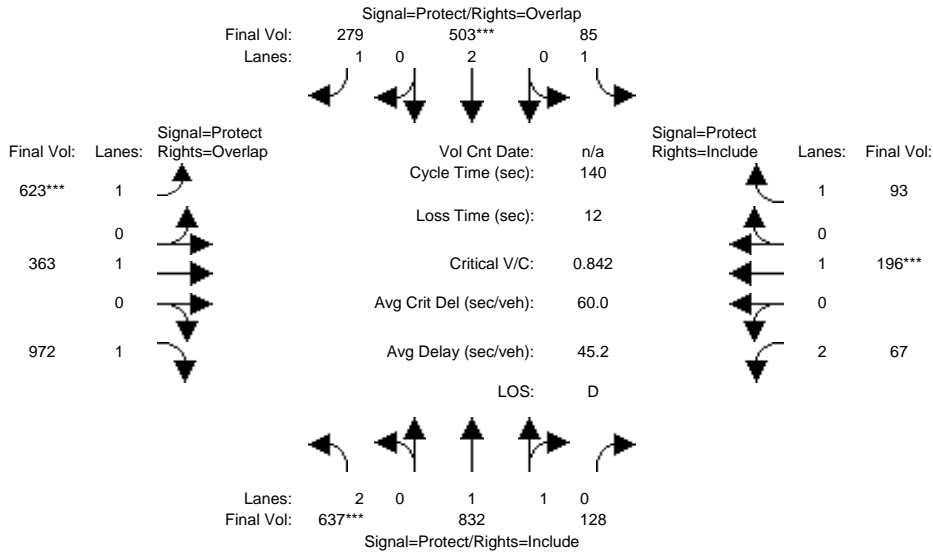
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	1.00	0.85	0.92	1.00	0.85
Lanes:	2.00	1.71	0.29	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3502	3022	509	1805	3610	1615	1805	1900	1615	3502	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.01	0.10	0.04	0.15	0.15	0.25	0.02	0.07	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.46	0.46	0.03	0.23	0.52	0.28	0.36	0.61	0.07	0.14	0.14
Volume/Cap:	0.44	0.52	0.52	0.48	0.44	0.07	0.52	0.43	0.41	0.27	0.52	0.07
Uniform Del:	43.5	26.8	26.8	67.0	45.8	17.1	42.3	34.1	14.0	62.0	55.7	52.1
IncramntDel:	0.3	0.3	0.3	7.0	0.4	0.0	1.0	0.4	0.3	0.6	1.9	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.8	27.1	27.1	74.0	46.2	17.1	43.3	34.6	14.2	62.7	57.6	52.2
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:	43.8	27.1	27.1	74.0	46.2	17.1	43.3	34.6	14.2	62.7	57.6	52.2
LOS by Move:	D	C	C	E	D	B	D	C	B	E	E	D
HCM2kAvgQ:	7	13	13	2	7	1	9	9	9	2	6	1

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	321	647	85	25	337	55	267	273	399	53	141	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	647	85	25	337	55	267	273	399	53	141	16
Added Vol:	244	101	5	60	136	221	356	74	563	4	55	77
Approved:	72	84	38	0	30	3	0	16	10	10	0	0
Initial Fut:	637	832	128	85	503	279	623	363	972	67	196	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	637	832	128	85	503	279	623	363	972	67	196	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	832	128	85	503	279	623	363	972	67	196	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	637	832	128	85	503	279	623	363	972	67	196	93

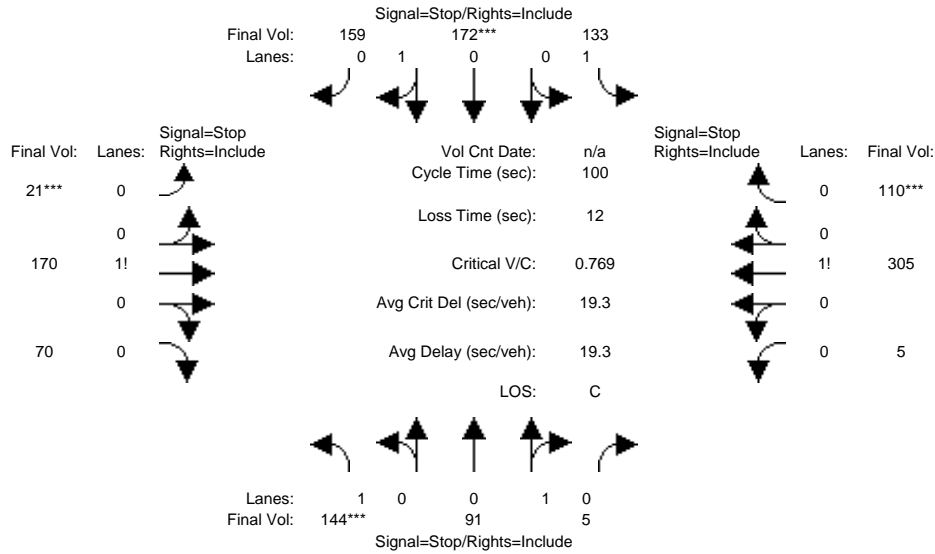
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	1.00	0.85	0.92	1.00	0.85
Lanes:	2.00	1.73	0.27	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3502	3066	472	1805	3610	1615	1805	1900	1615	3502	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.27	0.05	0.14	0.17	0.35	0.19	0.60	0.02	0.10	0.06
Crit Moves:	***			****			****			****		
Green/Cycle:	0.22	0.33	0.33	0.06	0.17	0.58	0.41	0.50	0.71	0.03	0.12	0.12
Volume/Cap:	0.84	0.83	0.83	0.83	0.84	0.30	0.84	0.38	0.84	0.56	0.84	0.47
Uniform Del:	52.6	43.7	43.7	65.4	56.6	15.2	37.2	21.7	14.3	66.6	60.1	57.2
IncrcmntDel:	8.4	5.4	5.4	41.9	10.4	0.2	8.6	0.3	5.7	6.1	23.2	1.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.0	49.1	49.1	107.3	67.1	15.4	45.8	22.0	20.0	72.7	83.3	58.9
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:	61.0	49.1	49.1	107.3	67.1	15.4	45.8	22.0	20.0	72.7	83.3	58.9
LOS by Move:	E	D	D	F	E	B	D	C	C	E	F	E
HCM2kAvgQ:	16	22	22	6	13	6	22	9	28	2	11	4

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

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	97	68	4	100	126	108	12	126	49	4	219	83
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:	97	68	4	100	126	108	12	126	49	4	219	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	12	1	0	1	4	12	4	3	4	0	12	0
Initial Fut:	109	69	4	101	130	120	16	129	53	4	231	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	144	91	5	133	172	159	21	170	70	5	305	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	91	5	133	172	159	21	170	70	5	305	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	144	91	5	133	172	159	21	170	70	5	305	110
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:	1.00	0.95	0.05	1.00	0.52	0.48	0.08	0.65	0.27	0.01	0.73	0.26
Final Sat.:	417	420	24	457	266	245	40	324	133	7	397	143
Capacity Analysis Module:												
Vol/Sat:	0.35	0.22	0.22	0.29	0.65	0.65	0.53	0.53	0.53	0.77	0.77	0.77
Crit Moves:	****				****		****				****	
Delay/Veh:	14.4	12.0	12.0	13.3	20.0	20.0	16.2	16.2	16.2	25.9	25.9	25.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	12.0	12.0	13.3	20.0	20.0	16.2	16.2	16.2	25.9	25.9	25.9
LOS by Move:	B	B	B	B	C	C	C	C	C	D	D	D
ApproachDel:		13.4			18.1			16.2			25.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			18.1			16.2			25.9	
LOS by Appr:		B			C			C			D	
AllWayAvgQ:	0.4	0.2	0.2	0.4	1.5	1.5	0.9	0.9	0.9	2.5	2.5	2.5

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	1	0	0	1	0	0	1	0	0	0	0	1	0	0
Initial Vol:	109	69	4	101	130	120	16	129	53	4	231	83		
Major Street Volume:							533							
Minor Approach Volume:							318							
Minor Approach Volume Threshold:	502													

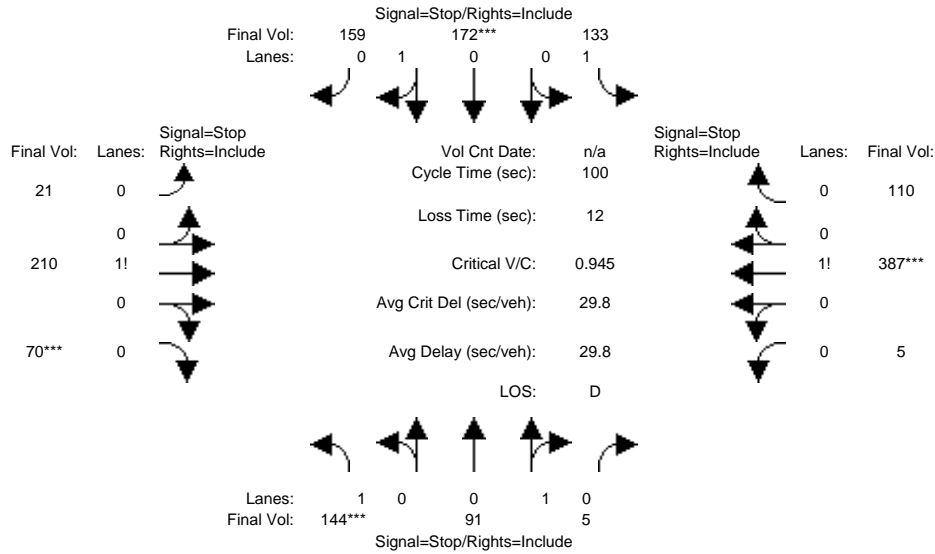
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	97	68	4	100	126	108	12	126	49	4	219	83
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:	97	68	4	100	126	108	12	126	49	4	219	83
Added Vol:	0	0	0	0	0	0	0	30	0	0	62	0
Approved:	12	1	0	1	4	12	4	3	4	0	12	0
Initial Fut:	109	69	4	101	130	120	16	159	53	4	293	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	144	91	5	133	172	159	21	210	70	5	387	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	91	5	133	172	159	21	210	70	5	387	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	144	91	5	133	172	159	21	210	70	5	387	110

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:	1.00	0.95	0.05	1.00	0.52	0.48	0.07	0.70	0.23	0.01	0.77	0.22
Final Sat.:	398	400	23	429	248	229	34	333	111	6	410	116

Capacity Analysis Module:												
Vol/Sat:	0.36	0.23	0.23	0.31	0.69	0.69	0.63	0.63	0.63	0.94	0.94	0.94
Crit Moves:	****				****				****	****		
Delay/Veh:	15.7	13.0	13.0	14.4	23.8	23.8	20.7	20.7	20.7	50.7	50.7	50.7
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:	15.7	13.0	13.0	14.4	23.8	23.8	20.7	20.7	20.7	50.7	50.7	50.7
LOS by Move:	C	B	B	B	C	C	C	C	C	F	F	F
ApproachDel:		14.6			21.0			20.7			50.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.6			21.0			20.7			50.7	
LOS by Appr:		B			C			C			F	
AllWayAvgQ:	0.5	0.3	0.3	0.4	1.8	1.8	1.4	1.4	1.4	6.1	6.1	6.1

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
Initial Vol:	109	69	4	101	130	120	16	159	53	4	293	83
Major Street Volume:	608											
Minor Approach Volume:	351											
Minor Approach Volume Threshold:	449											

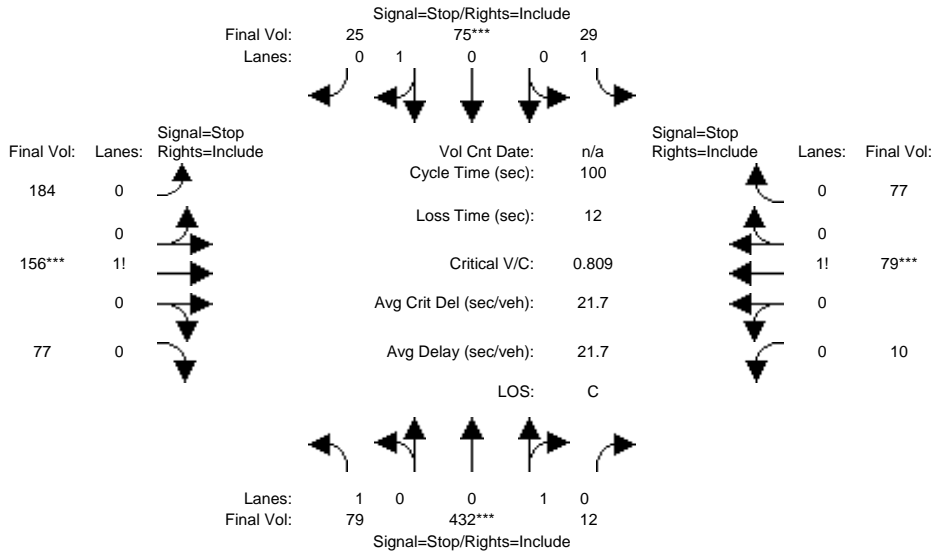
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	67	389	11	22	56	19	154	128	58	9	69	70
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:	67	389	11	22	56	19	154	128	58	9	69	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	4	1	0	4	12	4	12	13	12	0	2	0
Initial Fut:	71	390	11	26	68	23	166	141	70	9	71	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	79	432	12	29	75	25	184	156	77	10	79	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	432	12	29	75	25	184	156	77	10	79	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	432	12	29	75	25	184	156	77	10	79	77

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:	1.00	0.97	0.03	1.00	0.75	0.25	0.44	0.37	0.19	0.06	0.47	0.47
Final Sat.:	507	533	15	427	347	117	253	215	107	31	243	240

Capacity Analysis Module:												
Vol/Sat:	0.15	0.81	0.81	0.07	0.22	0.22	0.73	0.73	0.73	0.32	0.32	0.32
Crit Moves:	****			****			****			****		
Delay/Veh:	10.9	29.6	29.6	10.9	11.4	11.4	22.3	22.3	22.3	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:	10.9	29.6	29.6	10.9	11.4	11.4	22.3	22.3	22.3	12.0	12.0	12.0
LOS by Move:	B	D	D	B	B	B	C	C	C	B	B	B
ApproachDel:	26.8			11.3			22.3			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.8			11.3			22.3			12.0		
LOS by Appr:	D			B			C			B		
AllWayAvgQ:	0.2	3.1	3.1	0.1	0.2	0.2	2.1	2.1	2.1	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	71	390		11		26	68		23		166	141		70		9	71		70	
Major Street Volume:									589											
Minor Approach Volume:									377											
Minor Approach Volume Threshold:									467											

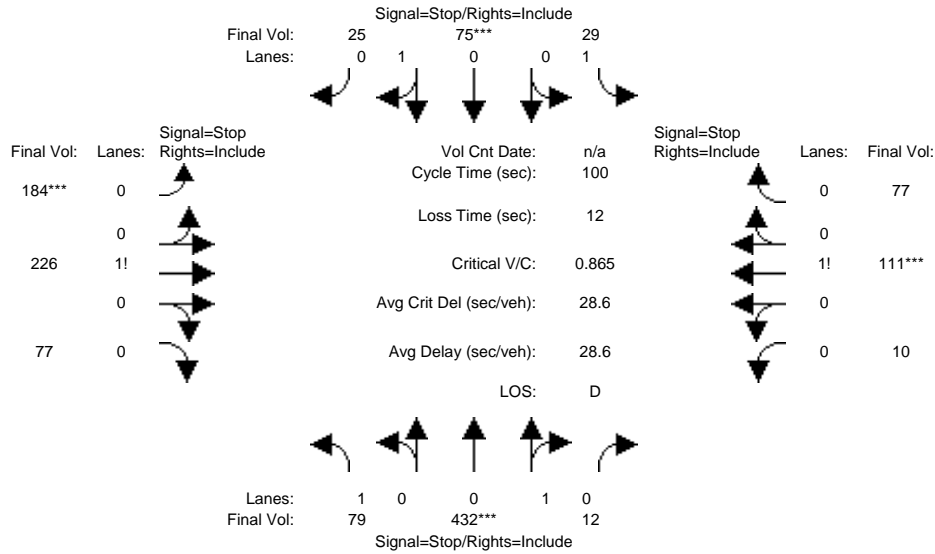
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	67	389	11	22	56	19	154	128	58	9	69	70
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:	67	389	11	22	56	19	154	128	58	9	69	70
Added Vol:	0	0	0	0	0	0	0	63	0	0	29	0
Approved:	4	1	0	4	12	4	12	13	12	0	2	0
Initial Fut:	71	390	11	26	68	23	166	204	70	9	100	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	79	432	12	29	75	25	184	226	77	10	111	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	432	12	29	75	25	184	226	77	10	111	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	432	12	29	75	25	184	226	77	10	111	77

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:	1.00	0.97	0.03	1.00	0.75	0.25	0.38	0.46	0.16	0.05	0.56	0.39
Final Sat.:	482	505	14	406	329	111	212	261	90	25	275	193

Capacity Analysis Module:												
Vol/Sat:	0.16	0.85	0.85	0.07	0.23	0.23	0.86	0.86	0.86	0.40	0.40	0.40
Crit Moves:	****			****			****			****		
Delay/Veh:	11.5	36.1	36.1	11.4	12.1	12.1	35.1	35.1	35.1	13.6	13.6	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	36.1	36.1	11.4	12.1	12.1	35.1	35.1	35.1	13.6	13.6	13.6
LOS by Move:	B	E	E	B	B	B	E	E	E	B	B	B
ApproachDel:	32.4			12.0			35.1			13.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	32.4			12.0			35.1			13.6		
LOS by Appr:	D			B			E			B		
AllWayAvgQ:	0.2	3.8	3.8	0.1	0.2	0.2	4.0	4.0	4.0	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant Met

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							
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	71	390		11		26	68		23		166	204		70		9	100		70	
Major Street Volume:									619											
Minor Approach Volume:									472											
Minor Approach Volume Threshold:									443											

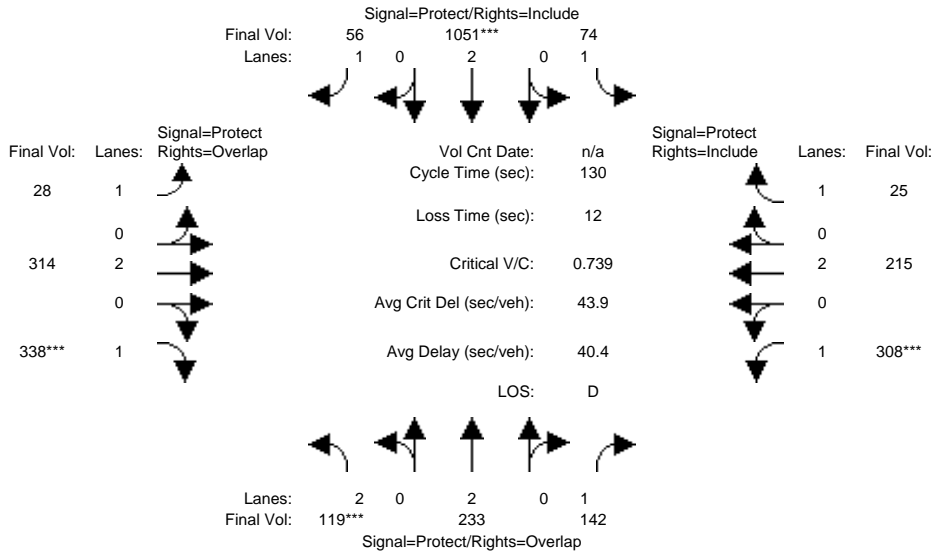
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #10: Grimmer Blvd / Fremont Blvd



Street Name:	Fremont Blvd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	105	200	89	33	942	51	26	287	291	263	192	17
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	200	89	33	942	51	26	287	291	263	192	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	4	13	41	35	18	0	0	0	18	18	4	6
Initial Fut:	109	213	130	68	960	51	26	287	309	281	196	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	119	233	142	74	1051	56	28	314	338	308	215	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	233	142	74	1051	56	28	314	338	308	215	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	119	233	142	74	1051	56	28	314	338	308	215	25

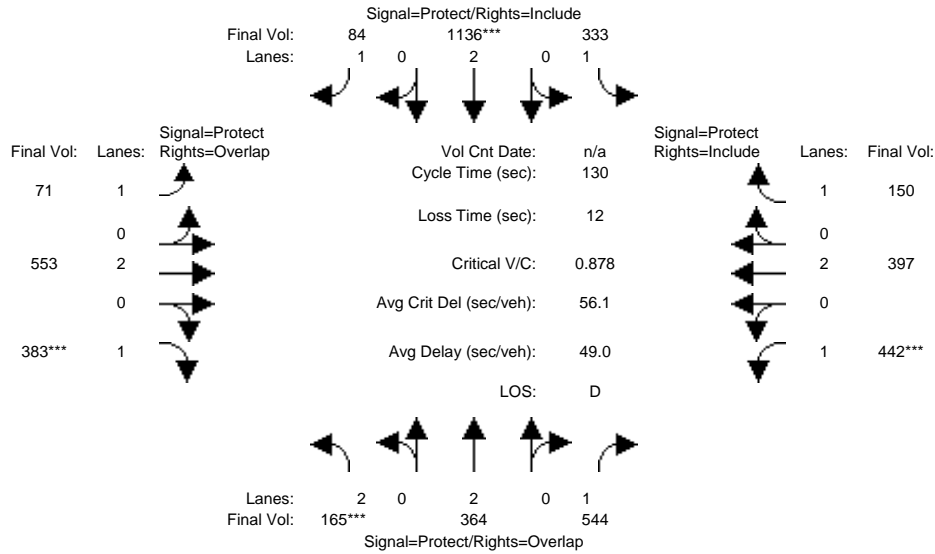
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.09	0.04	0.29	0.03	0.02	0.09	0.21	0.17	0.06	0.02
Crit Moves:	***			****			****		****	****		
Green/Cycle:	0.05	0.29	0.52	0.15	0.39	0.39	0.13	0.24	0.28	0.23	0.33	0.33
Volume/Cap:	0.74	0.23	0.17	0.27	0.74	0.09	0.12	0.37	0.74	0.74	0.18	0.05
Uniform Del:	61.2	35.4	16.6	48.6	33.7	24.7	49.6	41.4	42.2	46.4	30.6	29.3
IncrementDel:	16.5	0.1	0.1	0.5	2.1	0.1	0.2	0.3	6.3	6.9	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.7	35.5	16.7	49.1	35.8	24.8	49.8	41.7	48.5	53.3	30.7	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.7	35.5	16.7	49.1	35.8	24.8	49.8	41.7	48.5	53.3	30.7	29.3
LOS by Move:	E	D	B	D	D	C	D	D	D	D	C	C
HCM2kAvgQ:	4	4	3	3	20	1	1	5	12	13	3	1

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #10: Grimmer Blvd / Fremont Blvd



Street Name:	Fremont Blvd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
	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:	105	200	89	33	942	51	26	287	291	263	192	17
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	200	89	33	942	51	26	287	291	263	192	17
Added Vol:	42	120	367	236	78	26	39	218	41	123	167	114
Approved:	4	13	41	35	18	0	0	0	18	18	4	6
Initial Fut:	151	333	497	304	1038	77	65	505	350	404	363	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	165	364	544	333	1136	84	71	553	383	442	397	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	364	544	333	1136	84	71	553	383	442	397	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	165	364	544	333	1136	84	71	553	383	442	397	150

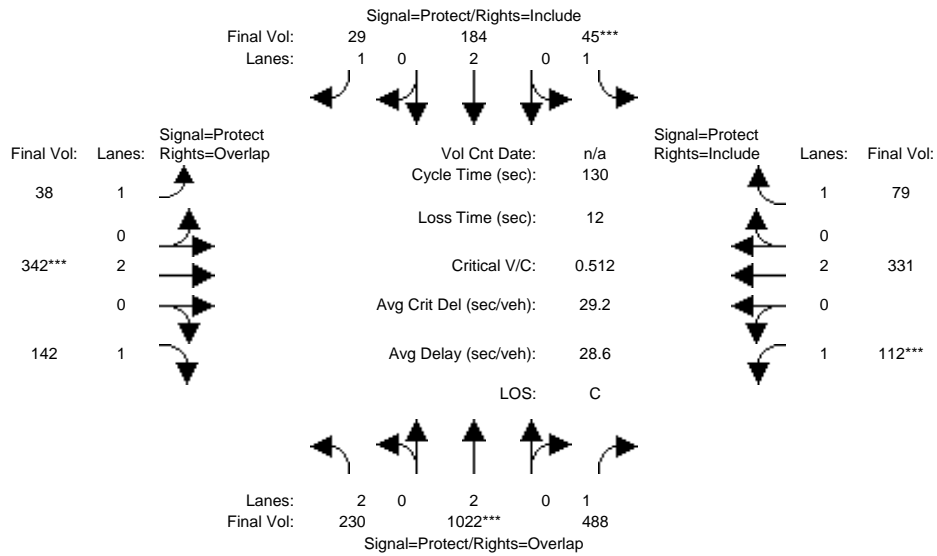
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.34	0.18	0.31	0.05	0.04	0.15	0.24	0.24	0.11	0.09
Crit Moves:	***			****					****	****		
Green/Cycle:	0.05	0.15	0.42	0.27	0.36	0.36	0.13	0.22	0.27	0.28	0.36	0.36
Volume/Cap:	0.88	0.69	0.79	0.69	0.88	0.15	0.30	0.71	0.88	0.88	0.30	0.25
Uniform Del:	61.1	52.7	32.4	42.9	39.0	28.2	51.1	47.1	45.4	44.7	29.5	28.9
IncrcmntDel:	34.1	3.9	6.3	4.3	7.1	0.1	0.7	3.0	18.0	16.0	0.1	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	95.2	56.7	38.7	47.2	46.2	28.3	51.9	50.1	63.4	60.8	29.6	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.2	56.7	38.7	47.2	46.2	28.3	51.9	50.1	63.4	60.8	29.6	29.1
LOS by Move:	F	E	D	D	D	C	D	D	E	E	C	C
HCM2kAvgQ:	6	8	20	13	25	2	2	11	16	20	6	4

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

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

Intersection #10: Grimmer Blvd / Fremont Blvd

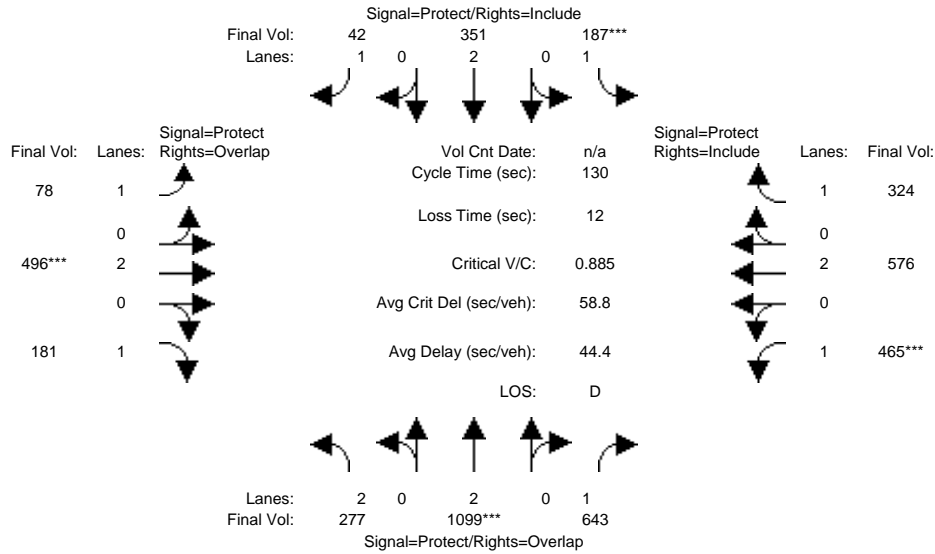


Street Name:	Fremont Blvd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	935	440	36	170	27	36	317	130	102	276	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	935	440	36	170	27	36	317	130	102	276	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	16	25	18	6	3	0	0	4	3	3	35	35
Initial Fut:	216	960	458	42	173	27	36	321	133	105	311	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	230	1022	488	45	184	29	38	342	142	112	331	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	1022	488	45	184	29	38	342	142	112	331	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	1022	488	45	184	29	38	342	142	112	331	79
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:	0.07	0.28	0.30	0.02	0.05	0.02	0.02	0.09	0.09	0.06	0.09	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.55	0.67	0.05	0.32	0.32	0.08	0.18	0.46	0.12	0.23	0.23
Volume/Cap:	0.24	0.51	0.45	0.51	0.16	0.05	0.28	0.51	0.19	0.51	0.40	0.21
Uniform Del:	36.4	18.1	9.9	60.4	31.3	30.2	56.6	47.7	20.6	53.5	42.5	40.6
IncrementDel:	0.1	0.2	0.3	5.0	0.1	0.0	1.1	0.7	0.1	2.0	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.5	18.3	10.2	65.4	31.3	30.2	57.7	48.4	20.7	55.6	42.8	40.9
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:	36.5	18.3	10.2	65.4	31.3	30.2	57.7	48.4	20.7	55.6	42.8	40.9
LOS by Move:	D	B	B	E	C	C	E	D	C	E	D	D
HCM2kAvgQ:	4	13	9	2	3	1	1	6	3	5	6	3

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #10: Grimmer Blvd / Fremont Blvd

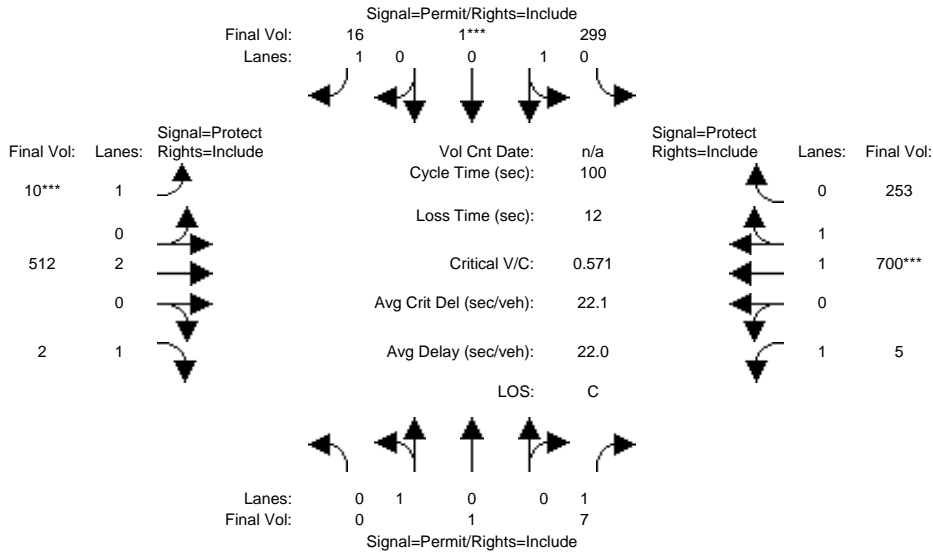


Street Name:	Fremont Blvd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	935	440	36	170	27	36	317	130	102	276	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	935	440	36	170	27	36	317	130	102	276	39
Added Vol:	44	72	146	134	157	12	37	145	37	332	230	230
Approved:	16	25	18	6	3	0	0	4	3	3	35	35
Initial Fut:	260	1032	604	176	330	39	73	466	170	437	541	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	277	1099	643	187	351	42	78	496	181	465	576	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1099	643	187	351	42	78	496	181	465	576	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	277	1099	643	187	351	42	78	496	181	465	576	324
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:	0.08	0.30	0.40	0.10	0.10	0.03	0.04	0.14	0.11	0.26	0.16	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.34	0.64	0.12	0.25	0.25	0.08	0.16	0.36	0.29	0.37	0.37
Volume/Cap:	0.38	0.89	0.63	0.89	0.38	0.10	0.55	0.89	0.31	0.89	0.43	0.55
Uniform Del:	44.4	40.2	14.4	56.5	40.0	37.1	57.6	53.8	29.8	44.0	30.9	32.5
IncramntDel:	0.3	7.9	1.2	32.8	0.3	0.1	4.3	15.6	0.3	16.4	0.2	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.8	48.2	15.6	89.3	40.3	37.2	62.0	69.3	30.1	60.4	31.2	33.6
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:	44.8	48.2	15.6	89.3	40.3	37.2	62.0	69.3	30.1	60.4	31.2	33.6
LOS by Move:	D	D	B	F	D	D	E	E	C	E	C	C
HCM2kAvgQ:	5	25	16	10	6	1	3	11	5	21	9	10

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

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

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	0	1	6	257	1	14	9	364	2	4	571	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:	0	1	6	257	1	14	9	364	2	4	571	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	76	0	0	30	0
Initial Fut:	0	1	6	257	1	14	9	440	2	4	601	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	1	7	299	1	16	10	512	2	5	700	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	7	299	1	16	10	512	2	5	700	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	1	7	299	1	16	10	512	2	5	700	253

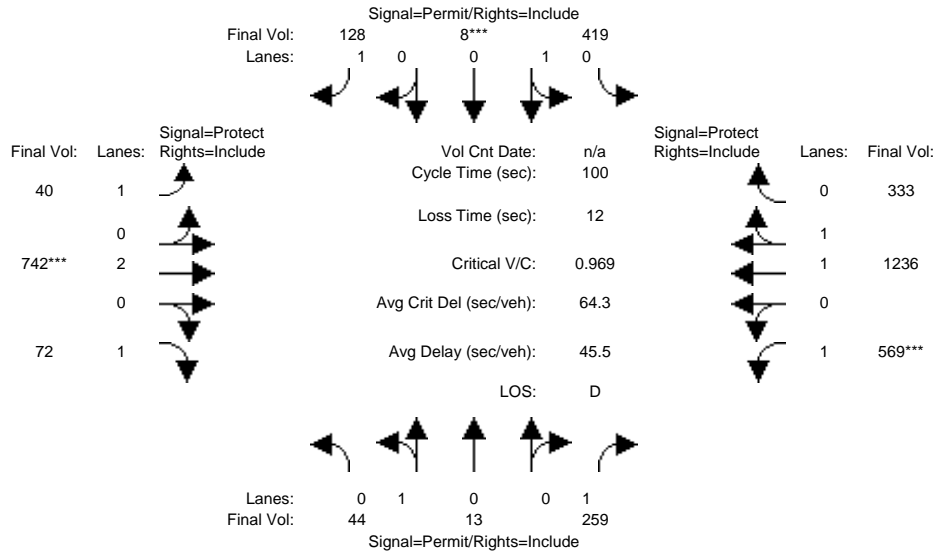
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.71	0.71	0.85	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	0.00	1.00	1.00	0.99	0.01	1.00	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	0	1900	1615	1351	5	1615	1805	3610	1615	1805	2546	919

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.01	0.01	0.14	0.00	0.00	0.27	0.27
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.37	0.37	0.37	0.37	0.37	0.04	0.39	0.39	0.11	0.47	0.47
Volume/Cap:	0.00	0.00	0.01	0.59	0.59	0.03	0.15	0.36	0.00	0.02	0.59	0.59
Uniform Del:	0.0	19.6	19.6	25.1	25.1	19.7	46.3	21.4	18.4	39.6	19.7	19.7
IncrcmntDel:	0.0	0.0	0.0	1.8	1.8	0.0	0.9	0.2	0.0	0.0	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	19.6	19.6	27.0	27.0	19.8	47.3	21.5	18.4	39.7	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	19.6	27.0	27.0	19.8	47.3	21.5	18.4	39.7	20.3	20.3
LOS by Move:	A	B	B	C	C	B	D	C	B	D	C	C
HCM2kAvgQ:	0	0	0	8	8	0	0	6	0	0	11	11

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	0	1	6	257	1	14	9	364	2	4	571	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:	0	1	6	257	1	14	9	364	2	4	571	217
Added Vol:	38	10	216	103	6	96	25	197	60	485	460	69
Approved:	0	0	0	0	0	0	0	76	0	0	30	0
Initial Fut:	38	11	222	360	7	110	34	637	62	489	1061	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	44	13	259	419	8	128	40	742	72	569	1236	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	13	259	419	8	128	40	742	72	569	1236	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	44	13	259	419	8	128	40	742	72	569	1236	333

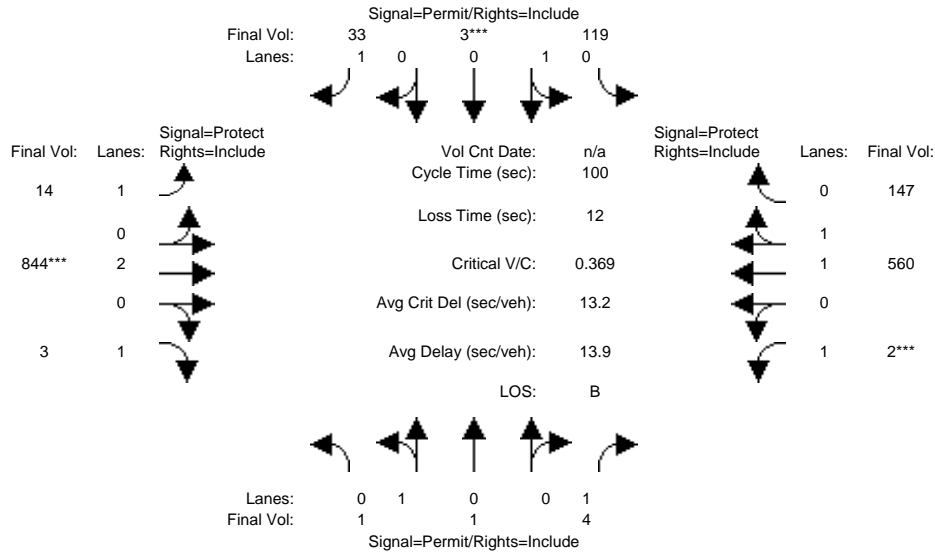
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.52	0.85	0.68	0.68	0.85	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	0.78	0.22	1.00	0.98	0.02	1.00	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	760	220	1615	1264	25	1615	1805	3610	1615	1805	2753	742

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.16	0.33	0.33	0.08	0.02	0.21	0.04	0.32	0.45	0.45
Crit Moves:					****			****			****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.04	0.21	0.21	0.33	0.49	0.49
Volume/Cap:	0.17	0.17	0.47	0.97	0.97	0.23	0.50	0.97	0.21	0.97	0.91	0.91
Uniform Del:	23.0	23.0	25.7	32.4	32.4	23.5	46.7	39.1	32.5	33.2	23.3	23.3
IncrcmntDel:	0.2	0.2	0.6	34.7	34.7	0.2	4.9	25.0	0.3	29.3	7.6	7.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.2	23.2	26.4	67.1	67.1	23.7	51.6	64.1	32.8	62.6	30.8	30.8
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:	23.2	23.2	26.4	67.1	67.1	23.7	51.6	64.1	32.8	62.6	30.8	30.8
LOS by Move:	C	C	C	E	E	C	D	E	C	E	C	C
HCM2kAvgQ:	1	1	6	18	18	3	1	15	2	18	23	23

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

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

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	1	1	4	109	3	30	13	742	3	2	436	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:	1	1	4	109	3	30	13	742	3	2	436	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	28	0	0	75	0
Initial Fut:	1	1	4	109	3	30	13	770	3	2	511	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	1	1	4	119	3	33	14	844	3	2	560	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	4	119	3	33	14	844	3	2	560	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	1	1	4	119	3	33	14	844	3	2	560	147

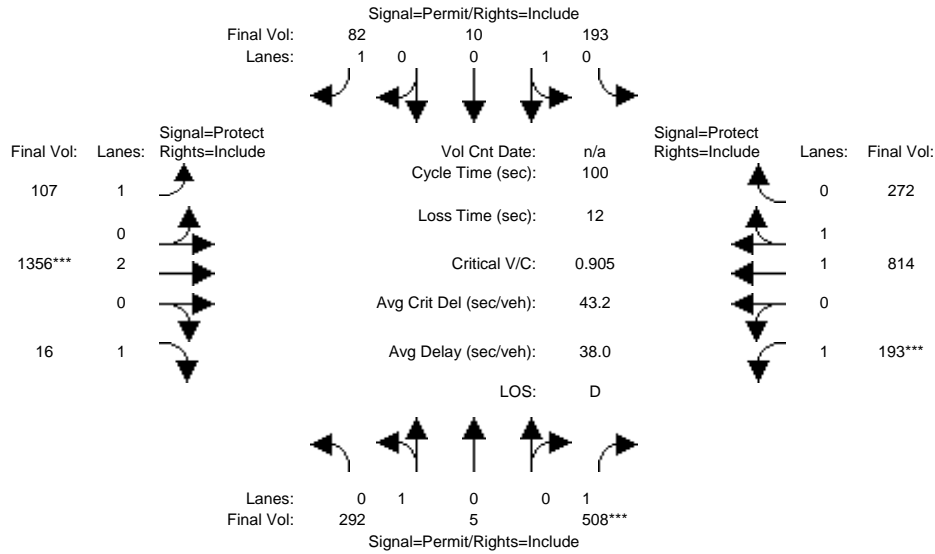
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.72	0.72	0.85	0.95	0.95	0.83	0.95	0.92	0.92
Lanes:	0.50	0.50	1.00	0.97	0.03	1.00	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	898	898	1615	1330	37	1615	1805	3610	1579	1805	2769	726

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.02	0.01	0.23	0.00	0.00	0.20	0.20
Crit Moves:					****			****			****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.11	0.61	0.61	0.04	0.54	0.54
Volume/Cap:	0.01	0.01	0.01	0.39	0.39	0.09	0.07	0.39	0.00	0.03	0.37	0.37
Uniform Del:	29.4	29.4	29.5	32.3	32.3	30.0	40.2	10.1	7.7	46.1	13.3	13.3
IncrcmntDel:	0.0	0.0	0.0	0.8	0.8	0.1	0.2	0.1	0.0	0.2	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.4	29.4	29.5	33.1	33.1	30.1	40.4	10.2	7.7	46.3	13.4	13.4
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:	29.4	29.4	29.5	33.1	33.1	30.1	40.4	10.2	7.7	46.3	13.4	13.4
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	B
HCM2kAvgQ:	0	0	0	3	3	1	0	7	0	0	6	6

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	1	1	4	109	3	30	13	742	3	2	436	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:	1	1	4	109	3	30	13	742	3	2	436	134
Added Vol:	265	4	459	67	6	45	85	467	12	174	232	114
Approved:	0	0	0	0	0	0	0	28	0	0	75	0
Initial Fut:	266	5	463	176	9	75	98	1237	15	176	743	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	292	5	508	193	10	82	107	1356	16	193	814	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	5	508	193	10	82	107	1356	16	193	814	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	292	5	508	193	10	82	107	1356	16	193	814	272

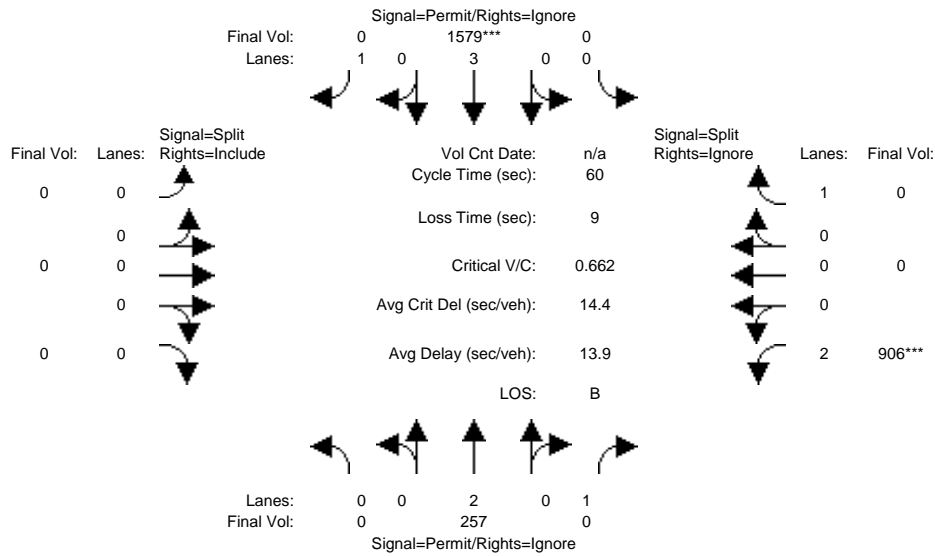
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.52	0.85	0.40	0.40	0.85	0.95	0.95	0.83	0.95	0.91	0.91
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	966	18	1615	727	37	1615	1805	3610	1577	1805	2603	869

Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.31	0.27	0.27	0.05	0.06	0.38	0.01	0.11	0.31	0.31
Crit Moves:			****					****				****
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.09	0.41	0.41	0.12	0.45	0.45
Volume/Cap:	0.87	0.87	0.91	0.76	0.76	0.15	0.70	0.91	0.03	0.91	0.70	0.70
Uniform Del:	30.5	30.5	31.1	29.0	29.0	22.5	44.5	27.4	17.3	43.5	22.2	22.2
IncrcmntDel:	20.6	20.6	18.2	12.5	12.5	0.1	13.3	8.2	0.0	36.8	1.4	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.1	51.1	49.3	41.5	41.5	22.6	57.8	35.6	17.3	80.3	23.6	23.6
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:	51.1	51.1	49.3	41.5	41.5	22.6	57.8	35.6	17.3	80.3	23.6	23.6
LOS by Move:	D	D	D	D	D	C	E	D	B	F	C	C
HCM2kAvgQ:	12	12	19	7	7	2	3	22	0	6	13	13

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

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

Intersection #12: Fremont Blvd / I-880 Northbound



Street Name:	Fremont Blvd						I-880 Northbound					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	0	224	200	0	1388	103	0	0	0	782	0	320
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	224	200	0	1388	103	0	0	0	782	0	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	11	0	0	54	0	0	0	0	45	0	35
Initial Fut:	0	235	200	0	1442	103	0	0	0	827	0	355
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	0	257	0	0	1579	0	0	0	0	906	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	0	0	1579	0	0	0	0	906	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	257	0	0	1579	0	0	0	0	906	0	0

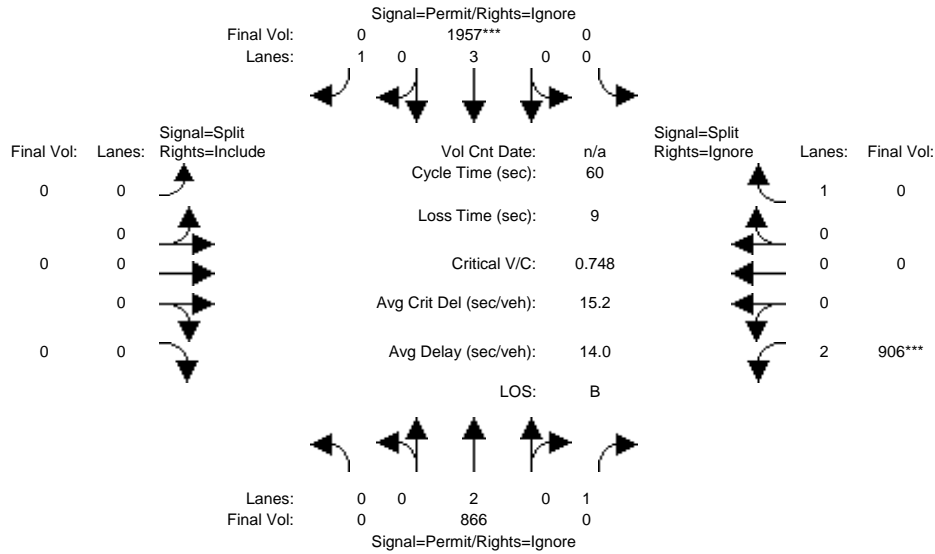
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Volume/Cap:	0.00	0.16	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.00
Uniform Del:	0.0	9.4	0.0	0.0	12.6	0.0	0.0	0.0	0.0	15.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	1.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	9.5	0.0	0.0	13.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	0.0	13.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	B	A	A
HCM2kAvgQ:	0	1	0	0	8	0	0	0	0	8	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #12: Fremont Blvd / I-880 Northbound

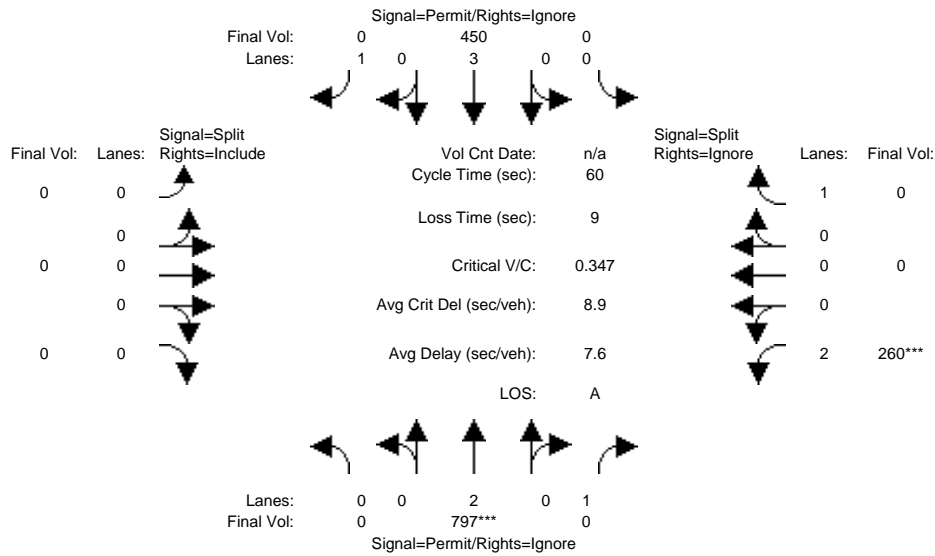


Street Name:	Fremont Blvd						I-880 Northbound					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	224	200	0	1388	103	0	0	0	782	0	320
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	224	200	0	1388	103	0	0	0	782	0	320
Added Vol:	0	556	4	0	345	63	0	0	0	0	0	643
Approved:	0	11	0	0	54	0	0	0	0	45	0	35
Initial Fut:	0	791	204	0	1787	166	0	0	0	827	0	998
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	0	866	0	0	1957	0	0	0	0	906	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	866	0	0	1957	0	0	0	0	906	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	866	0	0	1957	0	0	0	0	906	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.35	0.00	0.00
Volume/Cap:	0.00	0.48	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.00	0.00
Uniform Del:	0.0	9.7	0.0	0.0	11.8	0.0	0.0	0.0	0.0	17.3	0.0	0.0
IncrcmntDel:	0.0	0.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	2.6	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	9.9	0.0	0.0	13.1	0.0	0.0	0.0	0.0	19.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.0	0.0	13.1	0.0	0.0	0.0	0.0	19.9	0.0	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	B	A	A
HCM2kAvgQ:	0	5	0	0	11	0	0	0	0	9	0	0

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

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

Intersection #12: Fremont Blvd / I-880 Northbound



Street Name:	Fremont Blvd						I-880 Northbound					
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:	0	715	410	0	422	147	0	0	0	242	0	843
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	715	410	0	422	147	0	0	0	242	0	843
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	49	0	0	9	0	0	0	0	7	0	0
Initial Fut:	0	764	410	0	431	147	0	0	0	249	0	843
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	0	797	0	0	450	0	0	0	0	260	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	797	0	0	450	0	0	0	0	260	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	797	0	0	450	0	0	0	0	260	0	0

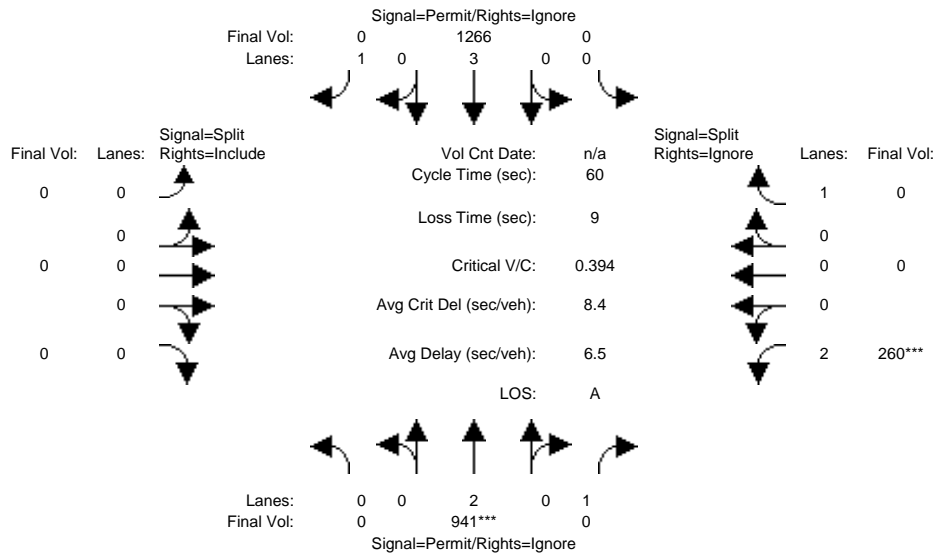
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.00	0.64	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Volume/Cap:	0.00	0.35	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.35	0.00	0.00
Uniform Del:	0.0	5.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	20.0	0.0	0.0
IncramntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	5.2	0.0	0.0	4.4	0.0	0.0	0.0	0.0	20.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	0.0	0.0	4.4	0.0	0.0	0.0	0.0	20.3	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	4	0	0	1	0	0	0	0	2	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #12: Fremont Blvd / I-880 Northbound



Street Name:	Fremont Blvd						I-880 Northbound					
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:	0	715	410	0	422	147	0	0	0	242	0	843
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	715	410	0	422	147	0	0	0	242	0	843
Added Vol:	0	137	3	0	782	405	0	0	0	0	0	260
Approved:	0	49	0	0	9	0	0	0	0	7	0	0
Initial Fut:	0	901	413	0	1213	552	0	0	0	249	0	1103
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	0	941	0	0	1266	0	0	0	0	260	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	941	0	0	1266	0	0	0	0	260	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	941	0	0	1266	0	0	0	0	260	0	0

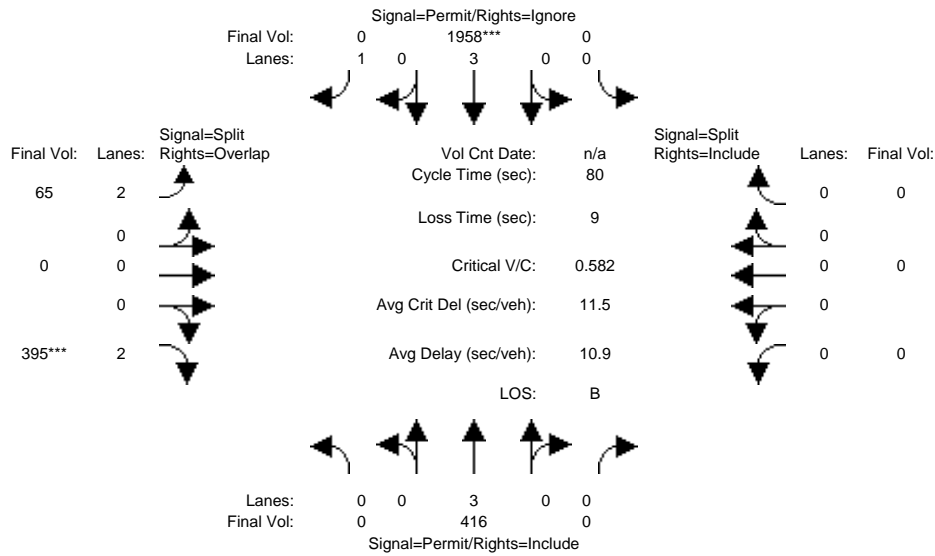
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Volume/Cap:	0.00	0.39	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Uniform Del:	0.0	4.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	21.3	0.0	0.0
IncrcmntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	4.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	21.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	21.7	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	4	0	0	4	0	0	0	0	3	0	0

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

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

Intersection #13: Fremont Blvd / I-880 Southbound



Street Name:	Fremont Blvd						I-880 Southbound					
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:	0	365	0	0	1706	478	60	0	328	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	365	0	0	1706	478	60	0	328	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	19	0	0	100	0	0	0	36	0	0	0
Initial Fut:	0	384	0	0	1806	478	60	0	364	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	416	0	0	1958	0	65	0	395	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	416	0	0	1958	0	65	0	395	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	416	0	0	1958	0	65	0	395	0	0	0

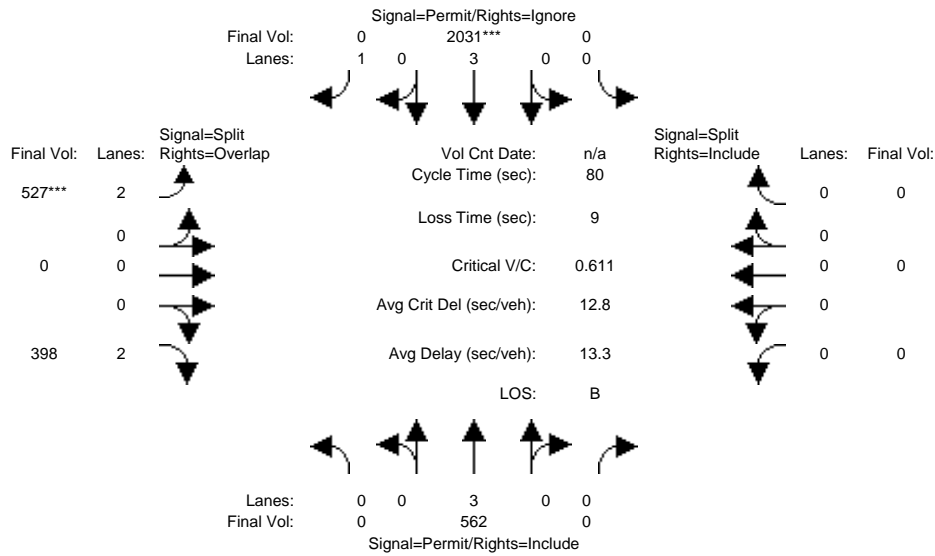
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.38	0.00	0.02	0.00	0.14	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.65	0.00	0.00	0.65	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.12	0.00	0.00	0.58	0.00	0.08	0.00	0.58	0.00	0.00	0.00
Uniform Del:	0.0	5.4	0.0	0.0	7.9	0.0	23.6	0.0	26.9	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.3	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.4	0.0	0.0	8.2	0.0	23.7	0.0	28.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	0.0	0.0	8.2	0.0	23.7	0.0	28.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	1	0	0	10	0	1	0	6	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #13: Fremont Blvd / I-880 Southbound



Street Name:	Fremont Blvd						I-880 Southbound					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	365	0	0	1706	478	60	0	328	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	365	0	0	1706	478	60	0	328	0	0	0
Added Vol:	0	134	0	0	67	278	426	0	3	0	0	0
Approved:	0	19	0	0	100	0	0	0	36	0	0	0
Initial Fut:	0	518	0	0	1873	756	486	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	562	0	0	2031	0	527	0	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	562	0	0	2031	0	527	0	398	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	562	0	0	2031	0	527	0	398	0	0	0

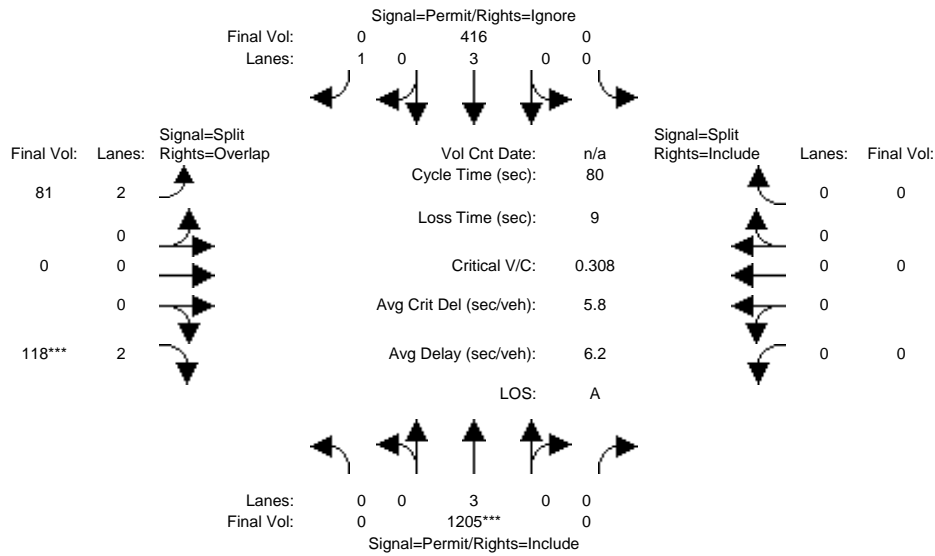
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.11	0.00	0.00	0.39	0.00	0.15	0.00	0.14	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.00	0.64	0.00	0.00	0.64	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.17	0.00	0.00	0.61	0.00	0.61	0.00	0.57	0.00	0.00	0.00
Uniform Del:	0.0	5.8	0.0	0.0	8.5	0.0	26.7	0.0	26.4	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	0.3	0.0	1.3	0.0	1.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.8	0.0	0.0	8.8	0.0	28.0	0.0	27.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.8	0.0	0.0	8.8	0.0	28.0	0.0	27.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	2	0	0	10	0	7	0	6	0	0	0

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

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

Intersection #13: Fremont Blvd / I-880 Southbound



Street Name:	Fremont Blvd						I-880 Southbound					
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:	0	1043	0	0	0	372	294	76	0	104	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	1.00
Initial Bse:	0	1043	0	0	0	372	294	76	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	81	0	0	0	16	0	0	0	6	0	0	0
Initial Fut:	0	1124	0	0	0	388	294	76	0	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.00	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1205	0	0	0	416	0	81	0	118	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1205	0	0	0	416	0	81	0	118	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1205	0	0	0	416	0	81	0	118	0	0	0

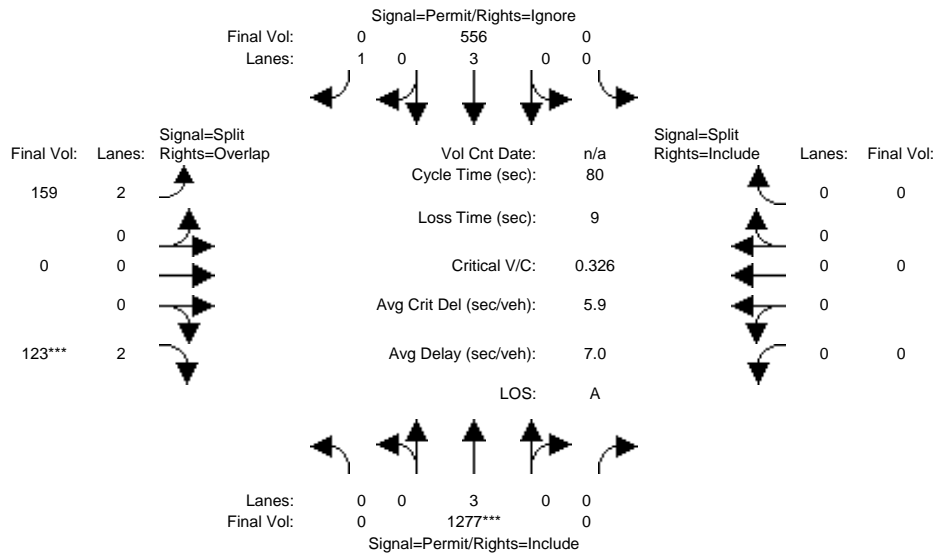
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	1900	3502	0	2842	0	0	0

Capacity Analysis Module:													
Vol/Sat:	0.00	0.23	0.00	0.00	0.08	0.00	0.00	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****							****					
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.00	0.00	0.11	0.00	0.00	0.17	0.00	0.31	0.00	0.00	0.00
Uniform Del:	0.0	3.2	0.0	0.0	2.7	0.0	0.0	30.7	0.0	31.3	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.2	0.0	0.0	2.7	0.0	0.0	30.9	0.0	31.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.2	0.0	0.0	2.7	0.0	0.0	30.9	0.0	31.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	0	0	1	0	0	1	0	2	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #13: Fremont Blvd / I-880 Southbound



Street Name:	Fremont Blvd						I-880 Southbound					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1043	0	0	372	294	76	0	104	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	1043	0	0	372	294	76	0	104	0	0	0
Added Vol:	0	67	0	0	131	651	72	0	5	0	0	0
Approved:	0	81	0	0	16	0	0	0	6	0	0	0
Initial Fut:	0	1191	0	0	519	945	148	0	115	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1277	0	0	556	0	159	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1277	0	0	556	0	159	0	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1277	0	0	556	0	159	0	123	0	0	0

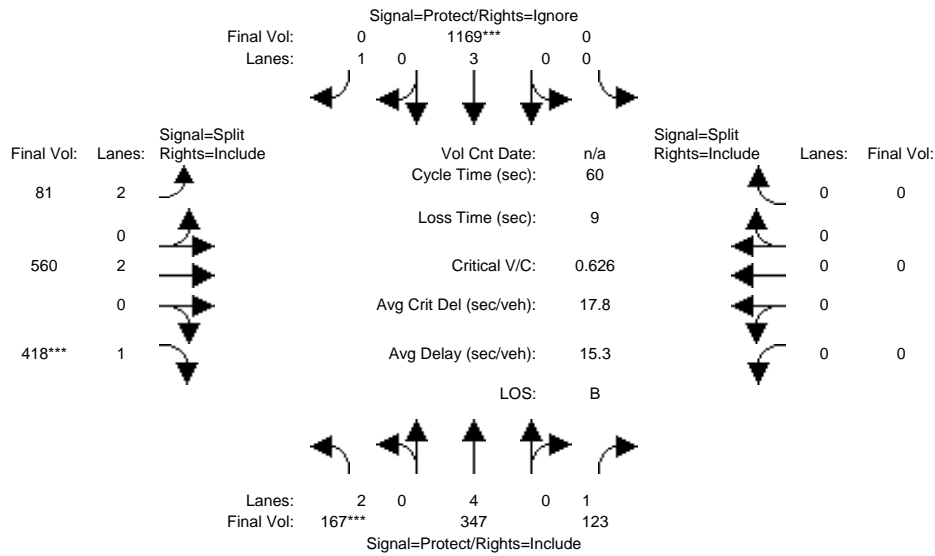
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.25	0.00	0.00	0.11	0.00	0.05	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.00	0.33	0.00	0.00	0.14	0.00	0.33	0.00	0.31	0.00	0.00	0.00
Uniform Del:	0.0	3.3	0.0	0.0	2.8	0.0	31.1	0.0	31.1	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.4	0.0	0.0	2.8	0.0	31.5	0.0	31.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.4	0.0	0.0	2.8	0.0	31.5	0.0	31.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	0	0	1	0	2	0	2	0	0	0

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

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

Intersection #14: Fremont Blvd / Cushing Pkwy



Street Name:	Fremont Blvd						Cushing Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	123	313	113	0	945	1081	64	512	386	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:	123	313	113	0	945	1081	64	512	386	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	31	8	1	0	136	0	11	6	1	0	0	0
Initial Fut:	154	321	114	0	1081	1081	75	518	387	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	167	347	123	0	1169	0	81	560	418	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	347	123	0	1169	0	81	560	418	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	347	123	0	1169	0	81	560	418	0	0	0

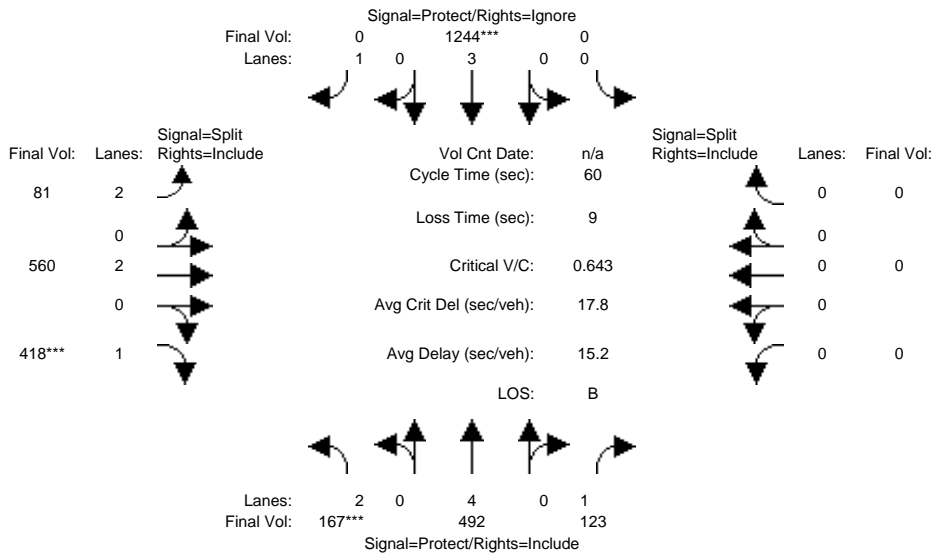
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.00	0.23	0.00	0.03	0.16	0.26	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.08	0.44	0.44	0.00	0.36	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.63	0.12	0.18	0.00	0.63	0.00	0.06	0.37	0.63	0.00	0.00	0.00
Uniform Del:	26.9	10.0	10.3	0.0	15.9	0.0	10.6	12.2	13.9	0.0	0.0	0.0
IncrcmntDel:	4.6	0.0	0.1	0.0	0.7	0.0	0.0	0.2	1.9	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	31.5	10.1	10.4	0.0	16.5	0.0	10.6	12.4	15.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	10.1	10.4	0.0	16.5	0.0	10.6	12.4	15.8	0.0	0.0	0.0
LOS by Move:	C	B	B	A	B	A	B	B	B	A	A	A
HCM2kAvgQ:	2	1	1	0	6	0	0	4	7	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #14: Fremont Blvd / Cushing Pkwy



Street Name:	Fremont Blvd						Cushing Pkwy					
	North Bound			South Bound			East Bound			West Bound		
	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:	123	313	113	0	945	1081	64	512	386	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:	123	313	113	0	945	1081	64	512	386	0	0	0
Added Vol:	0	134	0	0	70	0	0	0	0	0	0	0
Approved:	31	8	1	0	136	0	11	6	1	0	0	0
Initial Fut:	154	455	114	0	1151	1081	75	518	387	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	167	492	123	0	1244	0	81	560	418	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	492	123	0	1244	0	81	560	418	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	492	123	0	1244	0	81	560	418	0	0	0

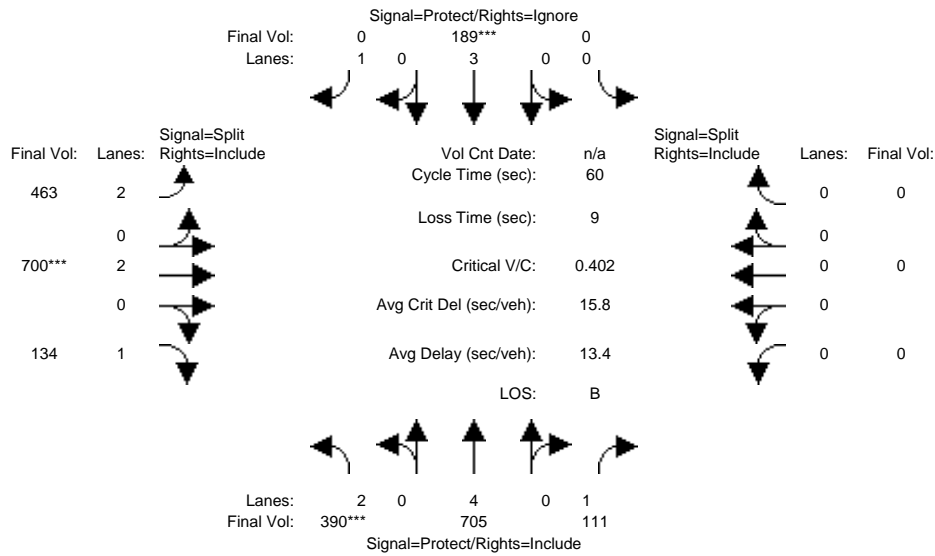
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.08	0.00	0.24	0.00	0.03	0.16	0.26	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green/Cycle:	0.07	0.45	0.45	0.00	0.37	0.00	0.40	0.40	0.40	0.00	0.00	0.00
Volume/Cap:	0.64	0.16	0.17	0.00	0.64	0.00	0.06	0.39	0.64	0.00	0.00	0.00
Uniform Del:	27.0	9.9	9.9	0.0	15.5	0.0	11.0	12.7	14.4	0.0	0.0	0.0
IncrcmntDel:	5.4	0.0	0.1	0.0	0.7	0.0	0.0	0.2	2.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	32.4	9.9	10.0	0.0	16.3	0.0	11.0	12.8	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	9.9	10.0	0.0	16.3	0.0	11.0	12.8	16.6	0.0	0.0	0.0
LOS by Move:	C	A	B	A	B	A	B	B	B	A	A	A
HCM2kAvgQ:	2	1	1	0	7	0	0	4	7	0	0	0

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

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

Intersection #14: Fremont Blvd / Cushing Pkwy



Street Name:	Fremont Blvd						Cushing Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	355	643	101	0	160	322	399	646	125	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:	355	643	101	0	160	322	399	646	125	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	20	35	6	0	22	0	46	27	4	0	0	0
Initial Fut:	375	678	107	0	182	322	445	673	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	390	705	111	0	189	0	463	700	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	705	111	0	189	0	463	700	134	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	705	111	0	189	0	463	700	134	0	0	0

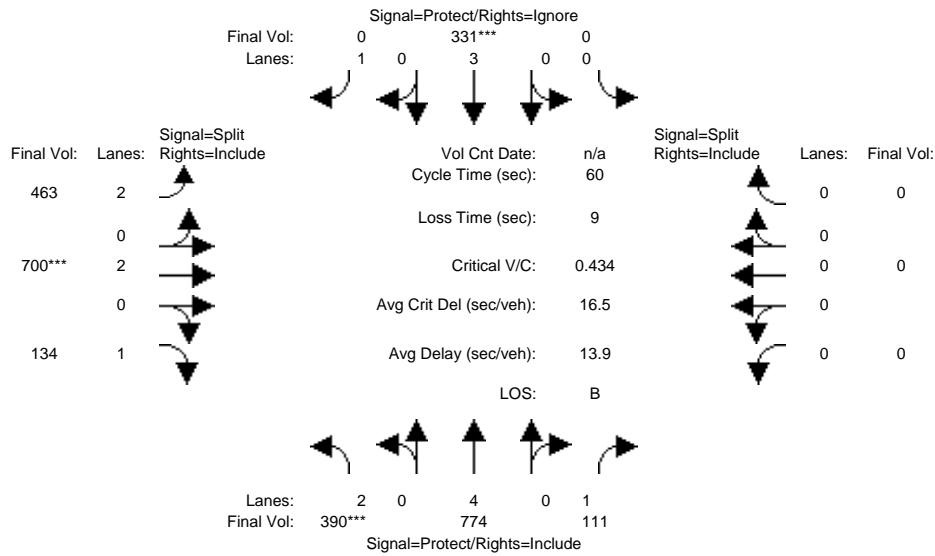
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.07	0.00	0.04	0.00	0.15	0.19	0.08	0.00	0.00	0.00
Crit Moves:	***				***			***				
Green/Cycle:	0.25	0.42	0.42	0.00	0.17	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.45	0.24	0.17	0.00	0.22	0.00	0.34	0.45	0.19	0.00	0.00	0.00
Uniform Del:	19.0	11.4	11.0	0.0	21.6	0.0	11.3	11.9	10.5	0.0	0.0	0.0
IncramntDel:	0.4	0.0	0.1	0.0	0.1	0.0	0.2	0.2	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	19.4	11.4	11.1	0.0	21.8	0.0	11.4	12.1	10.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	11.4	11.1	0.0	21.8	0.0	11.4	12.1	10.6	0.0	0.0	0.0
LOS by Move:	B	B	B	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	3	2	1	0	1	0	3	5	2	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #14: Fremont Blvd / Cushing Pkwy



Street Name:	Fremont Blvd						Cushing Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	355	643	101	0	160	322	399	646	125	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:	355	643	101	0	160	322	399	646	125	0	0	0
Added Vol:	0	67	0	0	136	0	0	0	0	0	0	0
Approved:	20	35	6	0	22	0	46	27	4	0	0	0
Initial Fut:	375	745	107	0	318	322	445	673	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	390	774	111	0	331	0	463	700	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	774	111	0	331	0	463	700	134	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	774	111	0	331	0	463	700	134	0	0	0

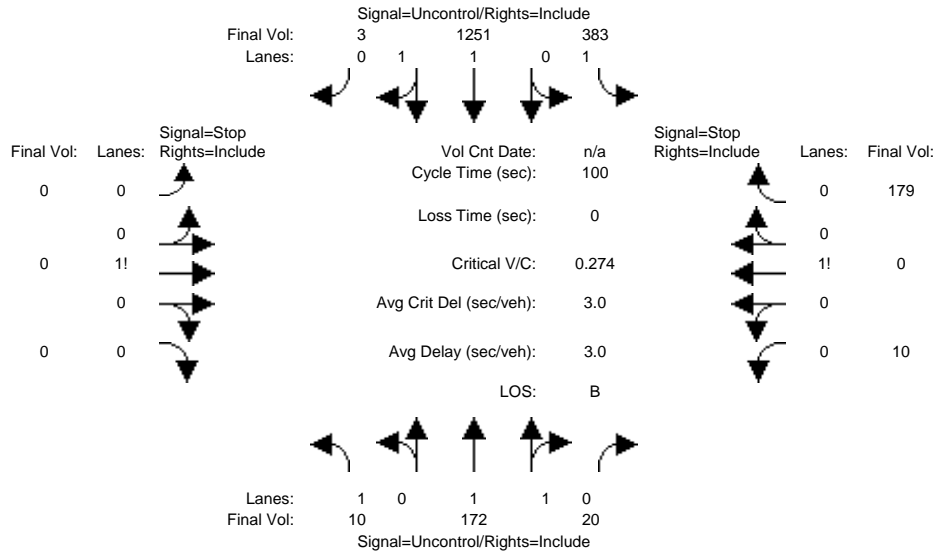
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.07	0.00	0.06	0.00	0.15	0.19	0.08	0.00	0.00	0.00
Crit Moves:	***				***			***				
Green/Cycle:	0.25	0.42	0.42	0.00	0.17	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.45	0.27	0.17	0.00	0.38	0.00	0.34	0.45	0.19	0.00	0.00	0.00
Uniform Del:	19.0	11.5	11.0	0.0	22.3	0.0	11.3	11.9	10.5	0.0	0.0	0.0
IncramntDel:	0.4	0.1	0.1	0.0	0.3	0.0	0.2	0.2	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	19.4	11.6	11.1	0.0	22.5	0.0	11.4	12.1	10.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	11.6	11.1	0.0	22.5	0.0	11.4	12.1	10.6	0.0	0.0	0.0
LOS by Move:	B	B	B	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	3	2	1	0	2	0	3	5	2	0	0	0

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

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

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 11 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Approved, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing movements and 2 rows of critical gap data including Critical Gap and FollowUp Time.

Table with 12 columns representing movements and 4 rows of capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing movements and 10 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 165 19	367 1200 3	0 0 0 0	10 0 172
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	14.0

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=182]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1946]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 165 19	367 1200 3	0 0 0 0	10 0 172

Major Street Volume: 1764
Minor Approach Volume: 182
Minor Approach Volume Threshold: 89 [less than minimum of 100]

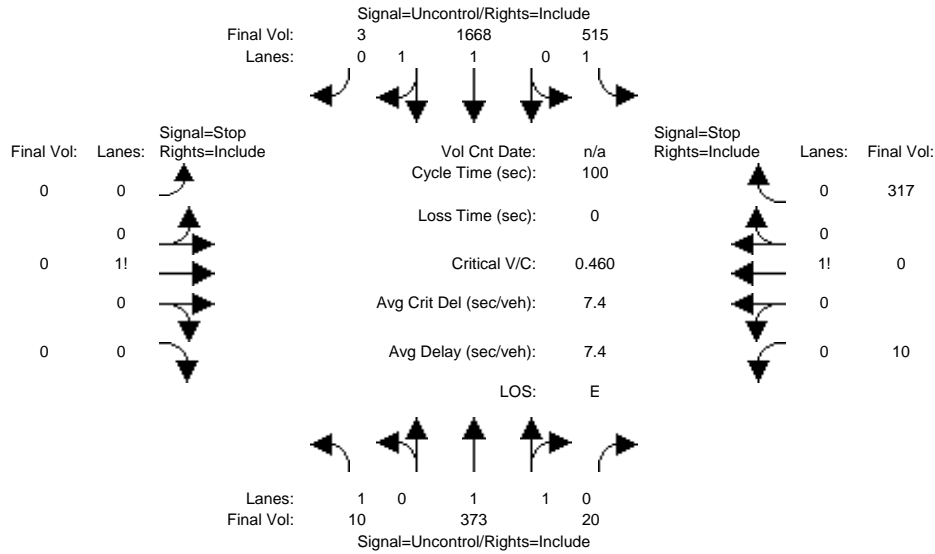
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background+Project_AM

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Approved, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing movements and 2 rows of critical gap and follow-up time data.

Table with 12 columns representing movements and 4 rows of capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing movements and 10 rows of Level of Service data including 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 358 19	494 1600 3	0 0 0 0	10 0 304
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	48.7

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=314]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2798]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 358 19	494 1600 3	0 0 0 0	10 0 304

Major Street Volume: 2484
Minor Approach Volume: 314
Minor Approach Volume Threshold: -29 [less than minimum of 100]

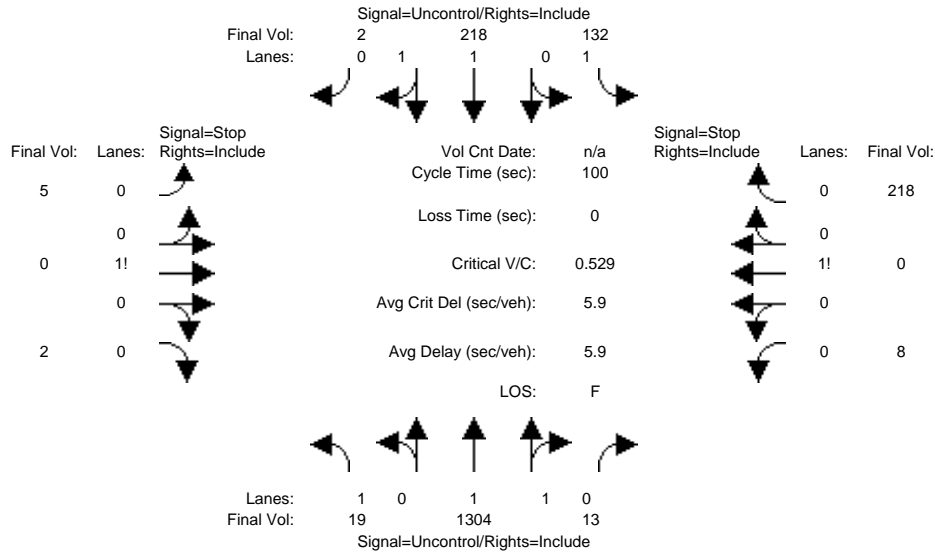
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, Approved, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with 12 columns representing movements and rows for Critical Gap Module metrics: Critical Gp, FollowUpTim.

Table with 12 columns representing movements and rows for Capacity Module metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with 12 columns representing movements and rows for Level Of Service Module metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	18 1246 12	126 208 2	5 0 2	8 0 208
ApproachDel:	xxxxxxx	xxxxxxx	56.5	39.5

Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=7]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=1835]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.4]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=216]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=1835]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #15 Fremont Blvd / Old Warm Springs

 Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	18 1246 12	126 208 2	5 0 2	8 0 208

Major Street Volume: 1612
 Minor Approach Volume: 216
 Minor Approach Volume Threshold: 120

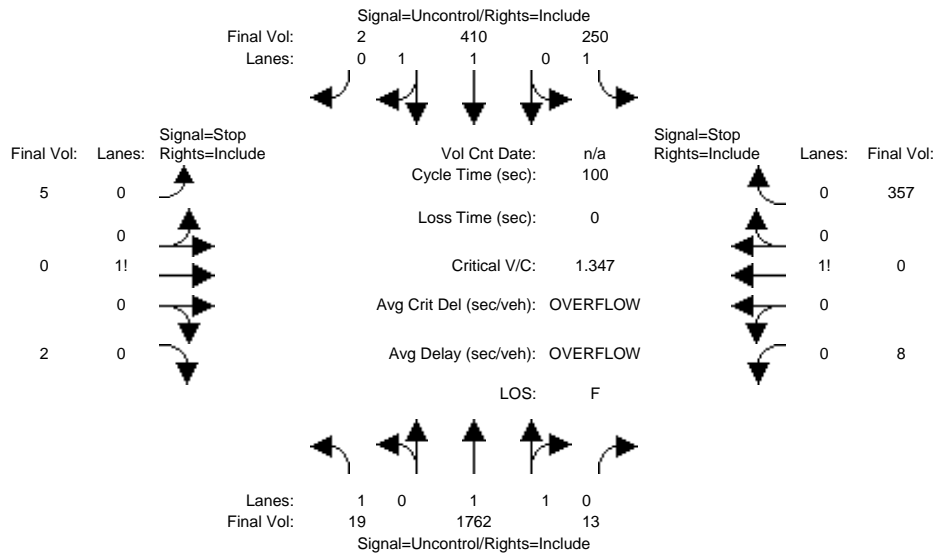
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background+Project_PM

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	18	1222	12	126	208	2	5	0	2	8	0	208
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:	18	1222	12	126	208	2	5	0	2	8	0	208
Added Vol:	0	437	0	113	184	0	0	0	0	0	0	133
Approved:	0	24	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1683	12	239	392	2	5	0	2	8	0	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	19	1762	13	250	410	2	5	0	2	8	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	19	1762	13	250	410	2	5	0	2	8	0	357

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	412	xxxx	xxxxxx	1774	xxxx	xxxxxx	1831	2724	206	2512	2719	887
Potent Cap.:	1157	xxxx	xxxxxx	355	xxxx	xxxxxx	49	21	806	15	21	291
Move Cap.:	1157	xxxx	xxxxxx	355	xxxx	xxxxxx	0	6	806	6	6	291
Volume/Cap:	0.02	xxxx	xxxx	0.70	xxxx	xxxx	xxxx	0.00	0.00	1.35	0.00	1.23

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	5.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.2	xxxx	xxxxxx	36.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	142	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	32.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	778	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	777.7	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	F

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

Peak Hour Delay Signal Warrant Report

 Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	18 1683 12	239 392 2	5 0 2	8 0 341
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	777.7

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2702]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=75.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=349]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2702]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	18 1683 12	239 392 2	5 0 2	8 0 341

Major Street Volume: 2346
Minor Approach Volume: 349
Minor Approach Volume Threshold: -9 [less than minimum of 100]

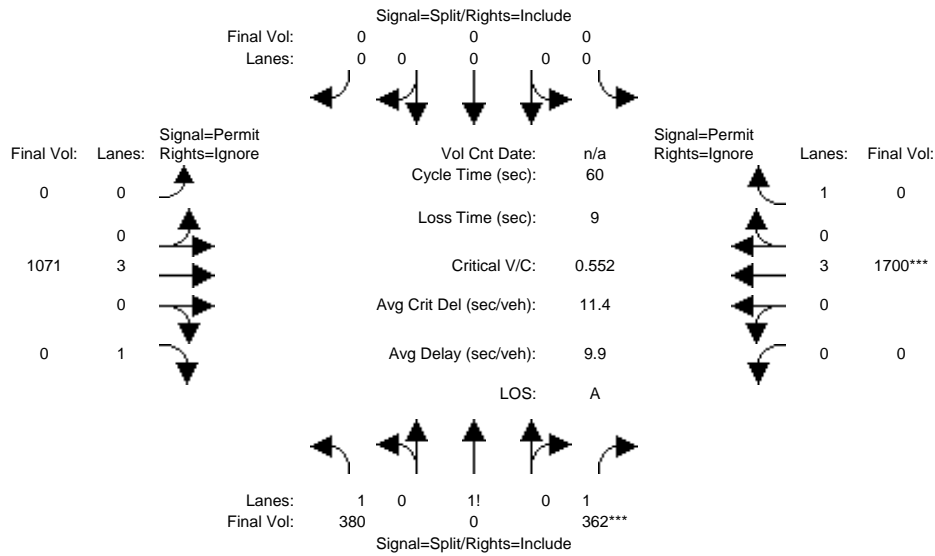
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	359	0	284	0	0	0	0	949	155	0	1591	951
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:	359	0	284	0	0	0	0	949	155	0	1591	951
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	58	0	0	0	0	62	0	0	14	14
Initial Fut:	359	0	342	0	0	0	0	1011	155	0	1605	965
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.00
PHF Volume:	380	0	362	0	0	0	0	1071	0	0	1700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	0	362	0	0	0	0	1071	0	0	1700	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	380	0	362	0	0	0	0	1071	0	0	1700	0

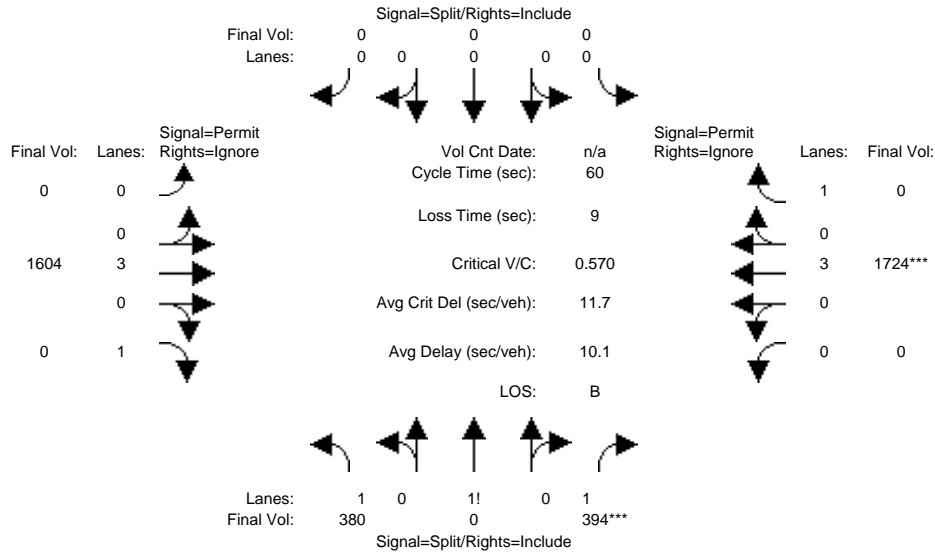
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.51	0.00	1.49	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2597	0	2555	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.14	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.33	0.00
Crit Moves:			****								****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.56	0.00	0.54	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.56	0.00
Uniform Del:	19.1	0.0	19.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	7.6	0.0
IncrementDel:	0.5	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	19.7	0.0	19.5	0.0	0.0	0.0	0.0	6.5	0.0	0.0	7.8	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:	19.7	0.0	19.5	0.0	0.0	0.0	0.0	6.5	0.0	0.0	7.8	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	5	0	0	0	0	4	0	0	7	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	359	0	284	0	0	0	0	949	155	0	1591	951
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:	359	0	284	0	0	0	0	949	155	0	1591	951
Added Vol:	0	0	30	0	0	0	0	503	0	0	22	302
Approved:	0	0	58	0	0	0	0	62	0	0	14	14
Initial Fut:	359	0	372	0	0	0	0	1514	155	0	1627	1267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.00
PHF Volume:	380	0	394	0	0	0	0	1604	0	0	1724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	0	394	0	0	0	0	1604	0	0	1724	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	380	0	394	0	0	0	0	1604	0	0	1724	0

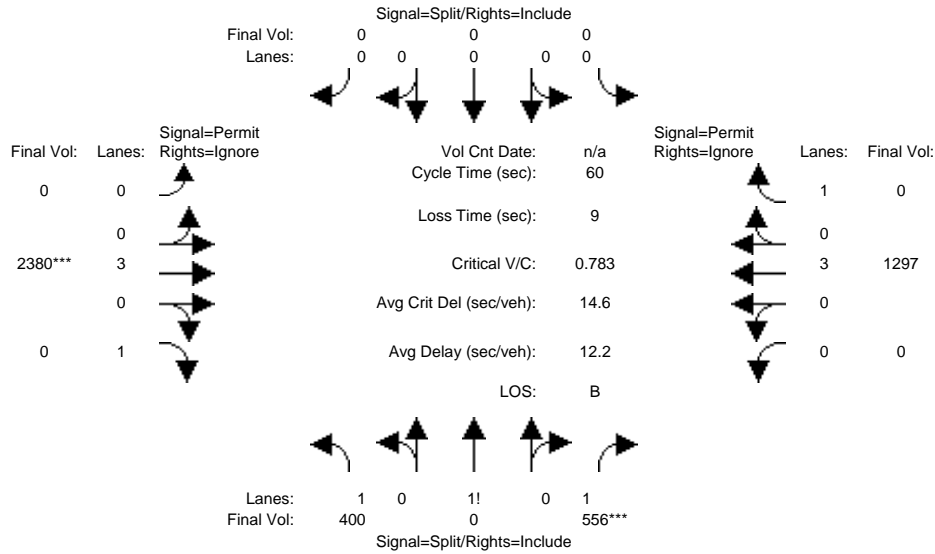
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.49	0.00	1.51	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2555	0	2585	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.33	0.00
Crit Moves:			****								****	
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.00
Volume/Cap:	0.56	0.00	0.57	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.57	0.00
Uniform Del:	18.9	0.0	19.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	7.8	0.0
IncrementDel:	0.5	0.0	0.6	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	19.4	0.0	19.6	0.0	0.0	0.0	0.0	7.7	0.0	0.0	8.1	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:	19.4	0.0	19.6	0.0	0.0	0.0	0.0	7.7	0.0	0.0	8.1	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	5	0	0	0	0	7	0	0	7	0

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

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

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	376	0	494	0	0	0	0	2204	625	0	1145	633
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:	376	0	494	0	0	0	0	2204	625	0	1145	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	29	0	0	0	0	34	0	0	75	75
Initial Fut:	376	0	523	0	0	0	0	2238	625	0	1220	708
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.00
PHF Volume:	400	0	556	0	0	0	0	2380	0	0	1297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	0	556	0	0	0	0	2380	0	0	1297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	400	0	556	0	0	0	0	2380	0	0	1297	0

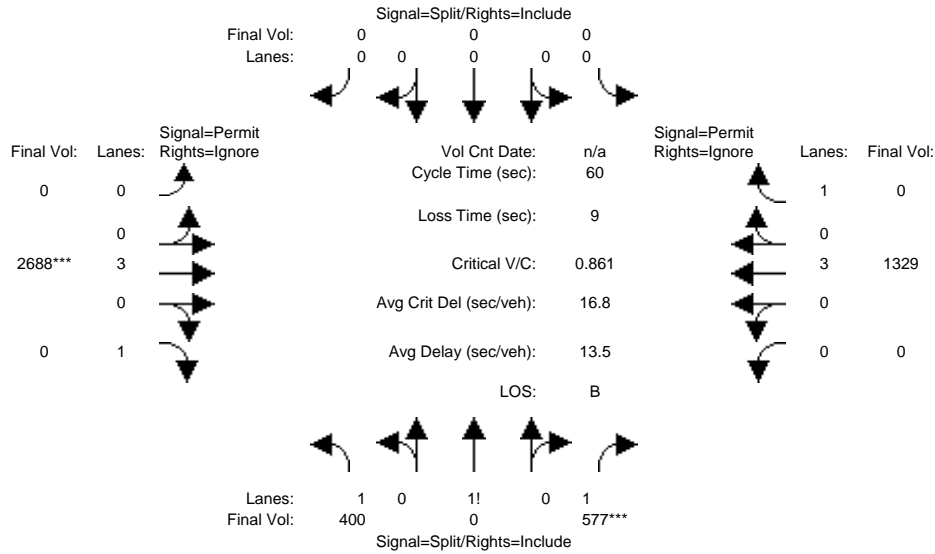
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.42	0.00	1.58	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2411	0	2689	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.21	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.25	0.00
Crit Moves:			****					****				
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.63	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.43	0.00
Uniform Del:	19.5	0.0	20.5	0.0	0.0	0.0	0.0	9.5	0.0	0.0	6.9	0.0
IncramntDel:	0.8	0.0	3.4	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	20.3	0.0	23.9	0.0	0.0	0.0	0.0	10.9	0.0	0.0	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	0.0	23.9	0.0	0.0	0.0	0.0	10.9	0.0	0.0	7.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	6	0	8	0	0	0	0	12	0	0	5	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	376	0	494	0	0	0	0	2204	625	0	1145	633
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:	376	0	494	0	0	0	0	2204	625	0	1145	633
Added Vol:	0	0	20	0	0	0	0	290	0	0	30	523
Approved:	0	0	29	0	0	0	0	34	0	0	75	75
Initial Fut:	376	0	543	0	0	0	0	2528	625	0	1250	1231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.00
PHF Volume:	400	0	577	0	0	0	0	2688	0	0	1329	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	0	577	0	0	0	0	2688	0	0	1329	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	400	0	577	0	0	0	0	2688	0	0	1329	0

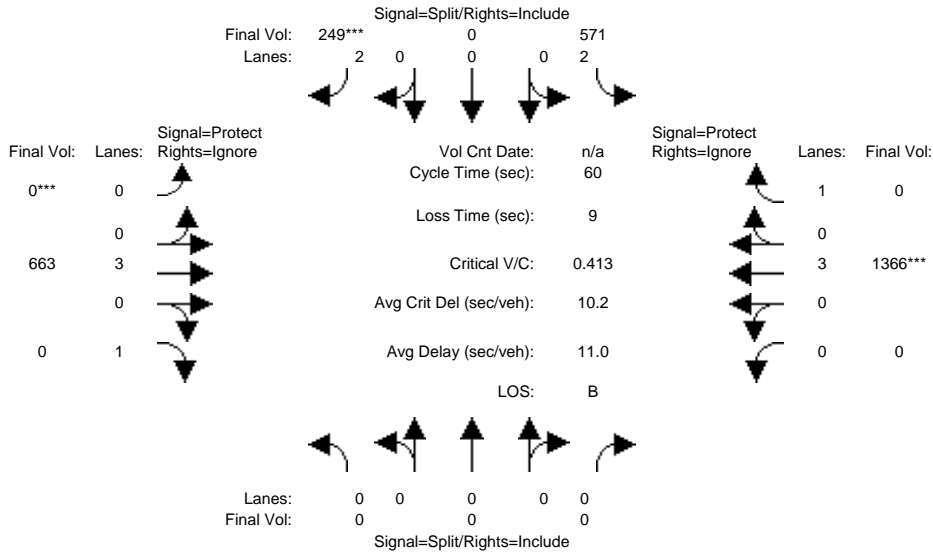
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.41	0.00	1.59	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2390	0	2699	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.21	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.26	0.00
Crit Moves:			****					****				
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.67	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.00	0.00	0.43	0.00
Uniform Del:	20.4	0.0	21.6	0.0	0.0	0.0	0.0	9.9	0.0	0.0	6.4	0.0
IncrementDel:	1.3	0.0	6.9	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	21.6	0.0	28.5	0.0	0.0	0.0	0.0	12.6	0.0	0.0	6.5	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:	21.6	0.0	28.5	0.0	0.0	0.0	0.0	12.6	0.0	0.0	6.5	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	6	0	10	0	0	0	0	15	0	0	5	0

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

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

Intersection #17: Auto Mall Parkway / I-880 Southbound

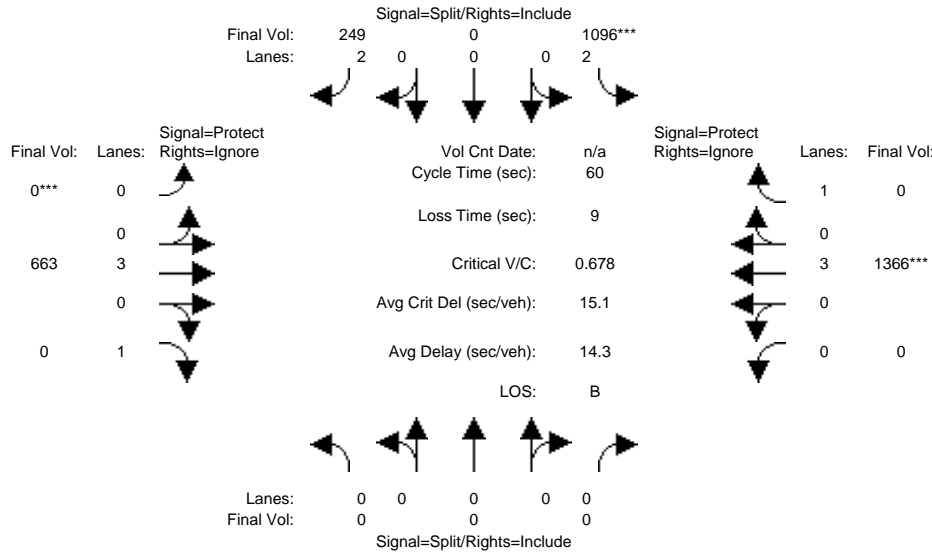


Street Name:	I-880 Southbound						Auto Mall Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	490	0	239	0	636	386	0	1306	729
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	490	0	239	0	636	386	0	1306	729
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	58	0	0	0	0	0	0	4	14
Initial Fut:	0	0	0	548	0	239	0	636	386	0	1310	743
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00
PHF Volume:	0	0	0	571	0	249	0	663	0	0	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	571	0	249	0	663	0	0	1366	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	571	0	249	0	663	0	0	1366	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2834	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.09	0.00	0.13	0.00	0.00	0.26	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.52	0.00	0.00	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.27	0.00	0.24	0.00	0.00	0.50	0.00
Uniform Del:	0.0	0.0	0.0	16.3	0.0	15.0	0.0	7.8	0.0	0.0	9.2	0.0
IncrcmntDel:	0.0	0.0	0.0	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	0.0	15.1	0.0	7.8	0.0	0.0	9.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	0.0	15.1	0.0	7.8	0.0	0.0	9.3	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	2	0	3	0	0	6	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #17: Auto Mall Parkway / I-880 Southbound



Street Name:	I-880 Southbound						Auto Mall Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	0	0	0	490	0	239	0	636	386	0	1306	729
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	490	0	239	0	636	386	0	1306	729
Added Vol:	0	0	0	503	0	0	0	0	0	0	0	22
Approved:	0	0	0	58	0	0	0	0	0	0	4	14
Initial Fut:	0	0	0	1051	0	239	0	636	386	0	1310	765
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00
PHF Volume:	0	0	0	1096	0	249	0	663	0	0	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1096	0	249	0	663	0	0	1366	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	1096	0	249	0	663	0	0	1366	0

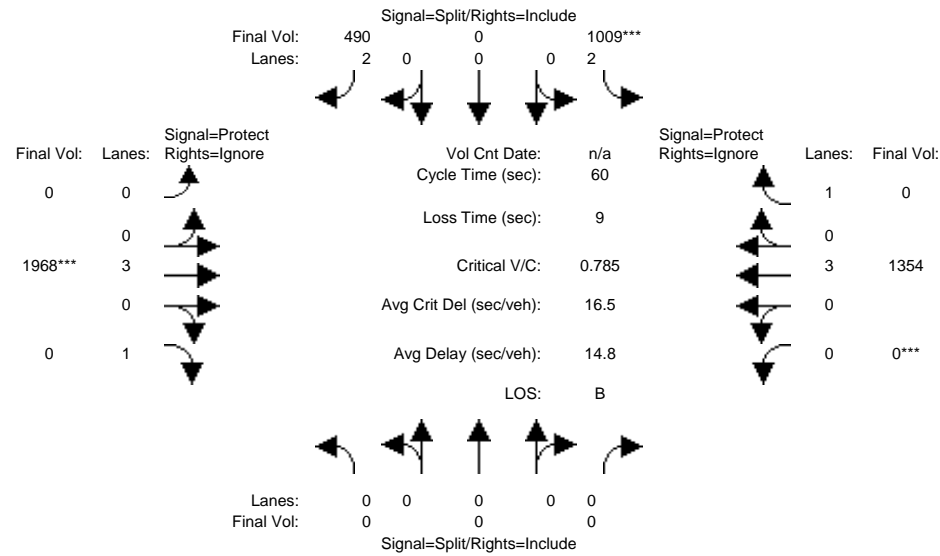
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2834	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.09	0.00	0.13	0.00	0.00	0.26	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.39	0.00	0.00	0.39	0.00
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.19	0.00	0.33	0.00	0.00	0.68	0.00
Uniform Del:	0.0	0.0	0.0	12.7	0.0	9.5	0.0	12.9	0.0	0.0	15.2	0.0
IncrcmntDel:	0.0	0.0	0.0	1.2	0.0	0.1	0.0	0.1	0.0	0.0	0.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.8	0.0	9.6	0.0	13.0	0.0	0.0	16.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.8	0.0	9.6	0.0	13.0	0.0	0.0	16.2	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	2	0	3	0	0	8	0

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

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

Intersection #17: Auto Mall Parkway / I-880 Southbound



Street Name:	I-880 Southbound						Auto Mall Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	0	0	0	939	0	471	0	1890	459	0	1297	189
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	939	0	471	0	1890	459	0	1297	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	30	0	0	0	0	0	0	4	75
Initial Fut:	0	0	0	969	0	471	0	1890	459	0	1301	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00
PHF Volume:	0	0	0	1009	0	490	0	1968	0	0	1354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1009	0	490	0	1968	0	0	1354	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	1009	0	490	0	1968	0	0	1354	0

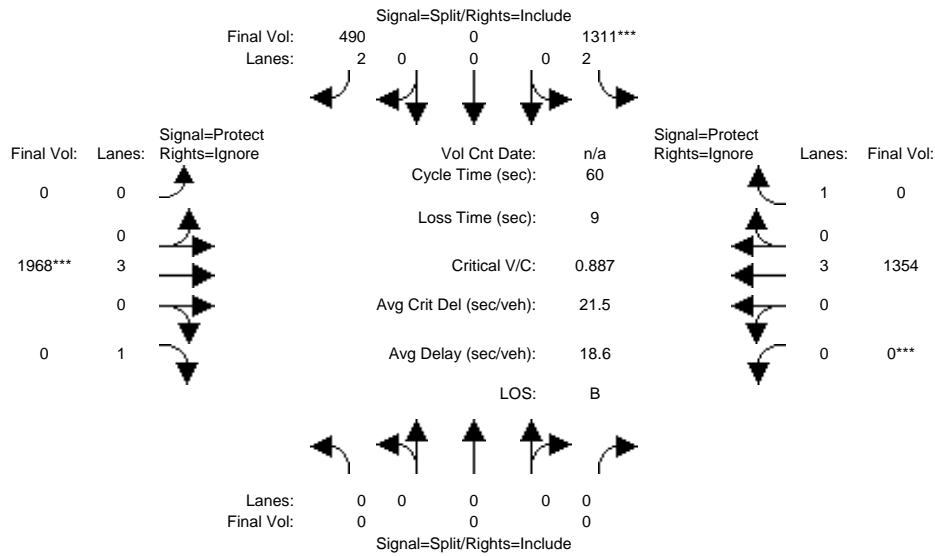
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.74	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2830	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.17	0.00	0.38	0.00	0.00	0.26	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.48	0.00	0.00	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.47	0.00	0.79	0.00	0.00	0.54	0.00
Uniform Del:	0.0	0.0	0.0	16.9	0.0	14.5	0.0	12.9	0.0	0.0	10.8	0.0
IncrementDel:	0.0	0.0	0.0	3.3	0.0	0.3	0.0	1.7	0.0	0.0	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	20.2	0.0	14.9	0.0	14.6	0.0	0.0	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.2	0.0	14.9	0.0	14.6	0.0	0.0	11.1	0.0
LOS by Move:	A	A	A	C	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	11	0	4	0	13	0	0	6	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #17: Auto Mall Parkway / I-880 Southbound



Street Name:	I-880 Southbound						Auto Mall Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	0	0	0	939	0	471	0	1890	459	0	1297	189
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	939	0	471	0	1890	459	0	1297	189
Added Vol:	0	0	0	290	0	0	0	0	0	0	0	30
Approved:	0	0	0	30	0	0	0	0	0	0	4	75
Initial Fut:	0	0	0	1259	0	471	0	1890	459	0	1301	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00
PHF Volume:	0	0	0	1311	0	490	0	1968	0	0	1354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1311	0	490	0	1968	0	0	1354	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	1311	0	490	0	1968	0	0	1354	0

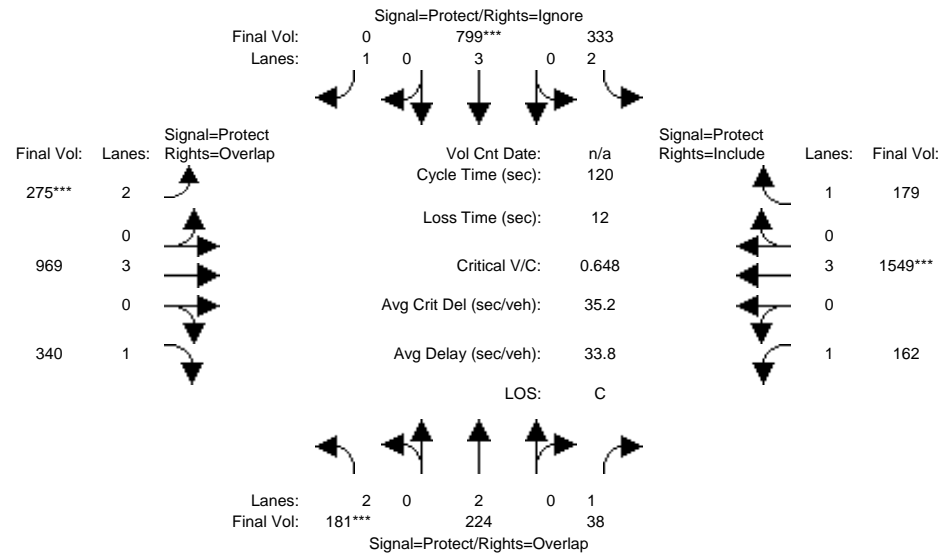
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.74	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2830	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.17	0.00	0.38	0.00	0.00	0.26	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.00	0.43	0.00	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.41	0.00	0.89	0.00	0.00	0.61	0.00
Uniform Del:	0.0	0.0	0.0	16.0	0.0	12.1	0.0	15.8	0.0	0.0	13.3	0.0
IncrcmntDel:	0.0	0.0	0.0	6.9	0.0	0.2	0.0	4.7	0.0	0.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	22.9	0.0	12.3	0.0	20.6	0.0	0.0	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.9	0.0	12.3	0.0	20.6	0.0	0.0	13.8	0.0
LOS by Move:	A	A	A	C	A	B	A	C	A	A	B	A
HCM2kAvgQ:	0	0	0	16	0	4	0	16	0	0	7	0

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

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

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd



Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	163	193	34	288	718	885	247	751	306	146	1365	154
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:	163	193	34	288	718	885	247	751	306	146	1365	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	8	0	11	0	4	0	120	0	0	28	7
Initial Fut:	163	201	34	299	718	889	247	871	306	146	1393	161
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	181	224	38	333	799	0	275	969	340	162	1549	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	224	38	333	799	0	275	969	340	162	1549	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	224	38	333	799	0	275	969	340	162	1549	179

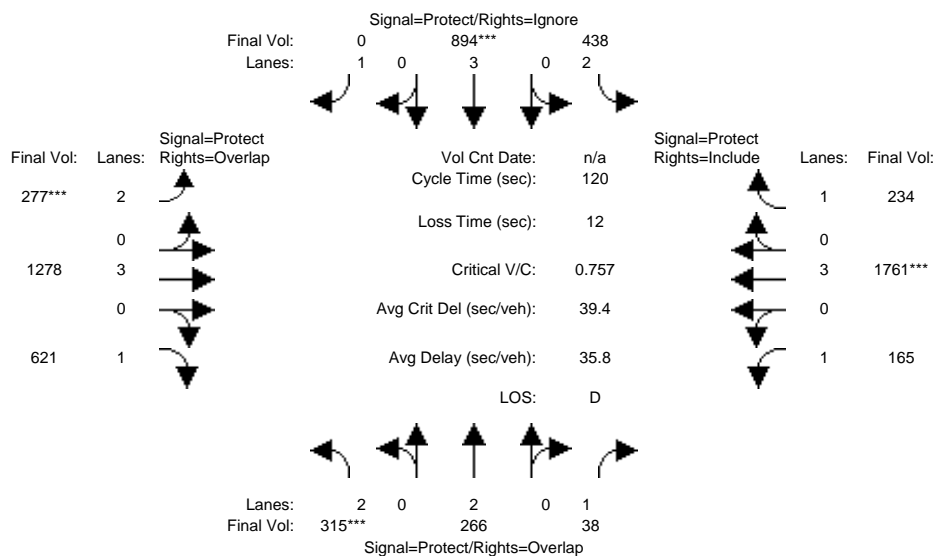
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.91	1.00	0.92	0.91	0.84	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1609	3502	5187	1900	3502	5187	1602	1805	5187	1609

Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.02	0.09	0.15	0.00	0.08	0.19	0.21	0.09	0.30	0.11
Crit Moves:	***				***		***				***	
Green/Cycle:	0.08	0.15	0.34	0.17	0.24	0.00	0.12	0.39	0.47	0.19	0.46	0.46
Volume/Cap:	0.65	0.42	0.07	0.56	0.65	0.00	0.65	0.48	0.45	0.48	0.65	0.24
Uniform Del:	53.6	46.4	26.9	45.8	41.2	0.0	50.3	27.2	21.2	43.3	24.8	19.6
IncrcmntDel:	5.2	0.5	0.1	1.2	1.2	0.0	3.5	0.2	0.4	1.0	0.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.8	46.9	27.0	47.0	42.4	0.0	53.8	27.4	21.6	44.4	25.5	19.8
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:	58.8	46.9	27.0	47.0	42.4	0.0	53.8	27.4	21.6	44.4	25.5	19.8
LOS by Move:	E	D	C	D	D	A	D	C	C	D	C	B
HCM2kAvgQ:	3	4	1	6	10	0	5	9	8	5	15	4

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd

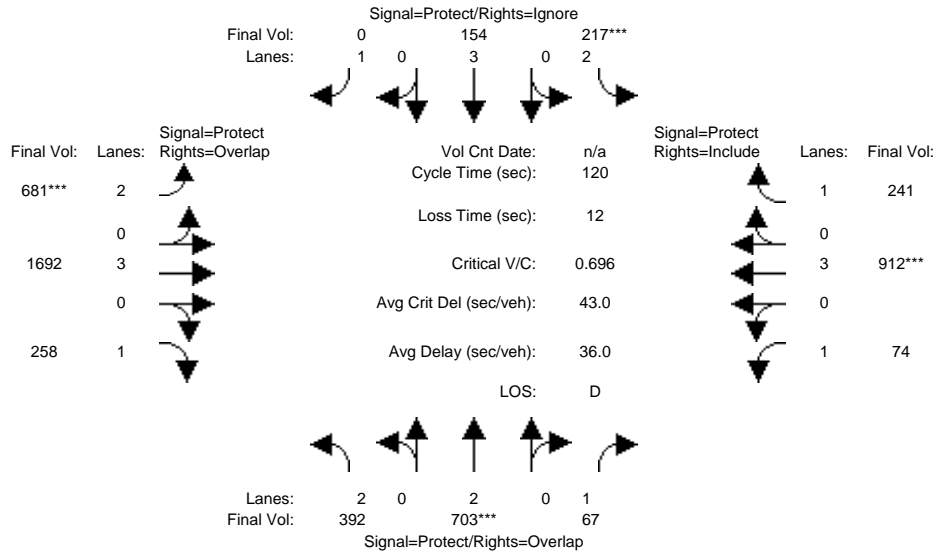


Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	163	193	34	288	718	885	247	751	306	146	1365	154
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:	163	193	34	288	718	885	247	751	306	146	1365	154
Added Vol:	120	38	0	95	86	14	2	278	252	2	190	49
Approved:	0	8	0	11	0	4	0	120	0	0	28	7
Initial Fut:	283	239	34	394	804	903	249	1149	558	148	1583	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	315	266	38	438	894	0	277	1278	621	165	1761	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	266	38	438	894	0	277	1278	621	165	1761	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	266	38	438	894	0	277	1278	621	165	1761	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.91	1.00	0.92	0.91	0.84	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1609	3502	5187	1900	3502	5187	1602	1805	5187	1609
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.02	0.13	0.17	0.00	0.08	0.25	0.39	0.09	0.34	0.15
Crit Moves:	***				***		***				***	
Green/Cycle:	0.12	0.14	0.27	0.21	0.23	0.00	0.10	0.42	0.54	0.13	0.45	0.45
Volume/Cap:	0.76	0.53	0.09	0.60	0.76	0.00	0.76	0.58	0.71	0.70	0.76	0.32
Uniform Del:	51.2	48.1	32.9	43.0	43.2	0.0	52.2	26.5	20.5	50.0	27.6	21.3
IncramntDel:	7.8	1.1	0.1	1.4	2.9	0.0	8.8	0.4	2.8	9.2	1.5	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.0	49.2	33.0	44.4	46.1	0.0	61.0	26.9	23.4	59.2	29.1	21.6
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:	59.0	49.2	33.0	44.4	46.1	0.0	61.0	26.9	23.4	59.2	29.1	21.6
LOS by Move:	E	D	C	D	D	A	E	C	C	E	C	C
HCM2kAvgQ:	6	5	1	8	13	0	5	13	17	5	18	5

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

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

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd



Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
	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:	382	633	65	203	146	407	663	1584	251	72	738	203
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:	382	633	65	203	146	407	663	1584	251	72	738	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	51	0	8	4	1	0	63	0	0	150	32
Initial Fut:	382	684	65	211	150	408	663	1647	251	72	888	235
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	392	703	67	217	154	0	681	1692	258	74	912	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	703	67	217	154	0	681	1692	258	74	912	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	392	703	67	217	154	0	681	1692	258	74	912	241

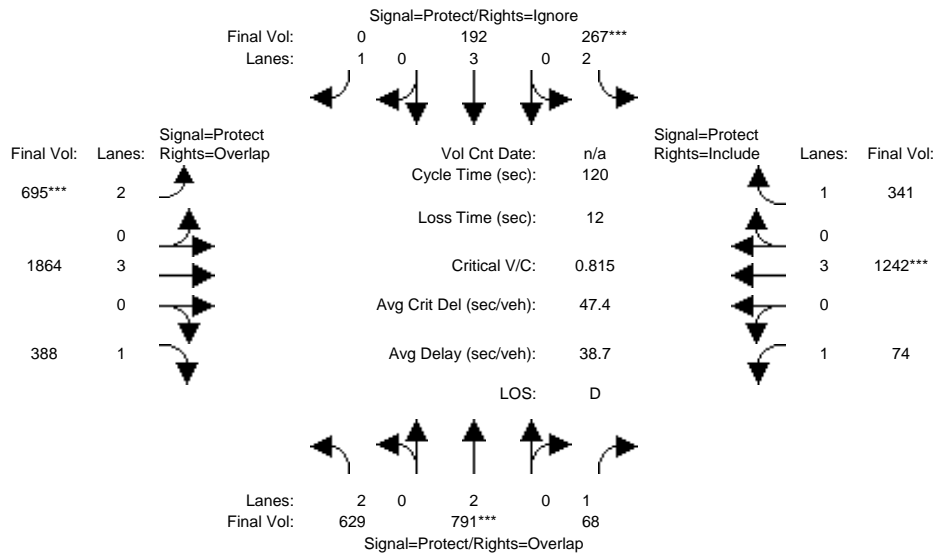
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.84	0.92	0.91	1.00	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1588	3502	5187	1900	3502	5187	1606	1805	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.04	0.06	0.03	0.00	0.19	0.33	0.16	0.04	0.18	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.28	0.34	0.09	0.16	0.00	0.28	0.47	0.68	0.06	0.25	0.25
Volume/Cap:	0.53	0.70	0.12	0.70	0.19	0.00	0.70	0.69	0.23	0.69	0.70	0.59
Uniform Del:	42.0	38.7	27.4	53.1	43.9	0.0	38.7	24.8	7.2	55.4	40.7	39.4
IncrcmntDel:	0.7	2.2	0.1	6.8	0.1	0.0	2.2	0.9	0.1	17.5	1.7	2.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.8	40.8	27.5	59.9	44.0	0.0	40.9	25.6	7.3	72.8	42.3	41.7
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:	42.8	40.8	27.5	59.9	44.0	0.0	40.9	25.6	7.3	72.8	42.3	41.7
LOS by Move:	D	D	C	E	D	A	D	C	A	E	D	D
HCM2kAvgQ:	6	12	2	5	2	0	11	17	3	2	10	7

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd

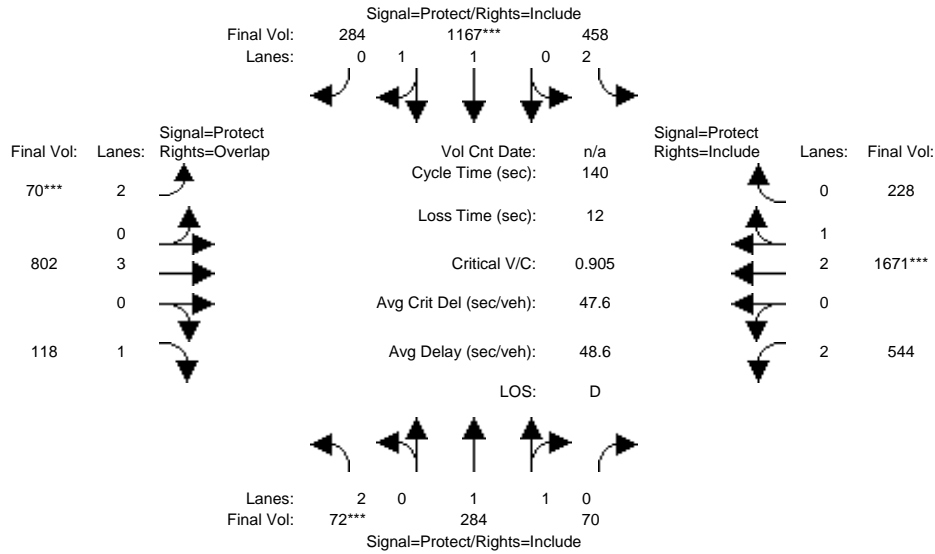


Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	382	633	65	203	146	407	663	1584	251	72	738	203
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:	382	633	65	203	146	407	663	1584	251	72	738	203
Added Vol:	230	86	1	49	37	2	14	168	127	0	321	97
Approved:	0	51	0	8	4	1	0	63	0	0	150	32
Initial Fut:	612	770	66	260	187	410	677	1815	378	72	1209	332
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	629	791	68	267	192	0	695	1864	388	74	1242	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	629	791	68	267	192	0	695	1864	388	74	1242	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	629	791	68	267	192	0	695	1864	388	74	1242	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.84	0.92	0.91	1.00	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1588	3502	5187	1900	3502	5187	1606	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.04	0.08	0.04	0.00	0.20	0.36	0.24	0.04	0.24	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.27	0.32	0.09	0.11	0.00	0.24	0.48	0.73	0.06	0.29	0.29
Volume/Cap:	0.73	0.81	0.13	0.81	0.32	0.00	0.81	0.74	0.33	0.74	0.81	0.72
Uniform Del:	41.4	41.1	28.7	53.4	48.8	0.0	42.8	25.1	5.8	55.9	39.3	37.9
IncrcmntDel:	3.1	5.4	0.1	14.5	0.3	0.0	6.1	1.3	0.2	26.0	3.5	5.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	46.5	28.8	67.8	49.1	0.0	48.9	26.3	5.9	81.9	42.8	43.2
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:	44.5	46.5	28.8	67.8	49.1	0.0	48.9	26.3	5.9	81.9	42.8	43.2
LOS by Move:	D	D	C	E	D	A	D	C	A	F	D	D
HCM2kAvgQ:	11	15	2	7	3	0	12	19	5	2	14	10

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

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

Intersection #19: Auto Mall Pkwy / Fremont Blvd



Street Name:	Fremont Blvd						Auto Mall Pkwy					
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:	61	247	64	405	1034	259	63	714	108	498	1497	206
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:	61	247	64	405	1034	259	63	714	108	498	1497	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	5	13	0	15	35	1	1	21	0	0	34	3
Initial Fut:	66	260	64	420	1069	260	64	735	108	498	1531	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	72	284	70	458	1167	284	70	802	118	544	1671	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	284	70	458	1167	284	70	802	118	544	1671	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
Final Volume:	72	284	70	458	1167	284	70	802	118	544	1671	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.84	0.92	0.89	0.89
Lanes:	2.00	1.60	0.40	2.00	1.61	0.39	2.00	3.00	1.00	2.00	2.64	0.36
Final Sat.:	3502	2810	692	3502	2817	685	3502	5187	1602	3502	4481	612
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.13	0.41	0.41	0.02	0.15	0.07	0.16	0.37	0.37
Crit Moves:	***			****			****				****	
Green/Cycle:	0.03	0.21	0.21	0.27	0.45	0.45	0.03	0.22	0.25	0.22	0.41	0.41
Volume/Cap:	0.72	0.48	0.48	0.48	0.92	0.92	0.70	0.71	0.30	0.71	0.92	0.92
Uniform Del:	67.4	48.7	48.7	42.8	36.0	36.0	67.4	50.8	43.0	50.7	39.4	39.4
IncrcmntDel:	22.3	0.5	0.5	0.4	9.0	9.0	19.6	2.2	0.4	3.2	7.1	7.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.8	49.2	49.2	43.2	45.0	45.0	87.0	53.0	43.4	53.9	46.5	46.5
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:	89.8	49.2	49.2	43.2	45.0	45.0	87.0	53.0	43.4	53.9	46.5	46.5
LOS by Move:	F	D	D	D	D	D	F	D	D	D	D	D
HCM2kAvgQ:	3	7	7	9	34	34	2	12	4	10	28	27

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project_AM

Intersection #19: Auto Mall Pkwy / Fremont Blvd

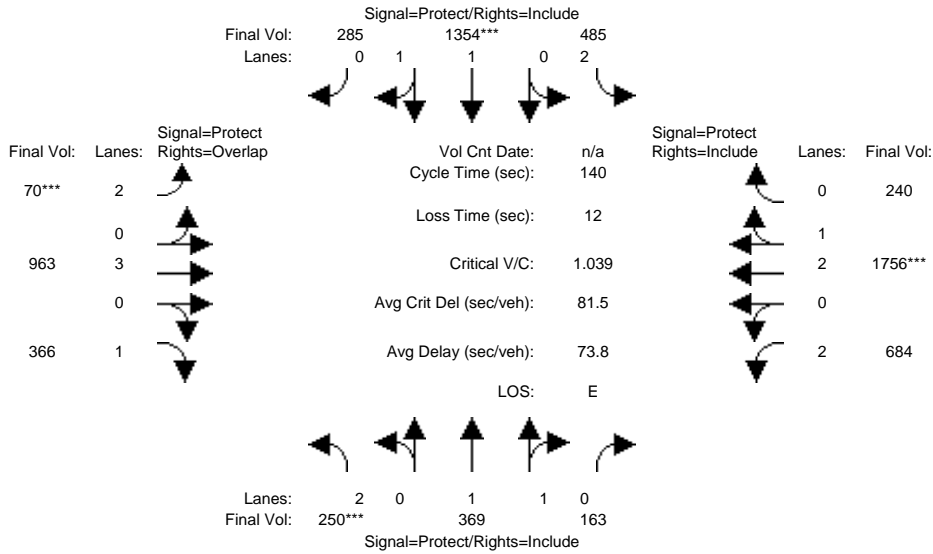


Table with columns for Street Name (Fremont Blvd, Auto Mall Pkwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), and timing values (Min. Green, Y+R).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Approved, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for each movement.

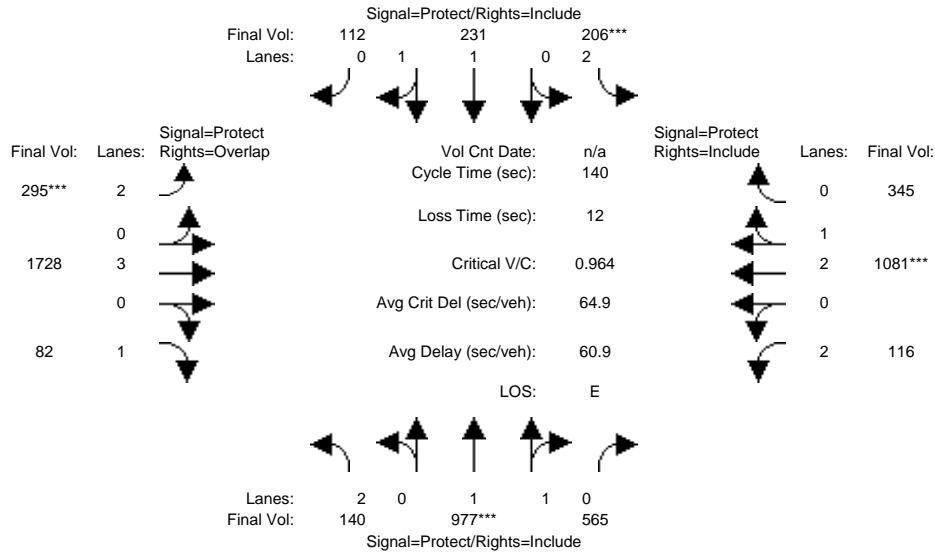
Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each movement.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncrementDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for each movement.

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

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

Intersection #19: Auto Mall Pkwy / Fremont Blvd



Street Name:	Fremont Blvd						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
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	885	545	199	220	107	280	1613	76	112	996	301
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	885	545	199	220	107	280	1613	76	112	996	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	2	57	0	0	3	1	5	54	3	0	47	32
Initial Fut:	135	942	545	199	223	108	285	1667	79	112	1043	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	140	977	565	206	231	112	295	1728	82	116	1081	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	977	565	206	231	112	295	1728	82	116	1081	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	140	977	565	206	231	112	295	1728	82	116	1081	345

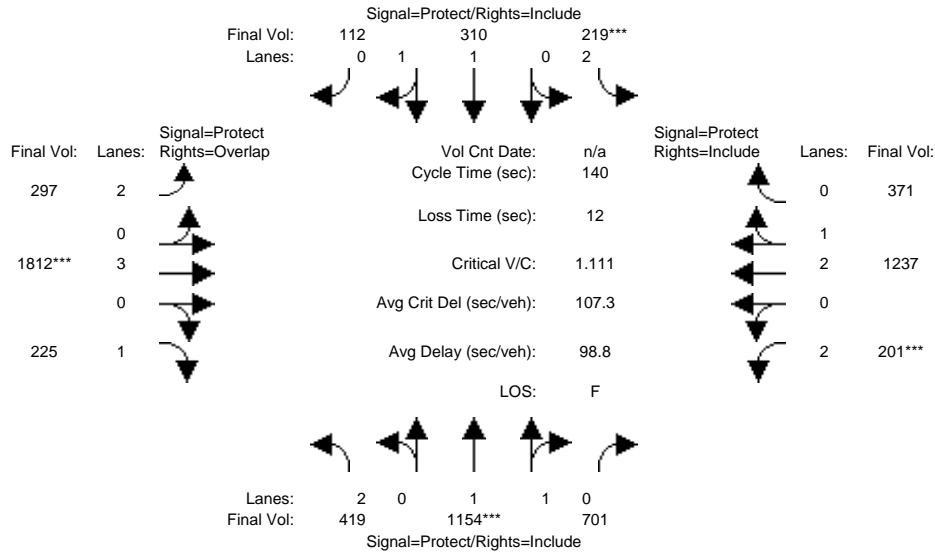
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.89	0.92	0.90	0.90	0.92	0.91	0.83	0.92	0.88	0.88
Lanes:	2.00	1.26	0.74	2.00	1.35	0.65	2.00	3.00	1.00	2.00	2.27	0.73
Final Sat.:	3502	2156	1248	3502	2313	1120	3502	5187	1568	3502	3790	1210

Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.06	0.10	0.10	0.08	0.33	0.05	0.03	0.29	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.47	0.47	0.06	0.38	0.38	0.09	0.35	0.50	0.03	0.30	0.30
Volume/Cap:	0.26	0.96	0.96	0.96	0.26	0.26	0.96	0.96	0.10	0.96	0.96	0.96
Uniform Del:	52.5	36.0	36.0	65.6	30.0	30.0	63.7	44.5	18.4	67.5	48.6	48.6
IncrementDel:	0.3	14.9	14.9	51.2	0.1	0.1	41.6	12.3	0.1	67.6	15.7	15.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.7	50.8	50.8	116.7	30.1	30.1	105.3	56.8	18.5	135.0	64.2	64.2
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:	52.7	50.8	50.8	116.7	30.1	30.1	105.3	56.8	18.5	135.0	64.2	64.2
LOS by Move:	D	D	D	F	C	C	F	E	B	F	E	E
HCM2kAvgQ:	3	39	39	8	5	5	8	29	2	3	23	23

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #19: Auto Mall Pkwy / Fremont Blvd



Street Name:	Fremont Blvd						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	885	545	199	220	107	280	1613	76	112	996	301
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	885	545	199	220	107	280	1613	76	112	996	301
Added Vol:	269	171	131	12	76	0	1	81	138	82	150	25
Approved:	2	57	0	0	3	1	5	54	3	0	47	32
Initial Fut:	404	1113	676	211	299	108	286	1748	217	194	1193	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	419	1154	701	219	310	112	297	1812	225	201	1237	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1154	701	219	310	112	297	1812	225	201	1237	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	419	1154	701	219	310	112	297	1812	225	201	1237	371

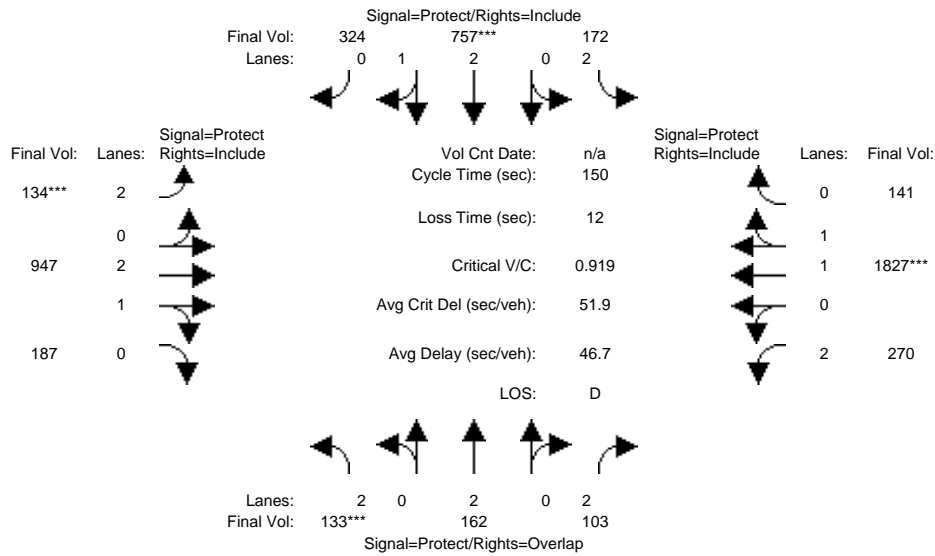
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.89	0.92	0.91	0.91	0.92	0.91	0.83	0.92	0.88	0.88
Lanes:	2.00	1.24	0.76	2.00	1.47	0.53	2.00	3.00	1.00	2.00	2.31	0.69
Final Sat.:	3502	2113	1283	3502	2546	920	3502	5187	1568	3502	3850	1155

Capacity Analysis Module:												
Vol/Sat:	0.12	0.55	0.55	0.06	0.12	0.12	0.08	0.35	0.14	0.06	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.27	0.49	0.49	0.06	0.28	0.28	0.08	0.31	0.59	0.05	0.29	0.29
Volume/Cap:	0.44	1.11	1.11	1.11	0.44	0.44	1.11	1.11	0.24	1.11	1.11	1.11
Uniform Del:	42.2	35.6	35.6	66.1	41.7	41.7	64.7	48.0	14.0	66.4	49.7	49.7
IncrementDel:	0.3	58.9	58.9	96.9	0.3	0.3	87.2	59.1	0.1	99.7	59.2	59.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.5	94.5	94.5	163.0	42.1	42.1	151.8	107	14.1	166.0	109	108.9
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:	42.5	94.5	94.5	163.0	42.1	42.1	151.8	107	14.1	166.0	109	108.9
LOS by Move:	D	F	F	F	D	D	F	F	B	F	F	F
HCM2kAvgQ:	8	57	56	9	8	8	9	37	4	6	31	31

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

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

Intersection #20: Auto Mall Pkwy / Osgood



Street Name:	Osgood						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	125	155	96	164	707	313	116	906	155	237	1730	131
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:	125	155	96	164	707	313	116	906	155	237	1730	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	4	2	4	2	25	0	14	10	26	24	37	5
Initial Fut:	129	157	100	166	732	313	130	916	181	261	1767	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	133	162	103	172	757	324	134	947	187	270	1827	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	162	103	172	757	324	134	947	187	270	1827	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	133	162	103	172	757	324	134	947	187	270	1827	141

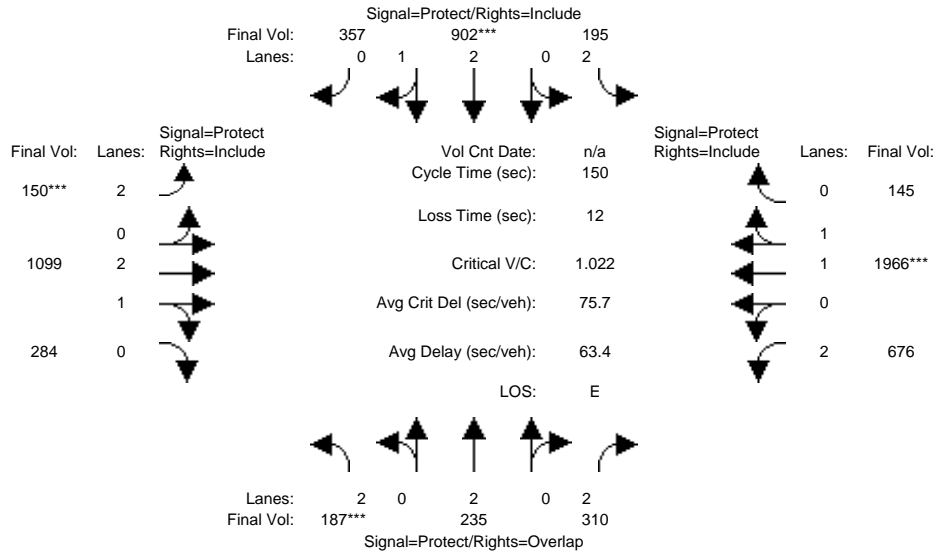
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.74	0.92	0.87	0.87	0.92	0.89	0.89	0.92	0.94	0.94
Lanes:	2.00	2.00	2.00	2.00	2.10	0.90	2.00	2.50	0.50	2.00	1.86	0.14
Final Sat.:	3502	3610	2827	3502	3470	1484	3502	4221	834	3502	3315	255

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.22	0.22	0.04	0.22	0.22	0.08	0.55	0.55
Crit Moves:	***			****			****			****		
Green/Cycle:	0.04	0.16	0.32	0.12	0.24	0.24	0.04	0.48	0.48	0.16	0.60	0.60
Volume/Cap:	0.92	0.28	0.11	0.42	0.92	0.92	0.92	0.47	0.47	0.47	0.92	0.92
Uniform Del:	71.6	55.3	35.5	61.3	55.8	55.8	71.6	26.4	26.4	56.8	26.8	26.8
IncramntDel:	51.1	0.3	0.1	0.7	11.5	11.5	50.9	0.1	0.1	0.6	7.0	7.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	122.8	55.6	35.6	62.0	67.3	67.3	122.5	26.6	26.6	57.4	33.8	33.8
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:	122.8	55.6	35.6	62.0	67.3	67.3	122.5	26.6	26.6	57.4	33.8	33.8
LOS by Move:	F	E	D	E	E	E	F	C	C	E	C	C
HCM2kAvgQ:	5	4	2	4	21	21	4	12	12	6	44	44

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #20: Auto Mall Pkwy / Osgood

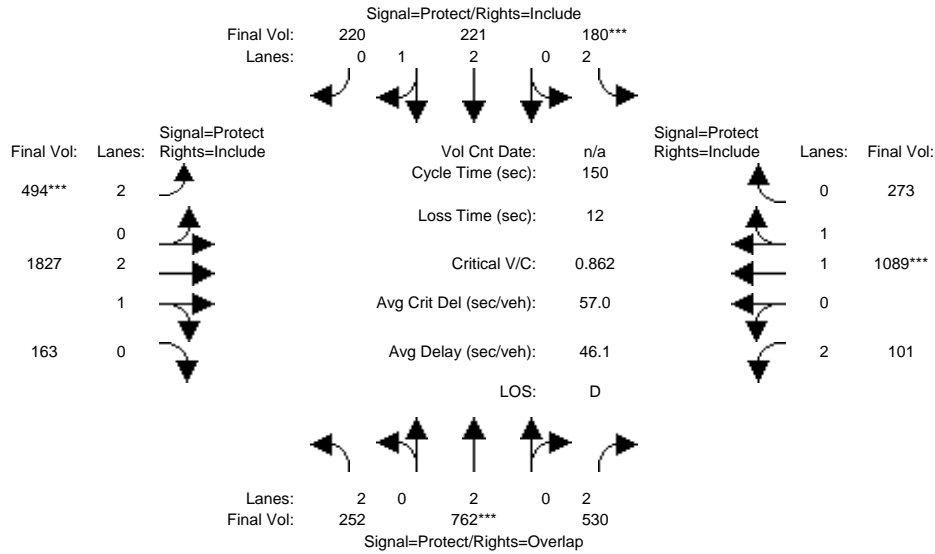


Street Name:	Osgood						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	155	96	164	707	313	116	906	155	237	1730	131
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:	125	155	96	164	707	313	116	906	155	237	1730	131
Added Vol:	52	70	200	23	140	32	15	147	94	393	134	4
Approved:	4	2	4	2	25	0	14	10	26	24	37	5
Initial Fut:	181	227	300	189	872	345	145	1063	275	654	1901	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	187	235	310	195	902	357	150	1099	284	676	1966	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	235	310	195	902	357	150	1099	284	676	1966	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	187	235	310	195	902	357	150	1099	284	676	1966	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.74	0.92	0.87	0.87	0.92	0.88	0.88	0.92	0.94	0.94
Lanes:	2.00	2.00	2.00	2.00	2.15	0.85	2.00	2.38	0.62	2.00	1.86	0.14
Final Sat.:	3502	3610	2827	3502	3560	1409	3502	3991	1032	3502	3329	245
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.11	0.06	0.25	0.25	0.04	0.28	0.28	0.19	0.59	0.59
Crit Moves:	***				***		***				***	
Green/Cycle:	0.05	0.16	0.42	0.14	0.25	0.25	0.04	0.36	0.36	0.26	0.58	0.58
Volume/Cap:	1.02	0.40	0.26	0.41	1.02	1.02	1.02	0.76	0.76	0.76	1.02	1.02
Uniform Del:	71.1	56.1	28.5	59.2	56.4	56.4	71.9	41.8	41.8	51.5	31.7	31.7
IncrcmntDel:	72.3	0.4	0.1	0.6	31.3	31.3	80.2	1.9	1.9	3.7	25.5	25.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	143.4	56.6	28.6	59.8	87.7	87.7	152.0	43.7	43.7	55.3	57.2	57.2
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:	143.4	56.6	28.6	59.8	87.7	87.7	152.0	43.7	43.7	55.3	57.2	57.2
LOS by Move:	F	E	C	E	F	F	F	D	D	E	E	E
HCM2kAvgQ:	8	5	5	5	27	27	4	19	19	14	55	55

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

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

Intersection #20: Auto Mall Pkwy / Osgood



Street Name:	Osgood						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	220	717	487	168	208	214	440	1732	149	93	1002	254
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:	220	717	487	168	208	214	440	1732	149	93	1002	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	25	25	29	7	7	0	41	46	10	5	58	12
Initial Fut:	245	742	516	175	215	214	481	1778	159	98	1060	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	252	762	530	180	221	220	494	1827	163	101	1089	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	762	530	180	221	220	494	1827	163	101	1089	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	252	762	530	180	221	220	494	1827	163	101	1089	273

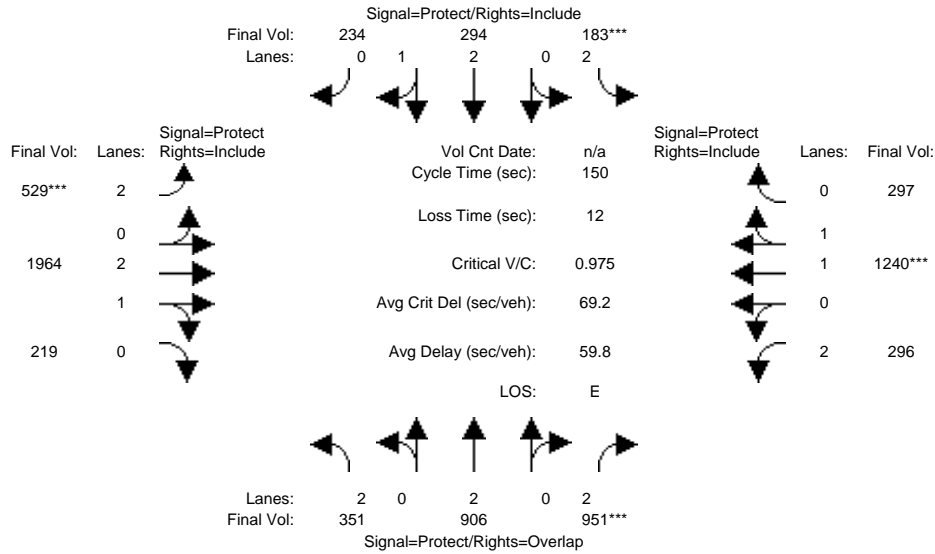
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.74	0.92	0.84	0.84	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.75	0.25	2.00	1.60	0.40
Final Sat.:	3502	3610	2800	3502	3199	1595	3502	4704	421	3502	2797	702

Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.19	0.05	0.07	0.14	0.14	0.39	0.39	0.03	0.39	0.39
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.25	0.29	0.06	0.20	0.20	0.16	0.57	0.57	0.04	0.45	0.45
Volume/Cap:	0.69	0.86	0.66	0.86	0.34	0.69	0.86	0.68	0.68	0.68	0.86	0.86
Uniform Del:	64.8	54.2	47.0	69.9	51.5	55.6	61.1	22.4	22.4	70.8	36.9	36.9
IncrcmntDel:	5.5	8.7	2.0	28.7	0.2	3.2	12.7	0.6	0.6	11.9	5.1	5.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.3	62.9	49.0	98.6	51.7	58.8	73.7	23.0	23.0	82.7	42.0	42.0
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:	70.3	62.9	49.0	98.6	51.7	58.8	73.7	23.0	23.0	82.7	42.0	42.0
LOS by Move:	E	E	D	F	D	E	E	C	C	F	D	D
HCM2kAvgQ:	7	20	13	6	5	11	11	22	22	2	31	31

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #20: Auto Mall Pkwy / Osgood

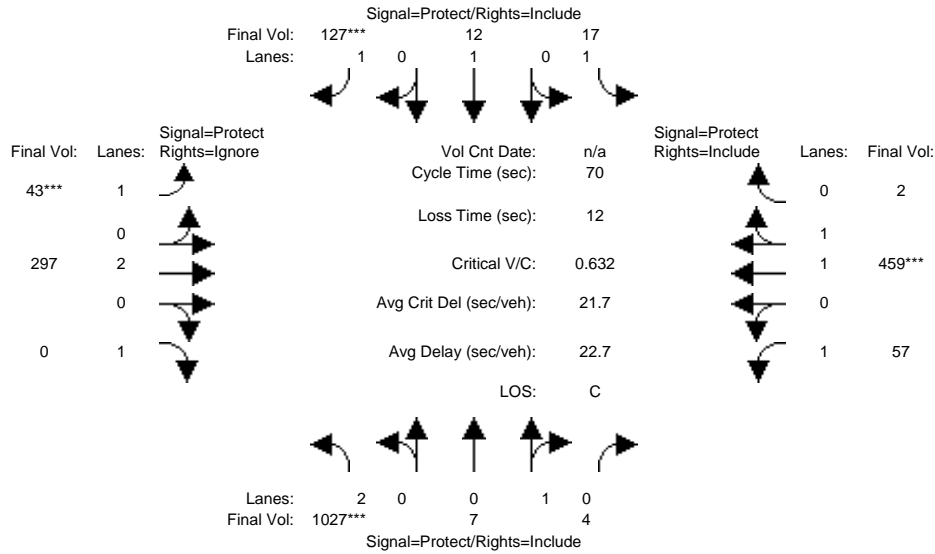


Street Name:	Osgood						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	717	487	168	208	214	440	1732	149	93	1002	254
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:	220	717	487	168	208	214	440	1732	149	93	1002	254
Added Vol:	97	140	410	3	71	14	34	134	54	190	147	23
Approved:	25	25	29	7	7	0	41	46	10	5	58	12
Initial Fut:	342	882	926	178	286	228	515	1912	213	288	1207	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	351	906	951	183	294	234	529	1964	219	296	1240	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	906	951	183	294	234	529	1964	219	296	1240	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	351	906	951	183	294	234	529	1964	219	296	1240	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.74	0.92	0.85	0.85	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.70	0.30	2.00	1.61	0.39
Final Sat.:	3502	3610	2800	3502	3226	1609	3502	4597	512	3502	2826	677
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.34	0.05	0.09	0.15	0.15	0.43	0.43	0.08	0.44	0.44
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.26	0.36	0.05	0.19	0.19	0.15	0.50	0.50	0.10	0.45	0.45
Volume/Cap:	0.78	0.96	0.94	0.98	0.49	0.78	0.98	0.85	0.85	0.85	0.98	0.98
Uniform Del:	63.3	54.6	46.3	70.9	54.6	58.1	63.1	32.1	32.1	66.4	40.4	40.4
IncrcmntDel:	8.5	20.0	15.8	58.3	0.3	5.8	32.3	2.8	2.8	17.1	17.1	17.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.8	74.6	62.1	129.2	54.9	63.9	95.4	34.9	34.9	83.5	57.5	57.5
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:	71.8	74.6	62.1	129.2	54.9	63.9	95.4	34.9	34.9	83.5	57.5	57.5
LOS by Move:	E	E	E	F	D	E	F	C	C	F	E	E
HCM2kAvgQ:	10	26	28	7	7	13	12	29	29	7	41	40

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

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

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	916	3	4	1	8	74	18	263	368	52	392	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:	916	3	4	1	8	74	18	263	368	52	392	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	15	3	0	14	3	41	21	6	5	0	24	2
Initial Fut:	931	6	4	15	11	115	39	269	373	52	416	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	1027	7	4	17	12	127	43	297	0	57	459	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1027	7	4	17	12	127	43	297	0	57	459	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	1027	7	4	17	12	127	43	297	0	57	459	2

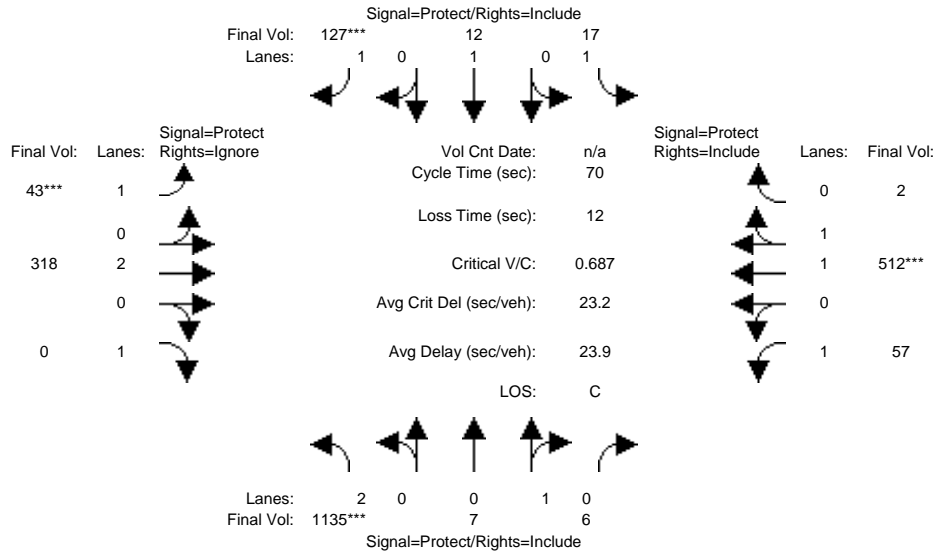
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	1.00	0.85	0.95	0.95	1.00	0.95	0.95	0.95
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3502	1072	714	1805	1900	1615	1805	3610	1900	1805	3589	17

Capacity Analysis Module:												
Vol/Sat:	0.29	0.01	0.01	0.01	0.01	0.08	0.02	0.08	0.00	0.03	0.13	0.13
Crit Moves:	***					***	***				***	
Green/Cycle:	0.44	0.41	0.41	0.17	0.14	0.14	0.06	0.18	0.00	0.07	0.19	0.19
Volume/Cap:	0.67	0.01	0.01	0.06	0.04	0.55	0.42	0.46	0.00	0.45	0.67	0.67
Uniform Del:	15.7	12.1	12.1	24.6	25.9	27.9	31.9	25.8	0.0	31.2	26.3	26.3
IncramntDel:	1.2	0.0	0.0	0.1	0.1	2.8	2.7	0.5	0.0	2.5	2.6	2.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	16.8	12.1	12.1	24.7	25.9	30.7	34.6	26.4	0.0	33.7	28.8	28.8
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:	16.8	12.1	12.1	24.7	25.9	30.7	34.6	26.4	0.0	33.7	28.8	28.8
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	10	0	0	0	0	3	1	3	0	2	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project_AM

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	916	3	4	1	8	74	18	263	368	52	392	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:	916	3	4	1	8	74	18	263	368	52	392	0
Added Vol:	98	0	1	0	0	0	0	19	219	0	48	0
Approved:	15	3	0	14	3	41	21	6	5	0	24	2
Initial Fut:	1029	6	5	15	11	115	39	288	592	52	464	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	1135	7	6	17	12	127	43	318	0	57	512	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1135	7	6	17	12	127	43	318	0	57	512	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1135	7	6	17	12	127	43	318	0	57	512	2

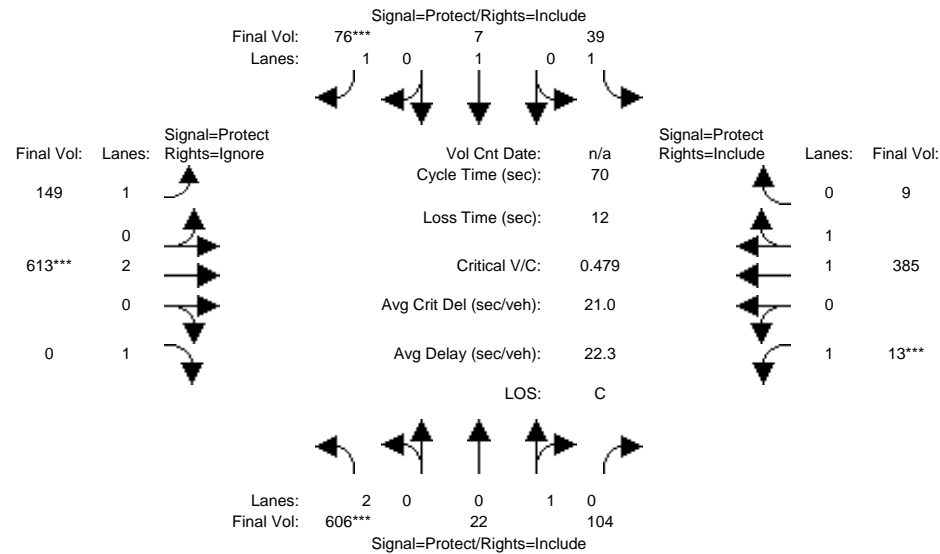
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	1.00	0.85	0.95	0.95	1.00	0.95	0.95	0.95
Lanes:	2.00	0.55	0.45	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3502	966	805	1805	1900	1615	1805	3610	1900	1805	3591	15

Capacity Analysis Module:												
Vol/Sat:	0.32	0.01	0.01	0.01	0.01	0.08	0.02	0.09	0.00	0.03	0.14	0.14
Crit Moves:	***					***	***				***	
Green/Cycle:	0.44	0.41	0.41	0.17	0.14	0.14	0.06	0.18	0.00	0.07	0.19	0.19
Volume/Cap:	0.74	0.02	0.02	0.06	0.04	0.55	0.42	0.49	0.00	0.45	0.74	0.74
Uniform Del:	16.4	12.1	12.1	24.6	25.9	27.9	31.9	25.9	0.0	31.2	26.7	26.7
IncrementDel:	2.0	0.0	0.0	0.1	0.1	2.8	2.7	0.6	0.0	2.5	4.3	4.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	18.4	12.1	12.1	24.7	25.9	30.7	34.6	26.5	0.0	33.6	31.0	31.0
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:	18.4	12.1	12.1	24.7	25.9	30.7	34.6	26.5	0.0	33.6	31.0	31.0
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	12	0	0	0	0	3	1	3	0	2	7	7

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

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

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
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:	545	5	95	7	1	38	72	536	770	8	331	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:	545	5	95	7	1	38	72	536	770	8	331	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	9	15	0	29	5	31	64	24	23	4	21	4
Initial Fut:	554	20	95	36	6	69	136	560	793	12	352	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	606	22	104	39	7	76	149	613	0	13	385	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	606	22	104	39	7	76	149	613	0	13	385	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	606	22	104	39	7	76	149	613	0	13	385	9

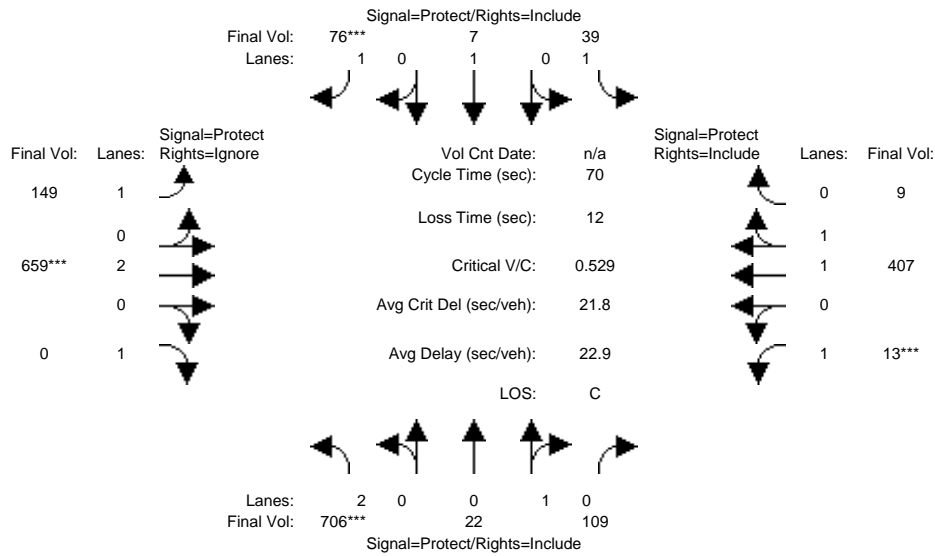
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	1.00	0.85	0.95	0.95	1.00	0.95	0.95	0.95
Lanes:	2.00	0.17	0.83	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3502	289	1375	1805	1900	1615	1805	3610	1900	1805	3519	80

Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.08	0.02	0.00	0.05	0.08	0.17	0.00	0.01	0.11	0.11
Crit Moves:	***					***		***		***		
Green/Cycle:	0.32	0.33	0.33	0.13	0.14	0.14	0.13	0.31	0.00	0.06	0.23	0.23
Volume/Cap:	0.55	0.23	0.23	0.17	0.02	0.33	0.61	0.55	0.00	0.13	0.47	0.47
Uniform Del:	19.7	17.1	17.1	27.0	25.8	27.0	28.6	20.0	0.0	31.3	23.1	23.1
IncramntDel:	0.6	0.2	0.2	0.3	0.0	0.8	4.5	0.6	0.0	0.6	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	20.3	17.3	17.3	27.3	25.8	27.8	33.1	20.6	0.0	31.9	23.5	23.5
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:	20.3	17.3	17.3	27.3	25.8	27.8	33.1	20.6	0.0	31.9	23.5	23.5
LOS by Move:	C	B	B	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	6	2	2	1	0	2	3	6	0	0	4	4

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	545	5	95	7	1	38	72	536	770	8	331	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:	545	5	95	7	1	38	72	536	770	8	331	4
Added Vol:	91	0	5	0	0	0	0	42	389	0	20	0
Approved:	9	15	0	29	5	31	64	24	23	4	21	4
Initial Fut:	645	20	100	36	6	69	136	602	1182	12	372	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	706	22	109	39	7	76	149	659	0	13	407	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	706	22	109	39	7	76	149	659	0	13	407	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	706	22	109	39	7	76	149	659	0	13	407	9

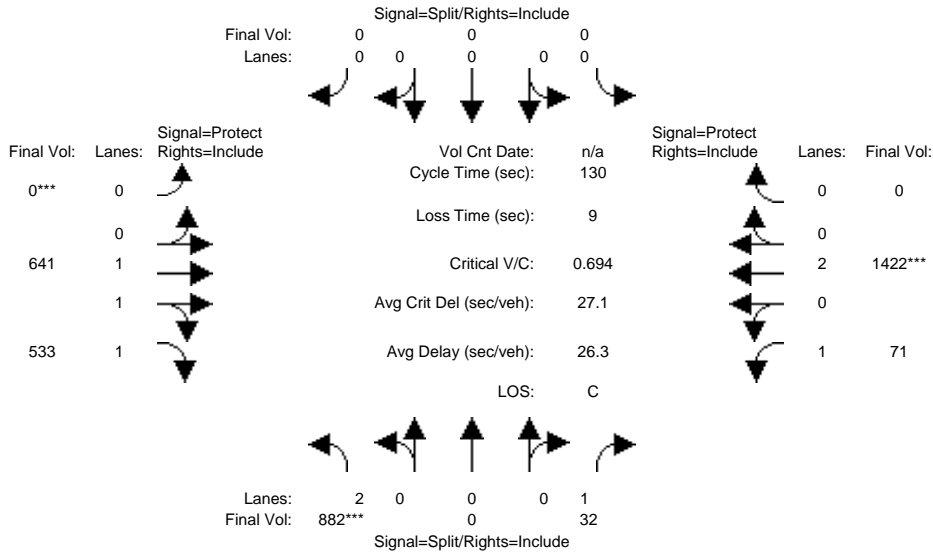
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	1.00	0.85	0.95	0.95	1.00	0.95	0.95	0.95
Lanes:	2.00	0.17	0.83	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3502	277	1385	1805	1900	1615	1805	3610	1900	1805	3523	76

Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.08	0.02	0.00	0.05	0.08	0.18	0.00	0.01	0.12	0.12
Crit Moves:	***					***		***		***		
Green/Cycle:	0.33	0.34	0.34	0.14	0.14	0.14	0.13	0.30	0.00	0.06	0.23	0.23
Volume/Cap:	0.61	0.23	0.23	0.16	0.02	0.33	0.63	0.61	0.00	0.13	0.51	0.51
Uniform Del:	19.7	16.7	16.7	26.8	25.8	27.0	28.9	21.1	0.0	31.3	23.7	23.7
IncramntDel:	1.0	0.2	0.2	0.3	0.0	0.8	5.5	1.0	0.0	0.6	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	20.7	16.9	16.9	27.1	25.8	27.8	34.4	22.1	0.0	31.9	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	16.9	16.9	27.1	25.8	27.8	34.4	22.1	0.0	31.9	24.3	24.3
LOS by Move:	C	B	B	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	7	2	2	1	0	2	3	6	0	0	5	5

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

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

Intersection #22: Auto Mall Pkwy / I-680 Southbound



Street Name:	I-680 Southbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	861	0	28	0	0	0	0	613	525	56	1343	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:	861	0	28	0	0	0	0	613	525	56	1343	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	15	0	4	0	0	0	0	24	5	15	70	0
Initial Fut:	876	0	32	0	0	0	0	637	530	71	1413	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	882	0	32	0	0	0	0	641	533	71	1422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	882	0	32	0	0	0	0	641	533	71	1422	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 Volume:	882	0	32	0	0	0	0	641	533	71	1422	0

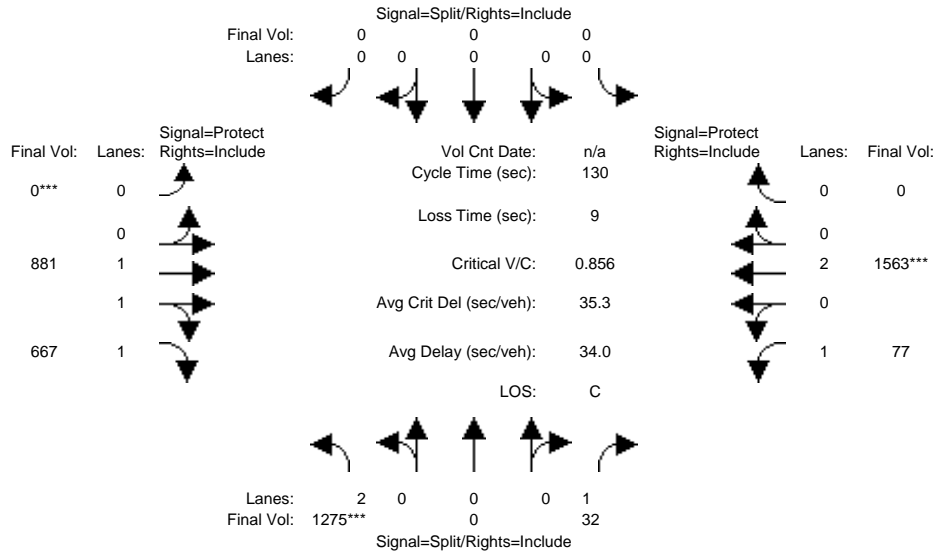
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.64	1.36	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	2755	2292	1805	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.02	0.00	0.00	0.00	0.00	0.23	0.23	0.04	0.39	0.00
Crit Moves:	***						***			***		
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.49	0.49	0.08	0.57	0.00
Volume/Cap:	0.69	0.00	0.05	0.00	0.00	0.00	0.00	0.48	0.48	0.48	0.69	0.00
Uniform Del:	35.3	0.0	26.9	0.0	0.0	0.0	0.0	22.4	22.4	57.0	20.0	0.0
IncramntDel:	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	2.4	1.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	36.9	0.0	27.0	0.0	0.0	0.0	0.0	22.6	22.6	59.4	21.1	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:	36.9	0.0	27.0	0.0	0.0	0.0	0.0	22.6	22.6	59.4	21.1	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	16	0	1	0	0	0	0	11	11	3	21	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #22: Auto Mall Pkwy / I-680 Southbound



Street Name:	I-680 Southbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	861	0	28	0	0	0	0	613	525	56	1343	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:	861	0	28	0	0	0	0	613	525	56	1343	0
Added Vol:	391	0	0	0	0	0	0	238	133	6	140	0
Approved:	15	0	4	0	0	0	0	24	5	15	70	0
Initial Fut:	1267	0	32	0	0	0	0	875	663	77	1553	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	1275	0	32	0	0	0	0	881	667	77	1563	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1275	0	32	0	0	0	0	881	667	77	1563	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 Volume:	1275	0	32	0	0	0	0	881	667	77	1563	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	0.89	0.89	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.71	1.29	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	2880	2183	1805	3610	0

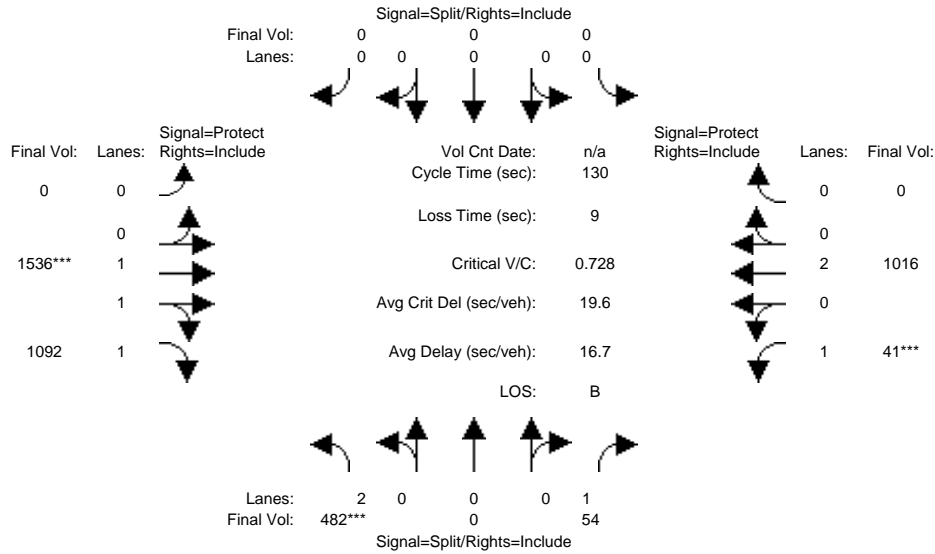
Capacity Analysis Module:

Vol/Sat:	0.36	0.00	0.02	0.00	0.00	0.00	0.00	0.31	0.31	0.04	0.43	0.00
Crit Moves:	***						***			***		
Green/Cycle:	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.44	0.44	0.06	0.51	0.00
Volume/Cap:	0.86	0.00	0.05	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.86	0.00
Uniform Del:	33.8	0.0	21.9	0.0	0.0	0.0	0.0	29.0	29.0	59.7	28.0	0.0
IncrcmntDel:	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	16.6	4.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	38.9	0.0	21.9	0.0	0.0	0.0	0.0	29.9	29.9	76.4	32.3	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:	38.9	0.0	21.9	0.0	0.0	0.0	0.0	29.9	29.9	76.4	32.3	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	26	0	1	0	0	0	0	17	17	3	28	0

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

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

Intersection #22: Auto Mall Pkwy / I-680 Southbound



Street Name:	I-680 Southbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	445	0	44	0	0	0	0	1350	1007	30	901	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:	445	0	44	0	0	0	0	1350	1007	30	901	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	10	0	7	0	0	0	0	99	23	9	57	0
Initial Fut:	455	0	51	0	0	0	0	1449	1030	39	958	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	482	0	54	0	0	0	0	1536	1092	41	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	0	54	0	0	0	0	1536	1092	41	1016	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 Volume:	482	0	54	0	0	0	0	1536	1092	41	1016	0

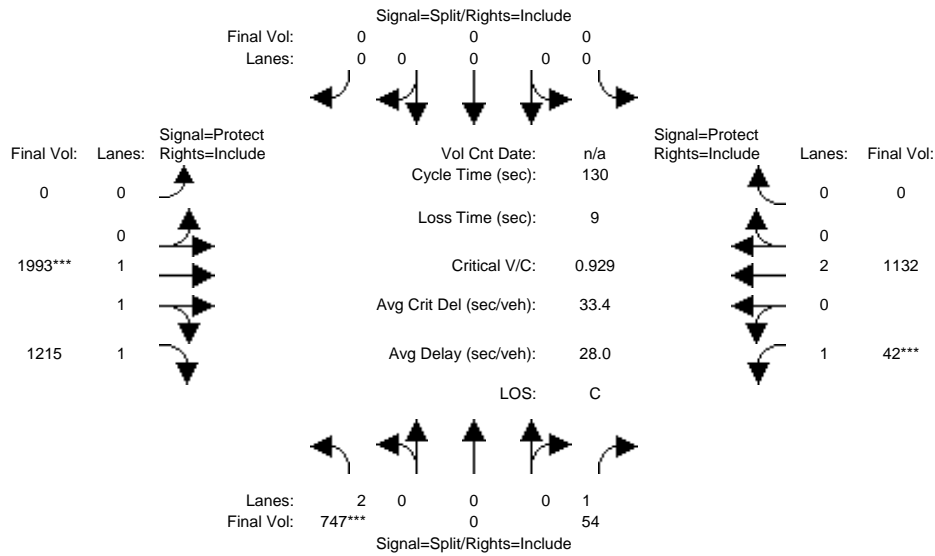
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.75	1.25	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	2969	2110	1805	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.03	0.00	0.00	0.00	0.00	0.52	0.52	0.02	0.28	0.00
Crit Moves:	***						***			***		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.71	0.71	0.03	0.74	0.00
Volume/Cap:	0.73	0.00	0.18	0.00	0.00	0.00	0.00	0.73	0.73	0.73	0.38	0.00
Uniform Del:	49.6	0.0	44.2	0.0	0.0	0.0	0.0	11.3	11.3	62.4	6.0	0.0
IncrcmntDel:	4.1	0.0	0.3	0.0	0.0	0.0	0.0	0.8	0.8	37.7	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	53.7	0.0	44.5	0.0	0.0	0.0	0.0	12.1	12.1	100.1	6.1	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:	53.7	0.0	44.5	0.0	0.0	0.0	0.0	12.1	12.1	100.1	6.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	F	A	A
HCM2kAvgQ:	11	0	2	0	0	0	0	22	22	2	8	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #22: Auto Mall Pkwy / I-680 Southbound



Street Name:	I-680 Southbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	445	0	44	0	0	0	0	1350	1007	30	901	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:	445	0	44	0	0	0	0	1350	1007	30	901	0
Added Vol:	250	0	0	0	0	0	0	431	116	1	110	0
Approved:	10	0	7	0	0	0	0	99	23	9	57	0
Initial Fut:	705	0	51	0	0	0	0	1880	1146	40	1068	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	747	0	54	0	0	0	0	1993	1215	42	1132	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	747	0	54	0	0	0	0	1993	1215	42	1132	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 Volume:	747	0	54	0	0	0	0	1993	1215	42	1132	0

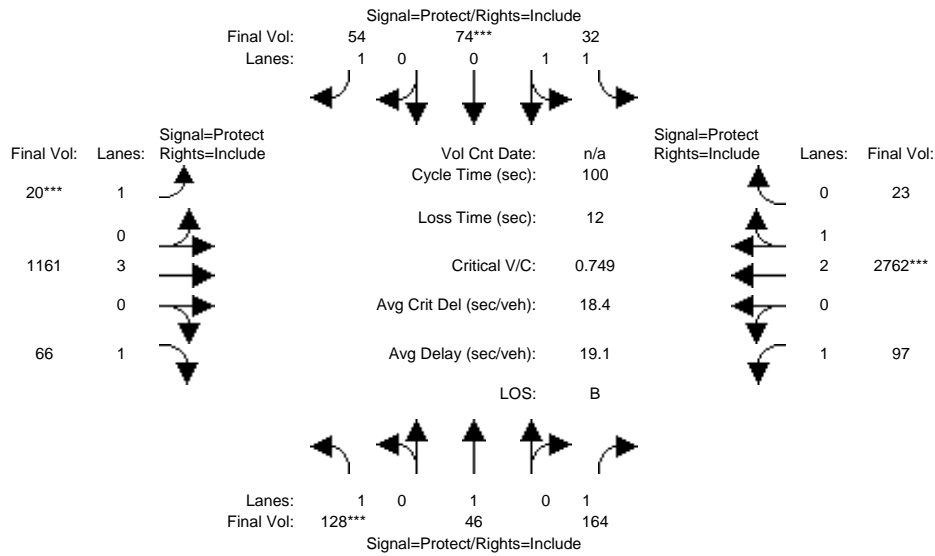
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.86	1.14	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3172	1934	1805	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.03	0.00	0.00	0.00	0.00	0.63	0.63	0.02	0.31	0.00
Crit Moves:	***						***			***		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.67	0.67	0.03	0.70	0.00
Volume/Cap:	0.94	0.00	0.15	0.00	0.00	0.00	0.00	0.94	0.94	0.76	0.45	0.00
Uniform Del:	49.2	0.0	40.1	0.0	0.0	0.0	0.0	18.8	18.8	62.5	8.4	0.0
IncrcmntDel:	18.0	0.0	0.2	0.0	0.0	0.0	0.0	5.7	5.7	46.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	67.2	0.0	40.2	0.0	0.0	0.0	0.0	24.5	24.5	108.5	8.5	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:	67.2	0.0	40.2	0.0	0.0	0.0	0.0	24.5	24.5	108.5	8.5	0.0
LOS by Move:	E	A	D	A	A	A	A	C	C	F	A	A
HCM2kAvgQ:	19	0	2	0	0	0	0	40	40	2	10	0

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

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

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	128	46	157	32	74	54	20	1128	66	90	2515	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:	128	46	157	32	74	54	20	1128	66	90	2515	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	7	0	0	0	0	33	0	7	247	0
Initial Fut:	128	46	164	32	74	54	20	1161	66	97	2762	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:	128	46	164	32	74	54	20	1161	66	97	2762	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	46	164	32	74	54	20	1161	66	97	2762	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	46	164	32	74	54	20	1161	66	97	2762	23

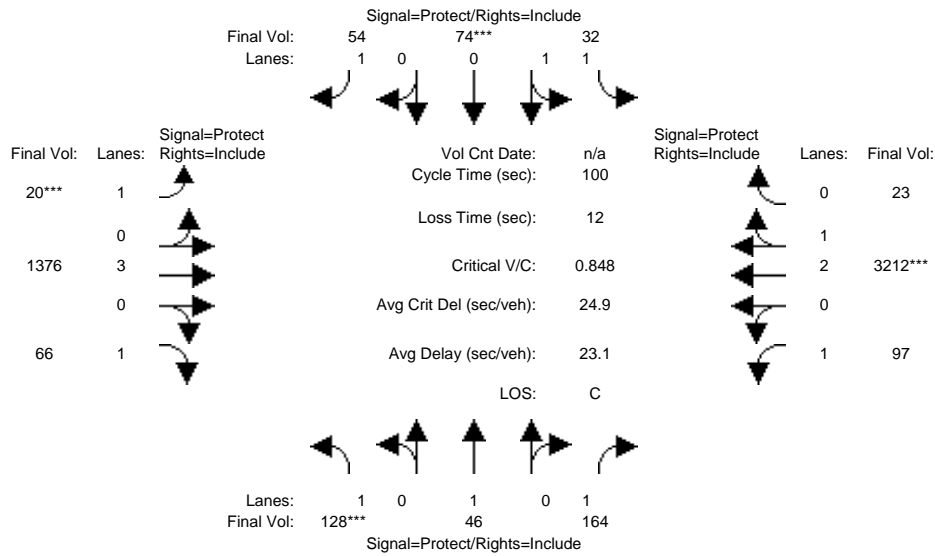
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.99	0.99	0.85	0.95	0.91	0.78	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	1805	1900	1611	1872	1872	1610	1805	5187	1476	1805	5139	43

Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.10	0.02	0.04	0.03	0.01	0.22	0.04	0.05	0.54	0.54
Crit Moves:	***				***		***				***	
Green/Cycle:	0.09	0.13	0.13	0.05	0.10	0.10	0.04	0.56	0.56	0.13	0.65	0.65
Volume/Cap:	0.82	0.18	0.76	0.33	0.40	0.34	0.28	0.40	0.08	0.40	0.82	0.82
Uniform Del:	44.9	38.5	41.8	45.7	42.2	41.9	46.6	12.5	10.2	39.6	13.0	13.0
IncrementDel:	28.3	0.3	14.7	0.6	1.0	1.2	2.1	0.1	0.0	1.1	1.7	1.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.2	38.8	56.4	46.3	43.1	43.1	48.7	12.6	10.2	40.7	14.7	14.7
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:	73.2	38.8	56.4	46.3	43.1	43.1	48.7	12.6	10.2	40.7	14.7	14.7
LOS by Move:	E	D	E	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	6	1	7	1	3	2	1	7	1	3	25	25

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	128	46	157	32	74	54	20	1128	66	90	2515	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:	128	46	157	32	74	54	20	1128	66	90	2515	23
Added Vol:	0	0	0	0	0	0	0	215	0	0	450	0
Approved:	0	0	7	0	0	0	0	33	0	7	247	0
Initial Fut:	128	46	164	32	74	54	20	1376	66	97	3212	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:	128	46	164	32	74	54	20	1376	66	97	3212	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	46	164	32	74	54	20	1376	66	97	3212	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	46	164	32	74	54	20	1376	66	97	3212	23

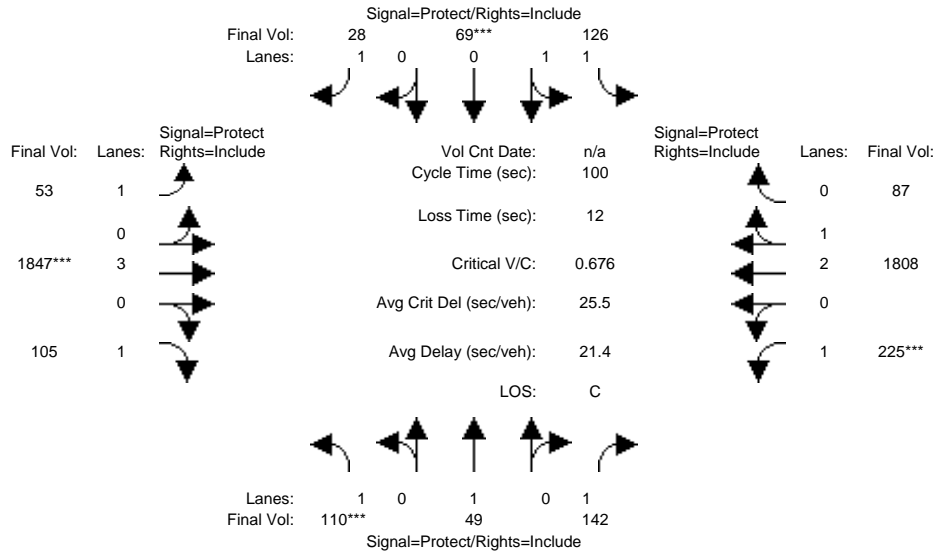
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.99	0.99	0.85	0.95	0.91	0.78	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	1805	1900	1611	1872	1872	1610	1805	5187	1476	1805	5145	37

Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.10	0.02	0.04	0.03	0.01	0.27	0.04	0.05	0.62	0.62
Crit Moves:	***				***		***				***	
Green/Cycle:	0.08	0.13	0.13	0.05	0.10	0.10	0.04	0.59	0.59	0.12	0.66	0.66
Volume/Cap:	0.94	0.19	0.81	0.35	0.40	0.34	0.28	0.45	0.08	0.45	0.94	0.94
Uniform Del:	46.0	39.1	42.5	46.0	42.2	41.9	46.6	11.7	9.0	41.0	15.0	15.0
IncrementDel:	58.7	0.4	20.8	0.7	1.0	1.2	2.1	0.1	0.0	1.5	6.0	6.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	104.7	39.5	63.4	46.6	43.1	43.1	48.7	11.8	9.0	42.6	21.0	21.0
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:	104.7	39.5	63.4	46.6	43.1	43.1	48.7	11.8	9.0	42.6	21.0	21.0
LOS by Move:	F	D	E	D	D	D	D	B	A	D	C	C
HCM2kAvgQ:	7	1	7	1	3	2	1	8	1	3	38	38

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

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

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	110	49	139	126	69	28	53	1683	105	224	1699	87
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:	110	49	139	126	69	28	53	1683	105	224	1699	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	3	0	0	0	0	164	0	1	109	0
Initial Fut:	110	49	142	126	69	28	53	1847	105	225	1808	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	49	142	126	69	28	53	1847	105	225	1808	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	49	142	126	69	28	53	1847	105	225	1808	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	110	49	142	126	69	28	53	1847	105	225	1808	87

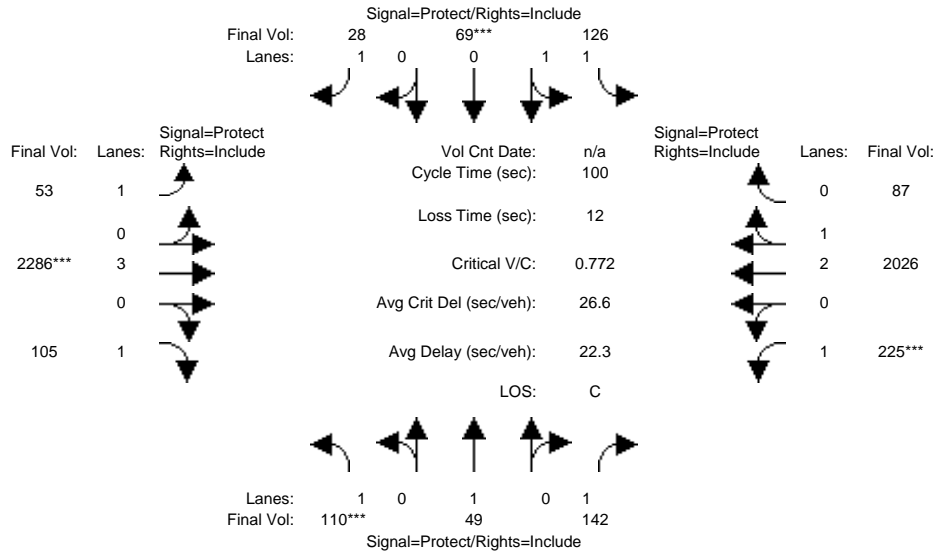
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.97	0.97	0.83	0.95	0.91	0.76	0.95	0.90	0.90
Lanes:	1.00	1.00	1.00	1.29	0.71	1.00	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	1805	1900	1599	2379	1303	1573	1805	5187	1453	1805	4914	236

Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.09	0.05	0.05	0.02	0.03	0.36	0.07	0.12	0.37	0.37
Crit Moves:	***				***			***		***		
Green/Cycle:	0.09	0.12	0.12	0.07	0.10	0.10	0.07	0.51	0.51	0.18	0.62	0.62
Volume/Cap:	0.69	0.21	0.72	0.81	0.53	0.18	0.43	0.69	0.14	0.69	0.59	0.59
Uniform Del:	44.3	39.5	42.2	46.2	42.8	41.2	44.8	18.4	12.8	38.5	11.2	11.2
IncrcmntDel:	12.6	0.5	12.5	18.9	1.5	0.5	2.4	0.8	0.1	6.4	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.9	39.9	54.7	65.1	44.2	41.8	47.2	19.2	12.9	44.9	11.5	11.5
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:	56.9	39.9	54.7	65.1	44.2	41.8	47.2	19.2	12.9	44.9	11.5	11.5
LOS by Move:	E	D	D	E	D	D	D	B	B	D	B	B
HCM2kAvgQ:	5	1	6	5	4	1	2	15	2	8	13	13

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	110	49	139	126	69	28	53	1683	105	224	1699	87
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:	110	49	139	126	69	28	53	1683	105	224	1699	87
Added Vol:	0	0	0	0	0	0	0	439	0	0	218	0
Approved:	0	0	3	0	0	0	0	164	0	1	109	0
Initial Fut:	110	49	142	126	69	28	53	2286	105	225	2026	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	49	142	126	69	28	53	2286	105	225	2026	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	49	142	126	69	28	53	2286	105	225	2026	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	110	49	142	126	69	28	53	2286	105	225	2026	87

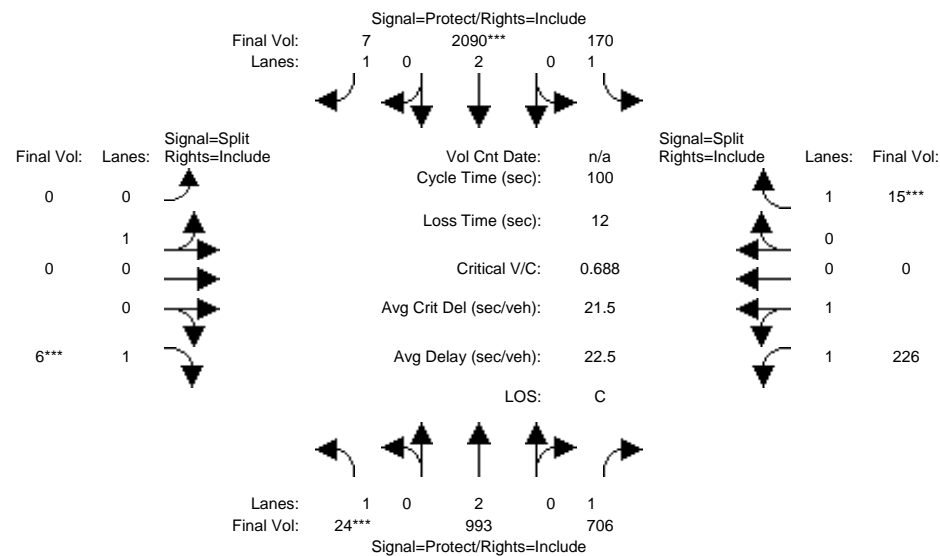
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.97	0.97	0.83	0.95	0.91	0.76	0.95	0.90	0.90
Lanes:	1.00	1.00	1.00	1.29	0.71	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	1805	1900	1599	2379	1303	1573	1805	5187	1453	1805	4944	212

Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.09	0.05	0.05	0.02	0.03	0.44	0.07	0.12	0.41	0.41
Crit Moves:	***				***			***			***	
Green/Cycle:	0.08	0.11	0.11	0.06	0.10	0.10	0.06	0.55	0.55	0.16	0.64	0.64
Volume/Cap:	0.80	0.22	0.77	0.87	0.53	0.18	0.47	0.80	0.13	0.80	0.64	0.64
Uniform Del:	45.5	40.2	43.0	46.6	42.8	41.2	45.3	18.2	11.0	40.8	10.9	10.9
IncrcmntDel:	27.9	0.5	18.1	28.5	1.5	0.5	3.1	1.7	0.1	15.3	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.4	40.7	61.1	75.1	44.2	41.8	48.3	19.9	11.0	56.1	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	40.7	61.1	75.1	44.2	41.8	48.3	19.9	11.0	56.1	11.3	11.3
LOS by Move:	E	D	E	E	D	D	D	B	B	E	B	B
HCM2kAvgQ:	5	2	6	5	4	1	1	20	1	9	15	15

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #24: Fremont Blvd/ Ingot St



Street Name:	Fremont Blvd						Ingot St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	24	400	1	110	1826	7	0	0	6	10	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	400	1	110	1826	7	0	0	6	10	0	3
Added Vol:	0	535	705	60	210	0	0	0	0	216	0	12
Approved:	0	58	0	0	54	0	0	0	0	0	0	0
Initial Fut:	24	993	706	170	2090	7	0	0	6	226	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:	24	993	706	170	2090	7	0	0	6	226	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	993	706	170	2090	7	0	0	6	226	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	993	706	170	2090	7	0	0	6	226	0	15

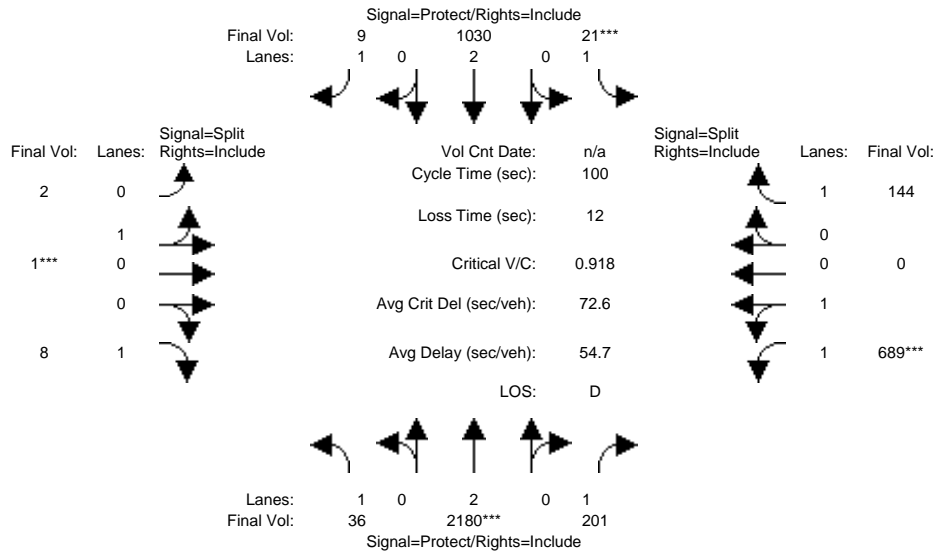
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	1.00	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	0	1900	1615	3618	0	1615

Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.44	0.09	0.58	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.56	0.56	0.12	0.64	0.64	0.00	0.00	0.10	0.10	0.00	0.10
Volume/Cap:	0.33	0.49	0.78	0.78	0.90	0.01	0.00	0.00	0.04	0.62	0.00	0.09
Uniform Del:	46.7	13.4	17.2	42.7	15.4	6.5	0.0	0.0	40.7	43.2	0.0	40.9
IncrcmntDel:	2.7	0.2	4.5	16.6	5.5	0.0	0.0	0.0	0.1	3.4	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.4	13.6	21.7	59.2	20.9	6.5	0.0	0.0	40.7	46.6	0.0	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	13.6	21.7	59.2	20.9	6.5	0.0	0.0	40.7	46.6	0.0	41.1
LOS by Move:	D	B	C	E	C	A	A	A	D	D	A	D
HCM2kAvgQ:	1	10	19	7	33	0	0	0	0	4	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #24: Fremont Blvd/ Ingot St



Street Name:	Fremont Blvd						Ingot St					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	36	1907	1	12	484	9	2	1	8	1	0	86
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:	36	1907	1	12	484	9	2	1	8	1	0	86
Added Vol:	0	214	200	9	537	0	0	0	0	688	0	58
Approved:	0	59	0	0	9	0	0	0	0	0	0	0
Initial Fut:	36	2180	201	21	1030	9	2	1	8	689	0	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2180	201	21	1030	9	2	1	8	689	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2180	201	21	1030	9	2	1	8	689	0	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	36	2180	201	21	1030	9	2	1	8	689	0	144

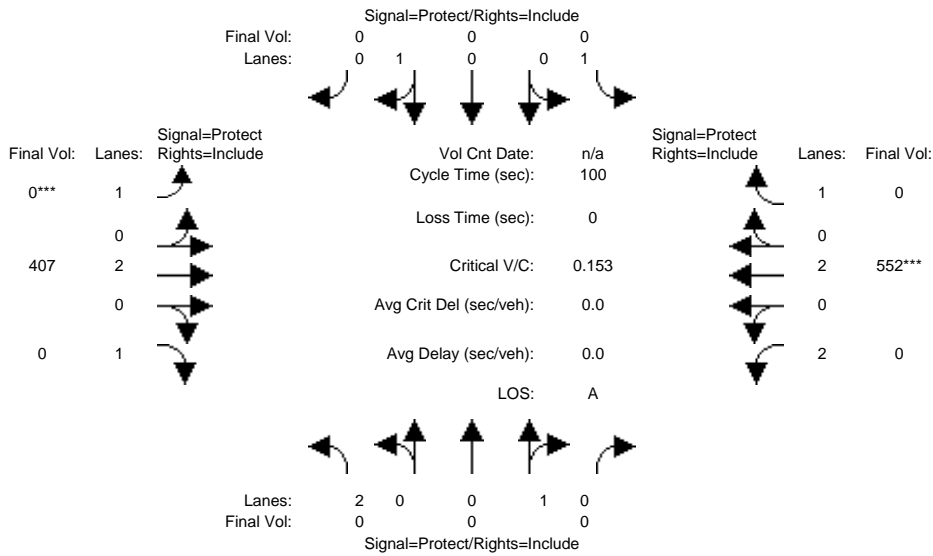
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.97	0.97	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.67	0.33	1.00	2.00	0.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1226	613	1615	3618	0	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.60	0.12	0.01	0.29	0.01	0.00	0.00	0.00	0.19	0.00	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.56	0.56	0.04	0.53	0.53	0.10	0.10	0.10	0.18	0.00	0.18
Volume/Cap:	0.27	1.07	0.22	0.29	0.54	0.01	0.02	0.02	0.05	1.07	0.00	0.50
Uniform Del:	43.7	21.9	10.9	46.6	15.6	11.2	40.6	40.6	40.7	41.1	0.0	37.1
IncrementDel:	1.1	43.0	0.1	2.2	0.3	0.0	0.0	0.0	0.1	56.9	0.0	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	44.8	64.9	11.1	48.9	15.9	11.2	40.6	40.6	40.8	98.0	0.0	38.6
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:	44.8	64.9	11.1	48.9	15.9	11.2	40.6	40.6	40.8	98.0	0.0	38.6
LOS by Move:	D	E	B	D	B	B	D	D	D	F	A	D
HCM2kAvgQ:	1	50	3	1	11	0	0	0	0	18	0	5

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

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

Intersection #25: Grimmer Blvd/ New Roadway



Street Name:	New Roadway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	0	0	0	0	0	0	0	331	0	0	522	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	331	0	0	522	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	76	0	0	30	0
Initial Fut:	0	0	0	0	0	0	0	407	0	0	552	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	0	0	0	0	0	407	0	0	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	407	0	0	552	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 Volume:	0	0	0	0	0	0	0	407	0	0	552	0

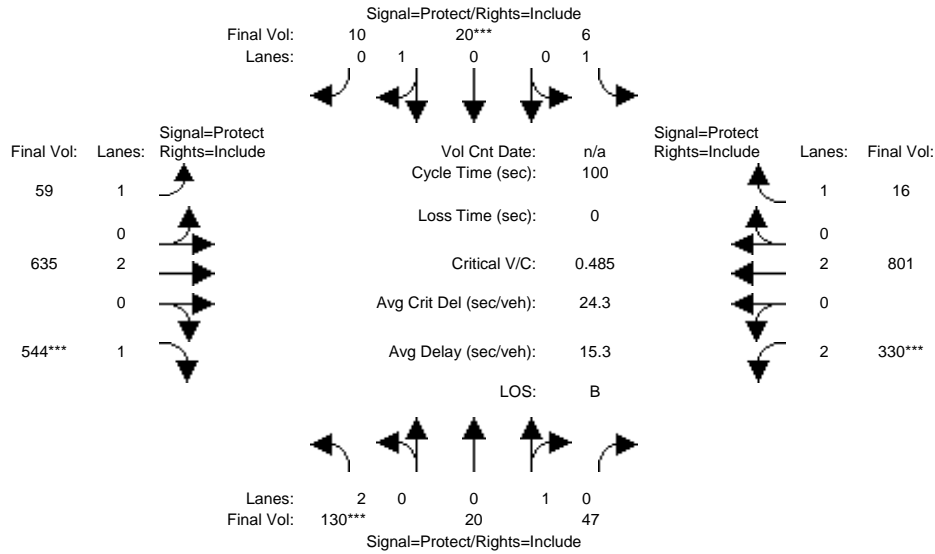
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	1.00	0.00	1.00	1.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3686	1900	0	1900	1900	0	1900	3610	1900	3686	3610	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.15	0.00
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.15	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncemntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_AM

Intersection #25: Grimmer Blvd/ New Roadway



Street Name:	New Roadway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	0	20	0	0	20	0	0	331	0	0	522	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	20	0	0	20	0	0	331	0	0	522	0
Added Vol:	130	0	47	6	0	10	59	228	544	330	249	16
Approved:	0	0	0	0	0	0	0	76	0	0	30	0
Initial Fut:	130	20	47	6	20	10	59	635	544	330	801	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	20	47	6	20	10	59	635	544	330	801	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	20	47	6	20	10	59	635	544	330	801	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	130	20	47	6	20	10	59	635	544	330	801	16

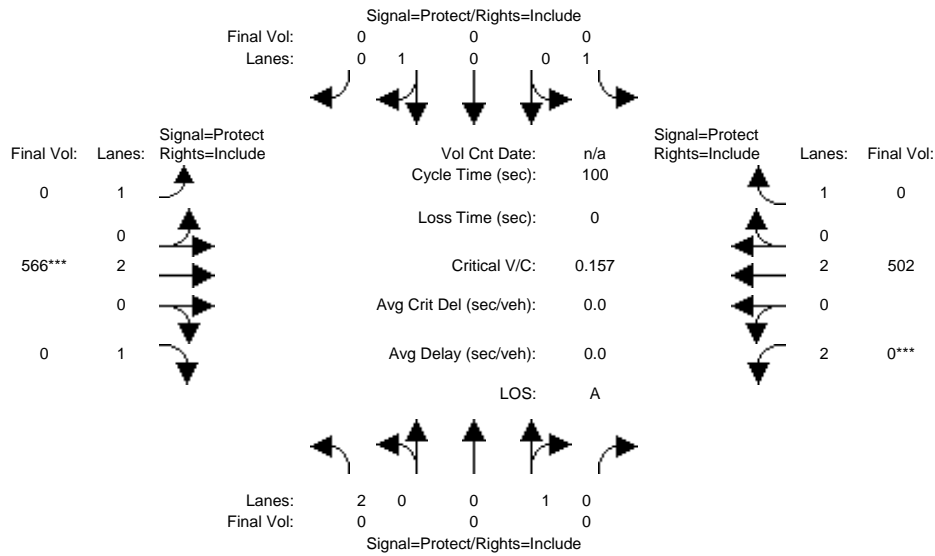
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.30	0.70	1.00	0.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	508	1193	1805	1203	602	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.02	0.02	0.03	0.18	0.34	0.09	0.22	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.12	0.12	0.05	0.10	0.10	0.13	0.65	0.65	0.18	0.70	0.70
Volume/Cap:	0.52	0.32	0.32	0.07	0.17	0.17	0.26	0.27	0.52	0.52	0.32	0.01
Uniform Del:	44.8	40.1	40.1	45.4	41.2	41.2	39.4	7.5	9.4	37.0	5.7	4.5
IncramntDel:	2.0	0.9	0.9	0.3	0.4	0.4	0.6	0.1	0.5	0.8	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.7	41.0	41.0	45.7	41.6	41.6	40.0	7.6	9.8	37.8	5.8	4.5
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:	46.7	41.0	41.0	45.7	41.6	41.6	40.0	7.6	9.8	37.8	5.8	4.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	3	2	2	0	1	1	2	4	9	4	5	0

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

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

Intersection #25: Grimmer Blvd/ New Roadway



Street Name:	New Roadway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	0	0	0	0	0	0	0	538	0	0	427	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	538	0	0	427	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	28	0	0	75	0
Initial Fut:	0	0	0	0	0	0	0	566	0	0	502	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	0	0	0	0	0	566	0	0	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	566	0	0	502	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 Volume:	0	0	0	0	0	0	0	566	0	0	502	0

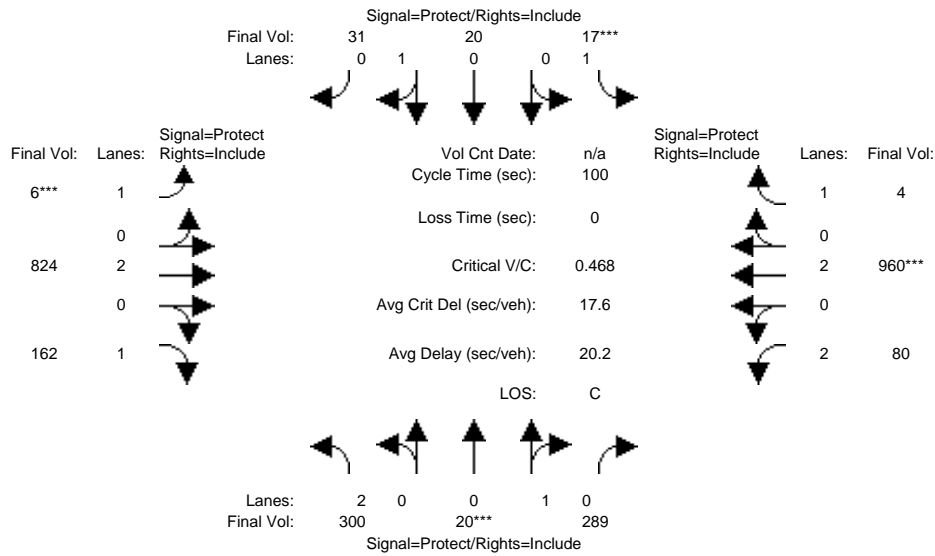
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	1.00	0.00	1.00	1.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3686	1900	0	1900	1900	0	1900	3610	1900	3686	3610	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.14	0.00
Crit Moves:								***			***	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.14	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background+Project_PM

Intersection #25: Grimmer Blvd/ New Roadway



Street Name:	New Roadway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	0	20	0	0	20	0	0	538	0	0	427	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	20	0	0	20	0	0	538	0	0	427	0
Added Vol:	300	0	289	17	0	31	6	258	162	80	458	4
Approved:	0	0	0	0	0	0	0	28	0	0	75	0
Initial Fut:	300	20	289	17	20	31	6	824	162	80	960	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:	300	20	289	17	20	31	6	824	162	80	960	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	20	289	17	20	31	6	824	162	80	960	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 Volume:	300	20	289	17	20	31	6	824	162	80	960	4

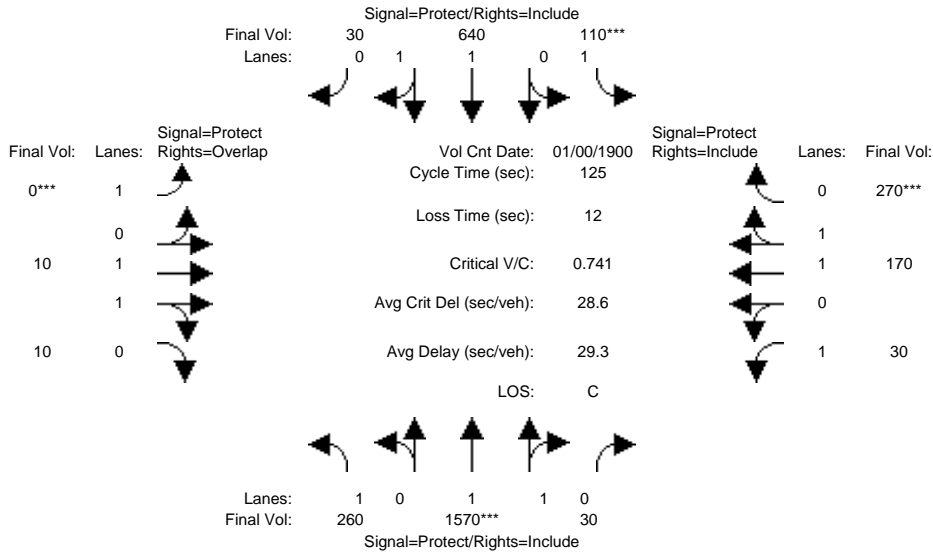
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.91	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.06	0.94	1.00	0.39	0.61	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	106	1528	1805	677	1050	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.01	0.03	0.03	0.00	0.23	0.10	0.02	0.27	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.38	0.38	0.04	0.23	0.23	0.04	0.49	0.49	0.09	0.54	0.54
Volume/Cap:	0.44	0.49	0.49	0.24	0.13	0.13	0.08	0.46	0.20	0.27	0.49	0.00
Uniform Del:	35.4	23.5	23.5	46.5	30.7	30.7	46.2	16.8	14.4	42.7	14.6	10.7
IncramntDel:	0.5	0.6	0.6	1.7	0.2	0.2	0.5	0.2	0.1	0.5	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.9	24.1	24.1	48.2	30.9	30.9	46.7	16.9	14.5	43.2	14.8	10.7
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:	35.9	24.1	24.1	48.2	30.9	30.9	46.7	16.9	14.5	43.2	14.8	10.7
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	5	7	7	1	1	1	0	9	3	1	9	0

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

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

Intersection #3: Mission Blvd / Paseo Padre Pkwy



Street Name:	Mission Blvd						Paseo Padre Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	260	1570	30	110	640	30	0	10	10	30	170	270
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:	260	1570	30	110	640	30	0	10	10	30	170	270
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:	260	1570	30	110	640	30	0	10	10	30	170	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1570	30	110	640	30	0	10	10	30	170	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1570	30	110	640	30	0	10	10	30	170	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	260	1570	30	110	640	30	0	10	10	30	170	270

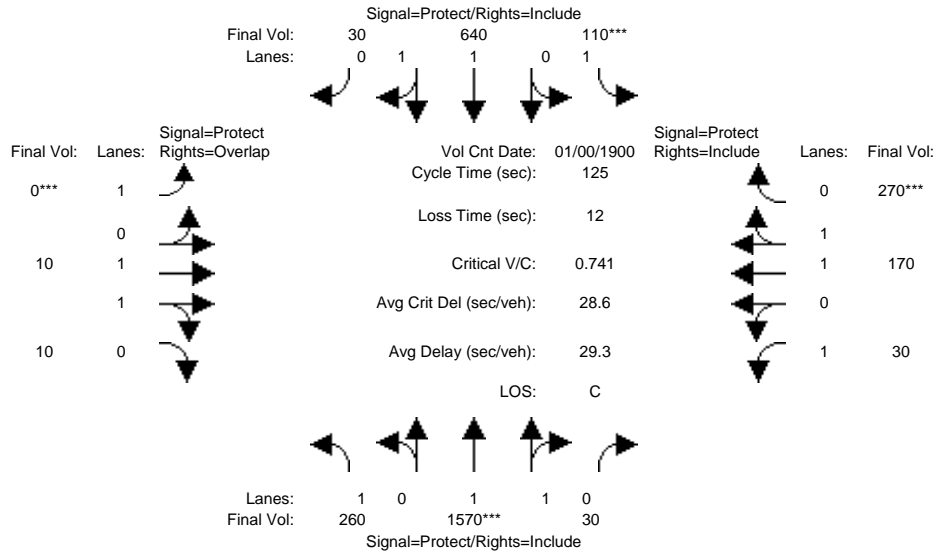
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	1.00	0.88	0.88	0.95	0.86	0.86
Lanes:	1.00	1.96	0.04	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3532	67	1805	3424	161	1900	1670	1670	1805	1639	1639

Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.06	0.19	0.19	0.00	0.01	0.01	0.02	0.10	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.30	0.60	0.60	0.08	0.39	0.39	0.00	0.16	0.46	0.06	0.22	0.22
Volume/Cap:	0.49	0.74	0.74	0.74	0.49	0.49	0.00	0.04	0.01	0.26	0.47	0.74
Uniform Del:	36.1	18.0	18.0	56.1	29.1	29.1	0.0	44.5	18.6	55.7	42.2	45.3
IncrcmntDel:	0.7	1.4	1.4	18.0	0.3	0.3	0.0	0.0	0.0	1.2	0.4	5.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.8	19.5	19.5	74.1	29.3	29.3	0.0	44.5	18.6	57.0	42.6	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	19.5	19.5	74.1	29.3	29.3	0.0	44.5	18.6	57.0	42.6	50.3
LOS by Move:	D	B	B	E	C	C	A	D	B	E	D	D
HCM2kAvgQ:	8	24	24	6	10	10	0	0	0	1	6	12

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #3: Mission Blvd / Paseo Padre Pkwy



Street Name:	Mission Blvd						Paseo Padre Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	260	1570	30	110	640	30	0	10	10	30	170	270
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:	260	1570	30	110	640	30	0	10	10	30	170	270
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:	260	1570	30	110	640	30	0	10	10	30	170	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1570	30	110	640	30	0	10	10	30	170	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1570	30	110	640	30	0	10	10	30	170	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	260	1570	30	110	640	30	0	10	10	30	170	270

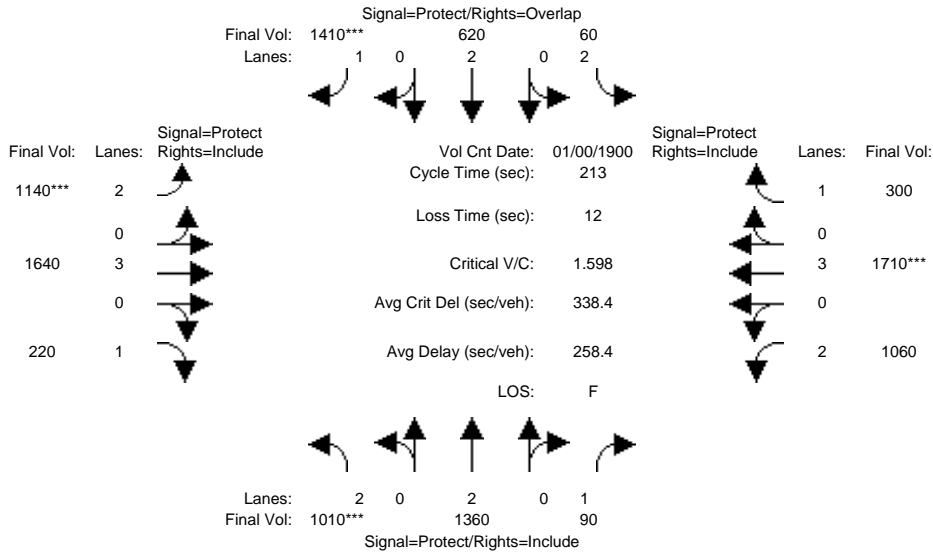
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	1.00	0.88	0.88	0.95	0.86	0.86
Lanes:	1.00	1.96	0.04	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3532	67	1805	3424	161	1900	1670	1670	1805	1639	1639

Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.06	0.19	0.19	0.00	0.01	0.01	0.02	0.10	0.16
Crit Moves:	****			****			****					
Green/Cycle:	0.30	0.60	0.60	0.08	0.39	0.39	0.00	0.16	0.46	0.06	0.22	0.22
Volume/Cap:	0.49	0.74	0.74	0.74	0.49	0.49	0.00	0.04	0.01	0.26	0.47	0.74
Uniform Del:	36.1	18.0	18.0	56.1	29.1	29.1	0.0	44.5	18.6	55.7	42.2	45.3
IncrcmntDel:	0.7	1.4	1.4	18.0	0.3	0.3	0.0	0.0	0.0	1.2	0.4	5.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.8	19.5	19.5	74.1	29.3	29.3	0.0	44.5	18.6	57.0	42.6	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	19.5	19.5	74.1	29.3	29.3	0.0	44.5	18.6	57.0	42.6	50.3
LOS by Move:	D	B	B	E	C	C	A	D	B	E	D	D
HCM2kAvgQ:	8	24	24	6	10	10	0	0	0	1	6	12

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

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

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	1010	1360	90	60	620	1410	1140	1640	220	1060	1710	300
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:	1010	1360	90	60	620	1410	1140	1640	220	1060	1710	300
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:	1010	1360	90	60	620	1410	1140	1640	220	1060	1710	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1010	1360	90	60	620	1410	1140	1640	220	1060	1710	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1010	1360	90	60	620	1410	1140	1640	220	1060	1710	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	1010	1360	90	60	620	1410	1140	1640	220	1060	1710	300

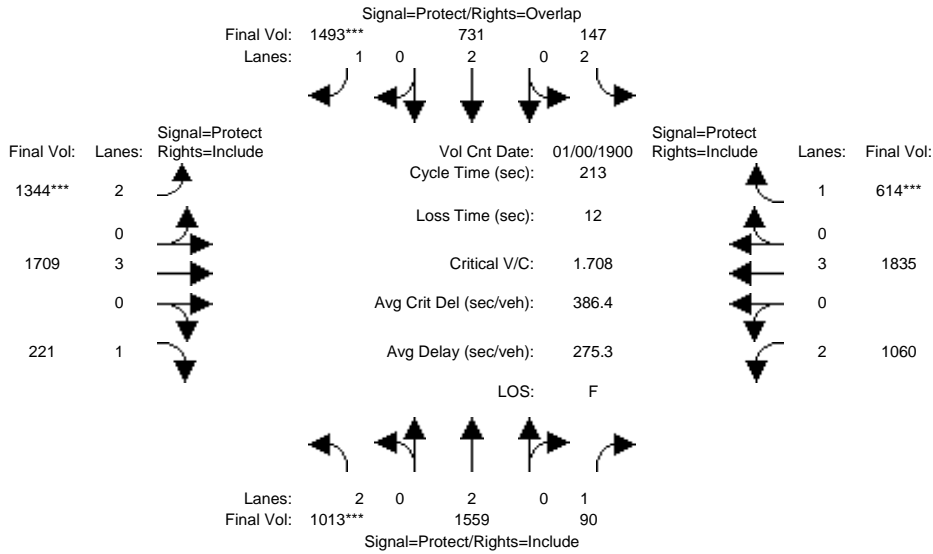
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.29	0.38	0.06	0.02	0.17	0.87	0.33	0.32	0.14	0.30	0.33	0.19
Crit Moves:	***					***	***				***	
Green/Cycle:	0.18	0.49	0.49	0.03	0.34	0.55	0.20	0.21	0.21	0.20	0.21	0.21
Volume/Cap:	1.60	0.76	0.11	0.59	0.50	1.60	1.60	1.51	0.65	1.51	1.60	0.90
Uniform Del:	73.8	37.0	24.4	86.3	46.9	40.8	71.7	71.1	65.1	71.9	71.4	69.6
IncrcmntDel:	276.4	2.0	0.1	8.7	0.3	274.3	275.5	234	4.4	236.4	273	26.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	350.1	39.0	24.5	95.0	47.3	315.1	347.2	305	69.5	308.4	345	95.6
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:	350.1	39.0	24.5	95.0	47.3	315.1	347.2	305	69.5	308.4	345	95.6
LOS by Move:	F	D	C	F	D	F	F	F	E	F	F	F
HCM2kAvgQ:	51	29	2	3	14	139	59	58	12	51	61	15

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	1010	1360	90	60	620	1410	1140	1640	220	1060	1710	300
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:	1010	1360	90	60	620	1410	1140	1640	220	1060	1710	300
Added Vol:	3	199	0	87	111	83	204	69	1	0	125	314
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1013	1559	90	147	731	1493	1344	1709	221	1060	1835	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1013	1559	90	147	731	1493	1344	1709	221	1060	1835	614
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1013	1559	90	147	731	1493	1344	1709	221	1060	1835	614
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	1013	1559	90	147	731	1493	1344	1709	221	1060	1835	614

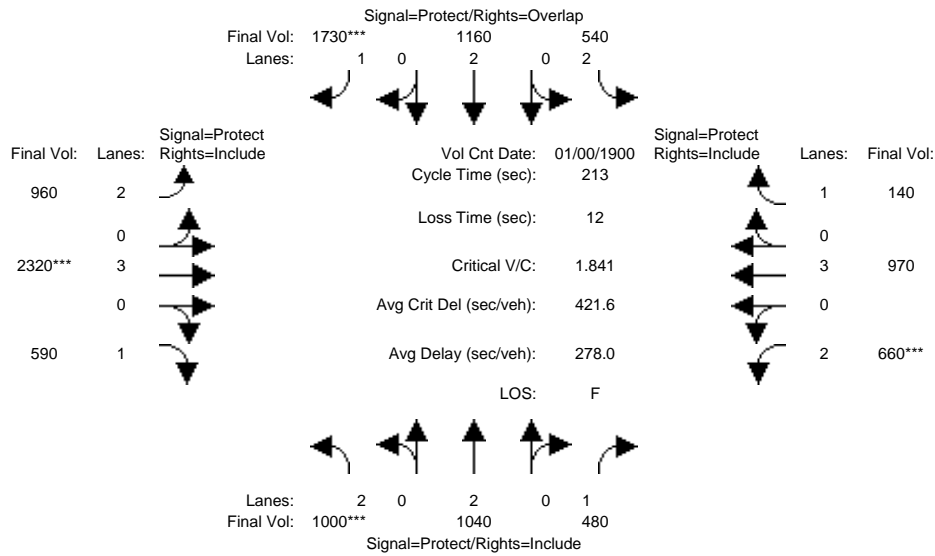
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.29	0.43	0.06	0.04	0.20	0.92	0.38	0.33	0.14	0.30	0.35	0.38
Crit Moves:	***					***	***					***
Green/Cycle:	0.17	0.44	0.44	0.04	0.32	0.54	0.22	0.23	0.23	0.21	0.22	0.22
Volume/Cap:	1.71	0.98	0.13	0.98	0.64	1.71	1.71	1.41	0.59	1.41	1.59	1.71
Uniform Del:	74.8	49.2	29.6	86.0	52.7	41.3	69.8	69.0	61.3	70.7	70.0	70.0
IncrcmntDel:	325.7	16.9	0.1	65.5	1.2	323.4	323.9	191	2.4	193.8	269	330.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	400.4	66.0	29.7	151.5	53.9	364.7	393.7	260	63.7	264.5	339	400.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	400.4	66.0	29.7	151.5	53.9	364.7	393.7	260	63.7	264.5	339	400.1
LOS by Move:	F	E	C	F	D	F	F	F	E	F	F	F
HCM2kAvgQ:	53	42	3	7	18	154	73	57	11	47	65	63

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

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

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	1000	1040	480	540	1160	1730	960	2320	590	660	970	140
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:	1000	1040	480	540	1160	1730	960	2320	590	660	970	140
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:	1000	1040	480	540	1160	1730	960	2320	590	660	970	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1000	1040	480	540	1160	1730	960	2320	590	660	970	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1000	1040	480	540	1160	1730	960	2320	590	660	970	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	1000	1040	480	540	1160	1730	960	2320	590	660	970	140

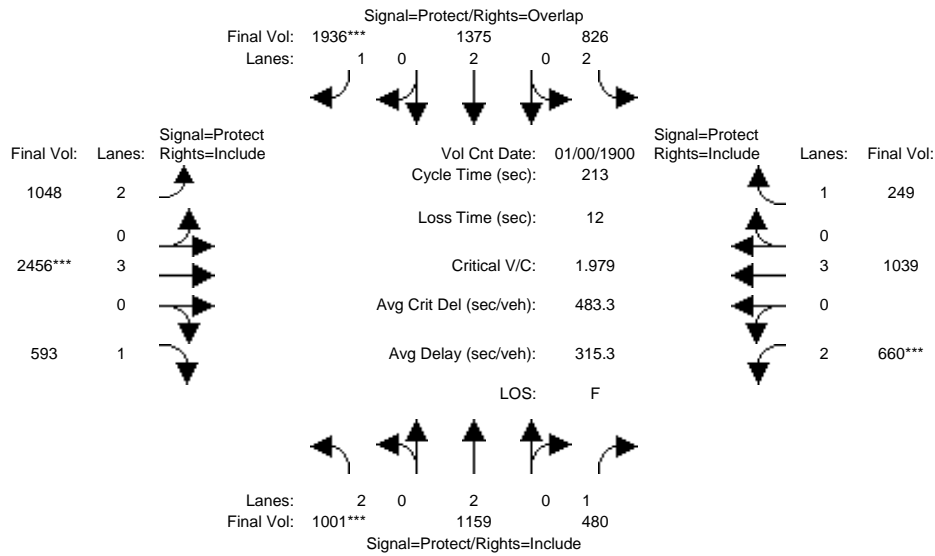
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.30	0.15	0.32	1.07	0.27	0.45	0.37	0.19	0.19	0.09
Crit Moves:	***					***		***		***		
Green/Cycle:	0.16	0.39	0.39	0.20	0.43	0.64	0.21	0.24	0.24	0.10	0.14	0.14
Volume/Cap:	1.84	0.74	0.77	0.77	0.74	1.68	1.34	1.84	1.50	1.84	1.34	0.62
Uniform Del:	76.0	47.5	48.1	68.0	42.6	32.6	71.5	68.1	68.1	80.8	77.4	72.9
IncrcmntDel:	385.6	2.2	5.7	5.1	2.0	309.6	160.4	382	239.7	389.2	160	5.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	461.7	49.7	53.8	73.1	44.6	342.1	231.9	450	307.8	470.0	238	78.0
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:	461.7	49.7	53.8	73.1	44.6	342.1	231.9	450	307.8	470.0	238	78.0
LOS by Move:	F	D	D	E	D	F	F	F	F	F	F	E
HCM2kAvgQ:	55	24	21	16	28	176	44	93	57	37	30	7

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #4: Mission Blvd / Warm Springs Blvd



Street Name:	Warm Springs Blvd						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	1000	1040	480	540	1160	1730	960	2320	590	660	970	140
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:	1000	1040	480	540	1160	1730	960	2320	590	660	970	140
Added Vol:	1	119	0	286	215	206	88	136	3	0	69	109
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1001	1159	480	826	1375	1936	1048	2456	593	660	1039	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1001	1159	480	826	1375	1936	1048	2456	593	660	1039	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1001	1159	480	826	1375	1936	1048	2456	593	660	1039	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	1001	1159	480	826	1375	1936	1048	2456	593	660	1039	249

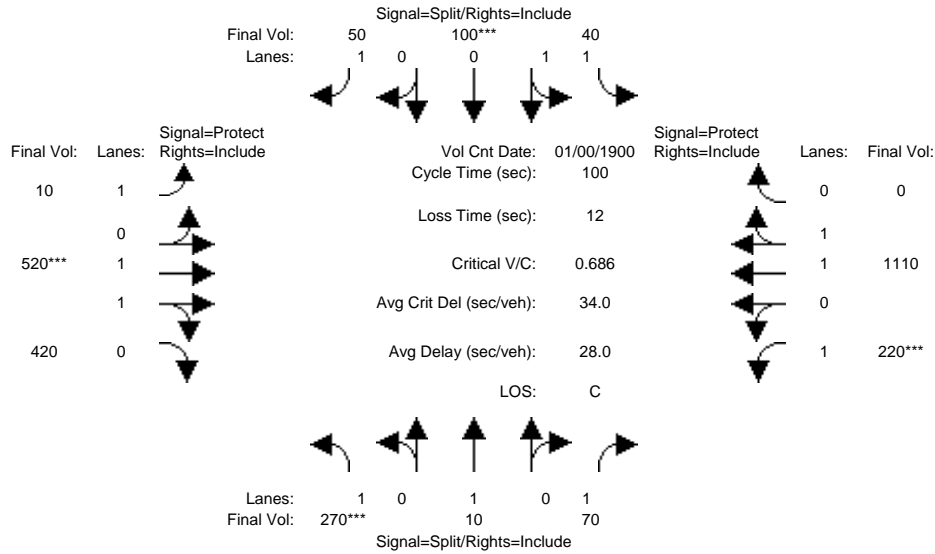
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.29	0.32	0.30	0.24	0.38	1.20	0.30	0.47	0.37	0.19	0.20	0.15
Crit Moves:	***					***	***			***		
Green/Cycle:	0.14	0.35	0.35	0.25	0.45	0.65	0.20	0.24	0.24	0.10	0.13	0.13
Volume/Cap:	1.98	0.93	0.86	0.93	0.84	1.83	1.49	1.98	1.53	1.98	1.49	1.15
Uniform Del:	77.0	56.8	54.9	65.6	43.3	31.1	72.0	68.5	68.5	81.4	77.9	77.9
IncrcmntDel:	447.7	12.3	12.9	15.9	4.0	377.5	229.7	444	253.4	451.3	230	107.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	524.7	69.1	67.8	81.5	47.3	408.6	301.7	512	321.9	532.8	308	185.4
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:	524.7	69.1	67.8	81.5	47.3	408.6	301.7	512	321.9	532.8	308	185.4
LOS by Move:	F	E	E	F	D	F	F	F	F	F	F	F
HCM2kAvgQ:	58	30	23	26	36	209	52	103	58	39	36	18

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

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

Intersection #5: Warren Ave / Kato Rd

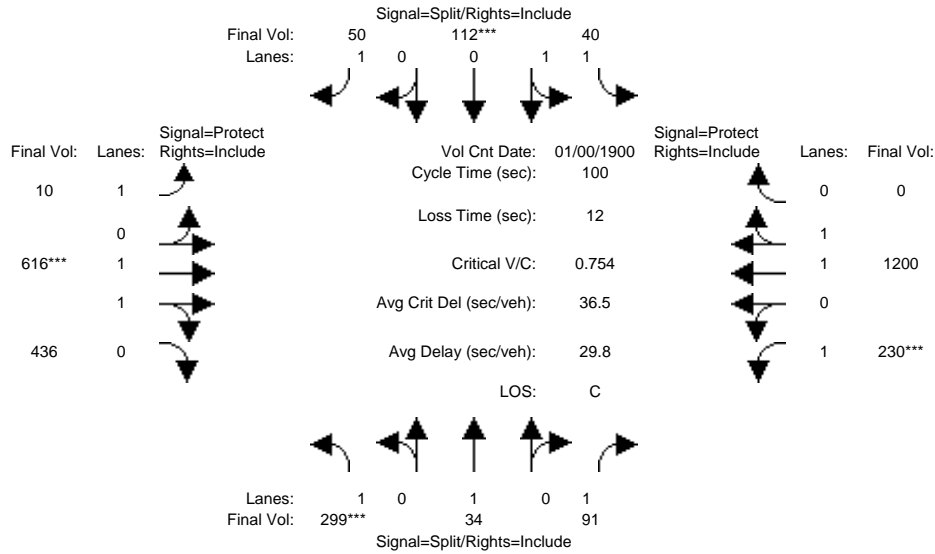


Street Name:	Kato Rd						Warren Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	270	10	70	40	100	50	10	520	420	220	1110	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:	270	10	70	40	100	50	10	520	420	220	1110	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:	270	10	70	40	100	50	10	520	420	220	1110	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:	270	10	70	40	100	50	10	520	420	220	1110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	10	70	40	100	50	10	520	420	220	1110	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:	270	10	70	40	100	50	10	520	420	220	1110	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.99	0.99	0.85	0.95	0.89	0.89	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	1805	1900	1615	1873	1873	1615	1805	1863	1505	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.01	0.04	0.02	0.05	0.03	0.01	0.28	0.28	0.12	0.31	0.00
Crit Moves:	***			****			***			****		
Green/Cycle:	0.21	0.21	0.21	0.10	0.10	0.10	0.07	0.40	0.40	0.17	0.50	0.00
Volume/Cap:	0.71	0.02	0.20	0.21	0.53	0.31	0.08	0.71	0.71	0.71	0.61	0.00
Uniform Del:	36.5	31.2	32.5	41.4	42.8	41.8	43.9	25.4	25.4	39.0	17.9	0.0
IncrcmntDel:	5.9	0.0	0.3	0.2	2.1	1.1	0.3	1.8	1.8	7.2	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	42.4	31.2	32.8	41.5	44.9	42.9	44.2	27.1	27.1	46.2	18.5	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:	42.4	31.2	32.8	41.5	44.9	42.9	44.2	27.1	27.1	46.2	18.5	0.0
LOS by Move:	D	C	C	D	D	D	D	C	C	D	B	A
HCM2kAvgQ:	9	0	2	1	4	2	0	14	14	7	13	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

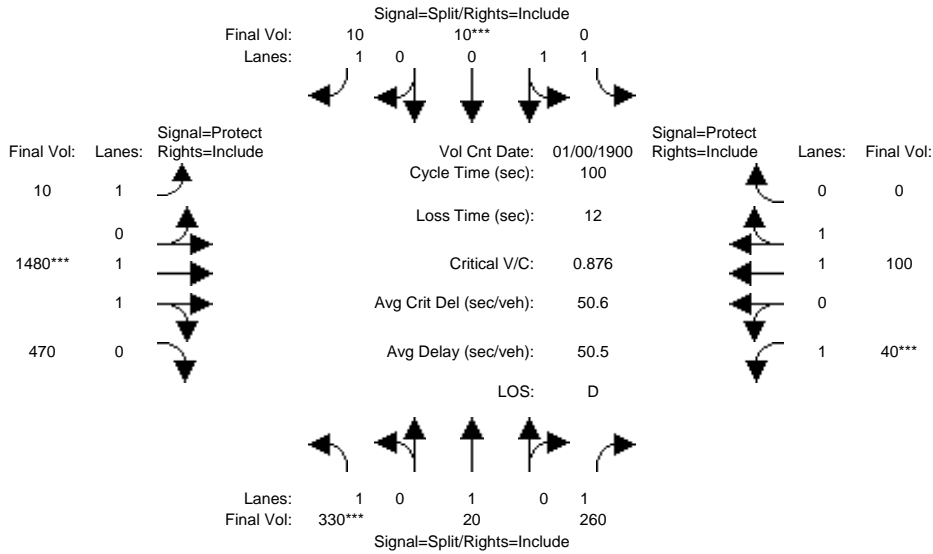
Intersection #5: Warren Ave / Kato Rd



Street Name:	Kato Rd						Warren Ave					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	270	10	70	40	100	50	10	520	420	220	1110	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:	270	10	70	40	100	50	10	520	420	220	1110	0
Added Vol:	29	24	21	0	12	0	0	96	16	10	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	34	91	40	112	50	10	616	436	230	1200	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:	299	34	91	40	112	50	10	616	436	230	1200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	34	91	40	112	50	10	616	436	230	1200	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 Volume:	299	34	91	40	112	50	10	616	436	230	1200	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.99	0.99	0.85	0.95	0.89	0.89	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.17	0.83	1.00	2.00	0.00
Final Sat.:	1805	1900	1615	1875	1875	1615	1805	1983	1403	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.02	0.06	0.02	0.06	0.03	0.01	0.31	0.31	0.13	0.33	0.00
Crit Moves:	***			****			****			****		
Green/Cycle:	0.21	0.21	0.21	0.10	0.10	0.10	0.06	0.40	0.40	0.16	0.51	0.00
Volume/Cap:	0.77	0.08	0.26	0.21	0.60	0.31	0.09	0.77	0.77	0.77	0.66	0.00
Uniform Del:	37.0	31.5	32.7	41.4	43.1	41.8	44.4	26.0	26.0	40.0	18.3	0.0
IncrcmntDel:	9.4	0.1	0.4	0.2	3.9	1.1	0.4	2.8	2.8	12.0	0.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	46.4	31.5	33.1	41.5	46.9	42.9	44.7	28.8	28.8	51.9	19.2	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:	46.4	31.5	33.1	41.5	46.9	42.9	44.7	28.8	28.8	51.9	19.2	0.0
LOS by Move:	D	C	C	D	D	D	D	C	C	D	B	A
HCM2kAvgQ:	11	1	2	1	4	2	0	16	16	7	14	0
Note: Queue reported is the number of cars per lane.												

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

Intersection #5: Warren Ave / Kato Rd

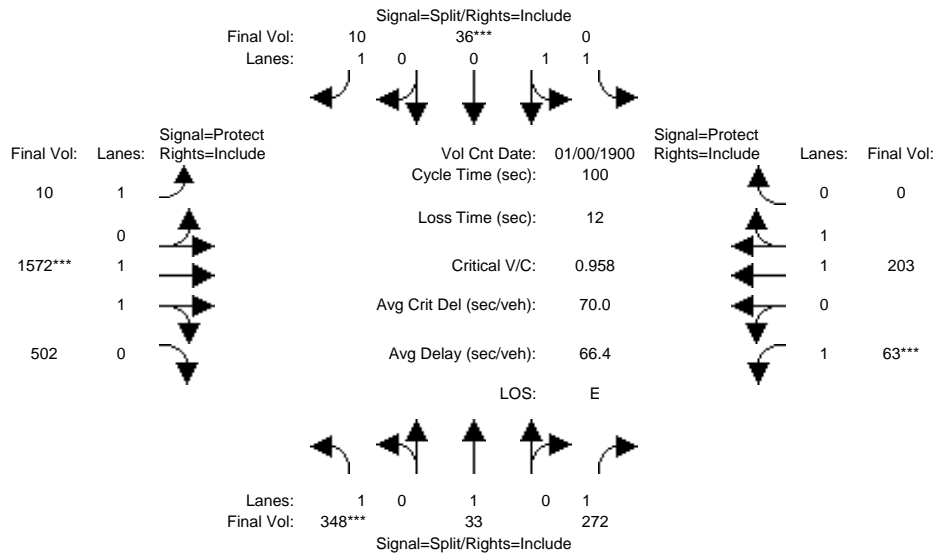


Street Name:	Kato Rd						Warren Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	330	20	260	0	10	10	10	1480	470	40	100	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:	330	20	260	0	10	10	10	1480	470	40	100	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:	330	20	260	0	10	10	10	1480	470	40	100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	20	260	0	10	10	10	1480	470	40	100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	20	260	0	10	10	10	1480	470	40	100	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 Volume:	330	20	260	0	10	10	10	1480	470	40	100	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	1805	1900	1615	1900	1900	1615	1805	2641	839	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.01	0.16	0.00	0.01	0.01	0.01	0.56	0.56	0.02	0.03	0.00
Crit Moves:	***			****			***			****		
Green/Cycle:	0.18	0.18	0.18	0.00	0.10	0.10	0.17	0.56	0.56	0.04	0.43	0.00
Volume/Cap:	1.00	0.06	0.88	0.00	0.05	0.06	0.03	1.00	1.00	0.55	0.06	0.00
Uniform Del:	40.9	33.8	39.9	0.0	40.7	40.8	34.6	22.1	22.1	47.1	16.9	0.0
IncramntDel:	50.7	0.1	25.6	0.0	0.1	0.2	0.0	21.5	21.5	9.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	91.6	33.9	65.4	0.0	40.8	40.9	34.6	43.6	43.6	56.2	16.9	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:	91.6	33.9	65.4	0.0	40.8	40.9	34.6	43.6	43.6	56.2	16.9	0.0
LOS by Move:	F	C	E	A	D	D	C	D	D	E	B	A
HCM2kAvgQ:	16	1	11	0	0	0	0	40	40	1	1	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #5: Warren Ave / Kato Rd

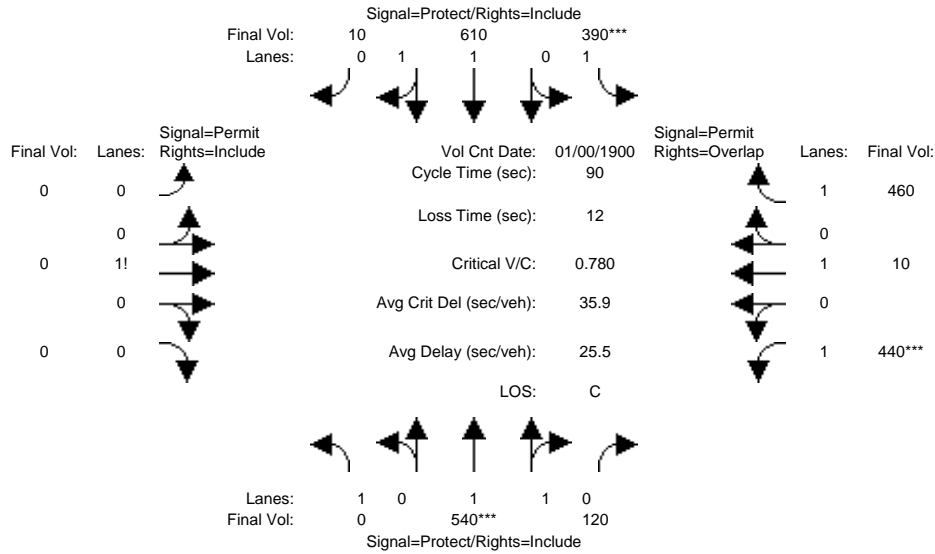


Street Name:	Kato Rd						Warren Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	330	20	260	0	10	10	10	1480	470	40	100	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:	330	20	260	0	10	10	10	1480	470	40	100	0
Added Vol:	18	13	12	0	26	0	0	92	32	23	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	33	272	0	36	10	10	1572	502	63	203	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:	348	33	272	0	36	10	10	1572	502	63	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	33	272	0	36	10	10	1572	502	63	203	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 Volume:	348	33	272	0	36	10	10	1572	502	63	203	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	1805	1900	1615	1900	1900	1615	1805	2638	842	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.17	0.00	0.02	0.01	0.01	0.60	0.60	0.03	0.06	0.00
Crit Moves:	***			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.00	0.10	0.10	0.17	0.56	0.56	0.04	0.43	0.00
Volume/Cap:	1.07	0.10	0.93	0.00	0.19	0.06	0.03	1.07	1.07	0.87	0.13	0.00
Uniform Del:	41.0	34.1	40.3	0.0	41.3	40.8	34.5	22.0	22.0	47.7	17.3	0.0
IncramntDel:	68.3	0.1	34.9	0.0	0.5	0.2	0.0	40.6	40.6	64.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	109.3	34.3	75.2	0.0	41.8	40.9	34.6	62.6	62.6	111.9	17.4	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:	109.3	34.3	75.2	0.0	41.8	40.9	34.6	62.6	62.6	111.9	17.4	0.0
LOS by Move:	F	C	E	A	D	D	C	E	E	F	B	A
HCM2kAvgQ:	18	1	12	0	1	0	0	47	47	2	2	0

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

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

Intersection #6: Fremont Blvd / Warren Ave

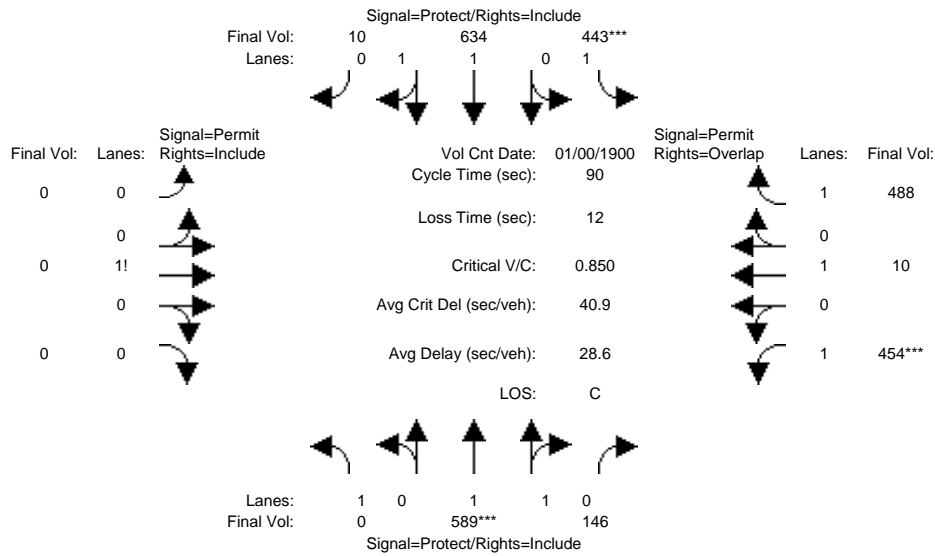


Street Name:	Fremont Blvd						Warren Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	540	120	390	610	10	0	0	0	440	10	460
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	540	120	390	610	10	0	0	0	440	10	460
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	540	120	390	610	10	0	0	0	440	10	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	540	120	390	610	10	0	0	0	440	10	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	120	390	610	10	0	0	0	440	10	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	540	120	390	610	10	0	0	0	440	10	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	0.95	0.95	1.00	1.00	1.00	0.85	1.00	0.85
Lanes:	1.00	1.64	0.36	1.00	1.97	0.03	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1900	2874	639	1805	3545	58	0	1900	0	1615	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.22	0.17	0.17	0.00	0.00	0.00	0.27	0.01	0.28
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.24	0.24	0.28	0.52	0.52	0.00	0.00	0.00	0.35	0.35	0.63
Volume/Cap:	0.00	0.78	0.78	0.78	0.33	0.33	0.00	0.00	0.00	0.78	0.02	0.46
Uniform Del:	0.0	31.9	31.9	30.0	12.6	12.6	0.0	0.0	0.0	26.2	19.2	8.8
IncramntDel:	0.0	4.7	4.7	7.8	0.1	0.1	0.0	0.0	0.0	6.9	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	36.7	36.7	37.8	12.8	12.8	0.0	0.0	0.0	33.1	19.2	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.7	36.7	37.8	12.8	12.8	0.0	0.0	0.0	33.1	19.2	9.1
LOS by Move:	A	D	D	D	B	B	A	A	A	C	B	A
HCM2kAvgQ:	0	11	11	9	5	5	0	0	0	13	0	7

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #6: Fremont Blvd / Warren Ave

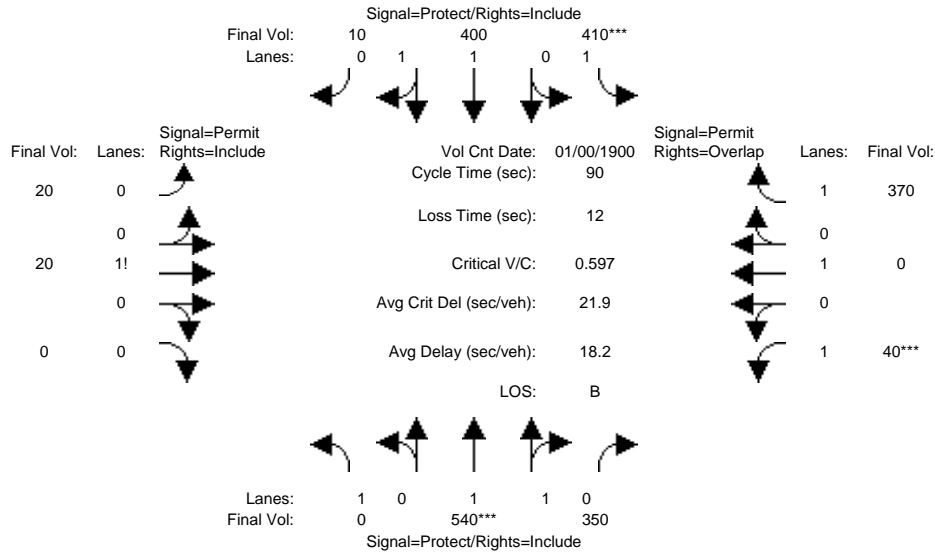


Street Name:	Fremont Blvd						Warren Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	540	120	390	610	10	0	0	0	440	10	460
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	540	120	390	610	10	0	0	0	440	10	460
Added Vol:	0	49	26	53	24	0	0	0	0	14	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	589	146	443	634	10	0	0	0	454	10	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	589	146	443	634	10	0	0	0	454	10	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	589	146	443	634	10	0	0	0	454	10	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	589	146	443	634	10	0	0	0	454	10	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	0.95	0.95	1.00	1.00	1.00	0.85	1.00	0.85
Lanes:	1.00	1.60	0.40	1.00	1.97	0.03	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1900	2806	696	1805	3547	56	0	1900	0	1615	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.25	0.18	0.18	0.00	0.00	0.00	0.28	0.01	0.30
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.25	0.25	0.29	0.54	0.54	0.00	0.00	0.00	0.33	0.33	0.62
Volume/Cap:	0.00	0.85	0.85	0.85	0.33	0.33	0.00	0.00	0.00	0.85	0.02	0.49
Uniform Del:	0.0	32.3	32.3	30.2	11.8	11.8	0.0	0.0	0.0	28.0	20.3	9.3
IncrcmntDel:	0.0	8.0	8.0	12.5	0.1	0.1	0.0	0.0	0.0	12.3	0.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	40.3	40.3	42.7	11.9	11.9	0.0	0.0	0.0	40.3	20.3	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.3	40.3	42.7	11.9	11.9	0.0	0.0	0.0	40.3	20.3	9.7
LOS by Move:	A	D	D	D	B	B	A	A	A	D	C	A
HCM2kAvgQ:	0	13	13	11	5	5	0	0	0	15	0	8

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

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

Intersection #6: Fremont Blvd / Warren Ave



Street Name:	Fremont Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM
Base Vol:	0	540	350	410	400	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	350	410	400	10
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	540	350	410	400	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	350	410	400	10
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	540	350	410	400	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	350	410	400	10

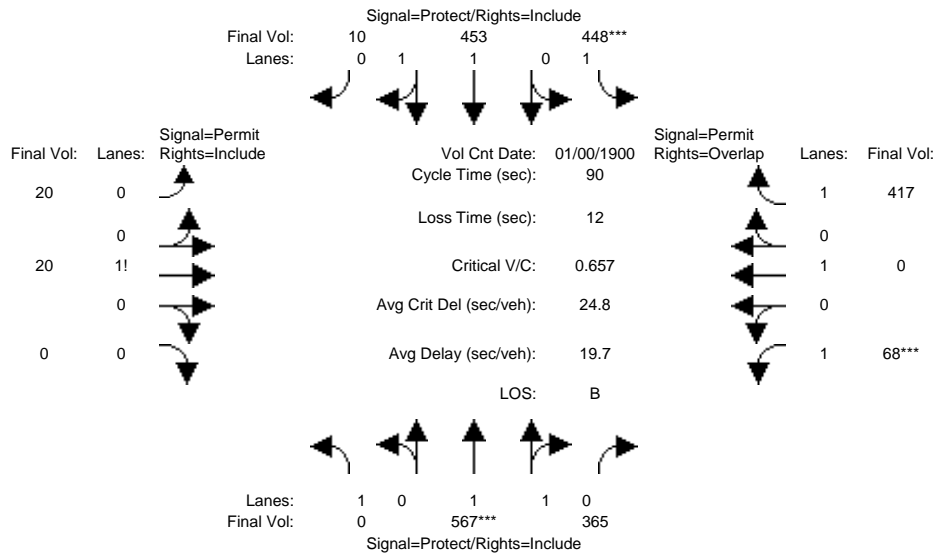
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.95	0.95	0.95	0.86	0.86	1.00	0.74	1.00	0.85
Lanes:	1.00	1.21	0.79	1.00	1.95	0.05	0.50	0.50	0.00	1.00	1.00	1.00
Final Sat.:	1900	2061	1336	1805	3508	88	819	819	0	1415	1900	1615

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.23	0.11	0.11	0.02	0.02	0.00	0.03	0.00	0.23
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.44	0.44	0.38	0.82	0.82	0.05	0.05	0.00	0.05	0.00	0.43
Volume/Cap:	0.00	0.60	0.60	0.60	0.14	0.14	0.52	0.52	0.00	0.50	0.00	0.54
Uniform Del:	0.0	19.2	19.2	22.3	1.7	1.7	41.9	41.9	0.0	41.8	0.0	19.1
IncramntDel:	0.0	0.7	0.7	1.4	0.0	0.0	5.9	5.9	0.0	4.8	0.0	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.9	19.9	23.8	1.7	1.7	47.8	47.8	0.0	46.7	0.0	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	19.9	23.8	1.7	1.7	47.8	47.8	0.0	46.7	0.0	19.9
LOS by Move:	A	B	B	C	A	A	D	D	A	D	A	B
HCM2kAvgQ:	0	10	10	9	1	1	2	2	0	2	0	8

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

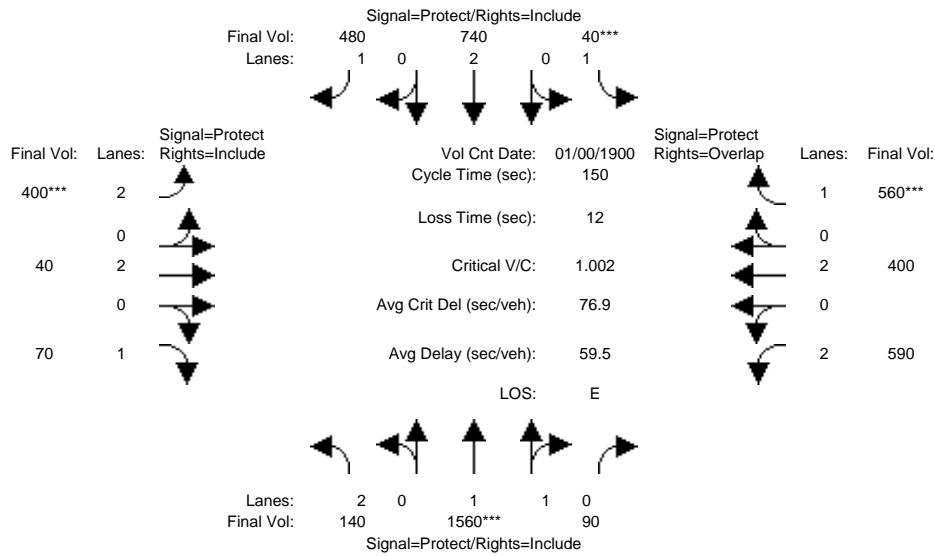
Intersection #6: Fremont Blvd / Warren Ave



Street Name:	Fremont Blvd						Warren Ave					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	540	350	410	400	10	20	20	0	40	0	370
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	540	350	410	400	10	20	20	0	40	0	370
Added Vol:	0	27	15	38	53	0	0	0	0	28	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	567	365	448	453	10	20	20	0	68	0	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	567	365	448	453	10	20	20	0	68	0	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	567	365	448	453	10	20	20	0	68	0	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	567	365	448	453	10	20	20	0	68	0	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.95	0.95	0.95	0.83	0.83	1.00	0.76	1.00	0.85
Lanes:	1.00	1.22	0.78	1.00	1.96	0.04	0.50	0.50	0.00	1.00	1.00	1.00
Final Sat.:	1900	2067	1330	1805	3521	78	791	791	0	1442	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.25	0.13	0.13	0.03	0.03	0.00	0.05	0.00	0.26
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.42	0.42	0.38	0.79	0.79	0.07	0.07	0.00	0.07	0.00	0.45
Volume/Cap:	0.00	0.66	0.66	0.66	0.16	0.16	0.35	0.35	0.00	0.66	0.00	0.57
Uniform Del:	0.0	21.1	21.1	23.2	2.2	2.2	39.8	39.8	0.0	40.7	0.0	18.4
IncrcmntDel:	0.0	1.1	1.1	2.4	0.0	0.0	1.9	1.9	0.0	14.4	0.0	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	22.2	22.2	25.5	2.2	2.2	41.7	41.7	0.0	55.1	0.0	19.5
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:	0.0	22.2	22.2	25.5	2.2	2.2	41.7	41.7	0.0	55.1	0.0	19.5
LOS by Move:	A	C	C	C	A	A	D	D	A	E	A	B
HCM2kAvgQ:	0	12	12	10	2	2	1	1	0	3	0	9
Note: Queue reported is the number of cars per lane.												

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

Intersection #7: Warm Springs Blvd / Warren Ave



Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM
Base Vol:	140	1560	90	40	740	480	400	40	70	590 400 560
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:	140	1560	90	40	740	480	400	40	70	590 400 560
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:	140	1560	90	40	740	480	400	40	70	590 400 560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	140	1560	90	40	740	480	400	40	70	590 400 560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0 0
Reduced Vol:	140	1560	90	40	740	480	400	40	70	590 400 560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
MLF Adj:	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 Volume:	140	1560	90	40	740	480	400	40	70	590 400 560

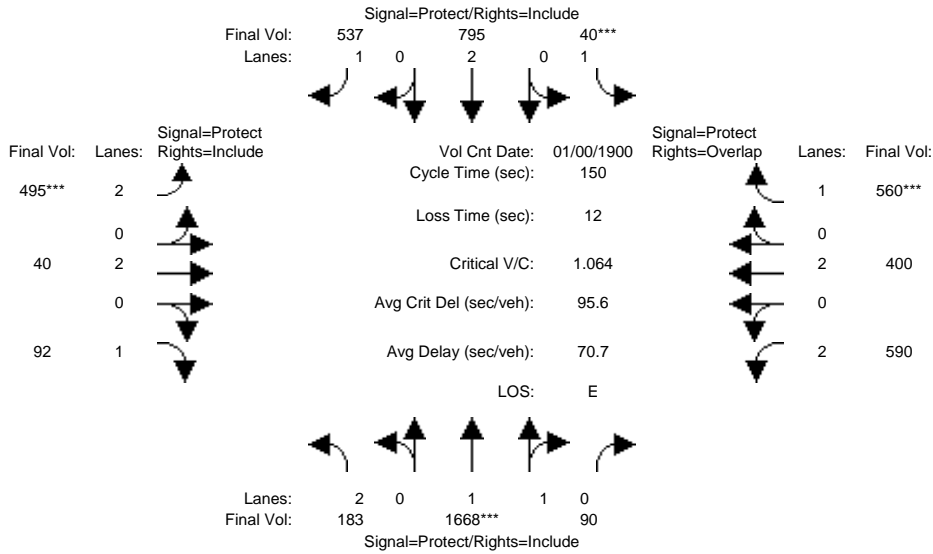
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.89	0.11	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3386	195	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.02	0.20	0.30	0.11	0.01	0.04	0.17	0.11	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.46	0.46	0.03	0.43	0.43	0.11	0.12	0.12	0.31	0.32	0.35
Volume/Cap:	0.69	1.00	1.00	0.83	0.48	0.69	1.00	0.09	0.35	0.54	0.35	1.00
Uniform Del:	69.4	40.5	40.5	72.7	30.8	34.8	66.4	58.3	60.3	42.9	39.1	49.0
IncrcmntDel:	9.9	22.6	22.6	69.9	0.2	3.0	45.5	0.1	1.1	0.6	0.2	38.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.3	63.1	63.1	142.6	31.0	37.9	112.0	58.4	61.4	43.4	39.2	87.5
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:	79.3	63.1	63.1	142.6	31.0	37.9	112.0	58.4	61.4	43.4	39.2	87.5
LOS by Move:	E	E	E	F	C	D	F	E	E	D	D	F
HCM2kAvgQ:	5	47	47	2	12	18	11	1	3	12	7	32

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #7: Warm Springs Blvd / Warren Ave



Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM
Base Vol:	140	1560	90	40	740	480	400	40	70	590 400 560
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:	140	1560	90	40	740	480	400	40	70	590 400 560
Added Vol:	43	108	0	0	55	57	95	0	22	0 0 0
PasserByVol:	0	0	0	0	0	0	0	0	0	0 0 0
Initial Fut:	183	1668	90	40	795	537	495	40	92	590 400 560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	183	1668	90	40	795	537	495	40	92	590 400 560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0 0
Reduced Vol:	183	1668	90	40	795	537	495	40	92	590 400 560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
MLF Adj:	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 Volume:	183	1668	90	40	795	537	495	40	92	590 400 560

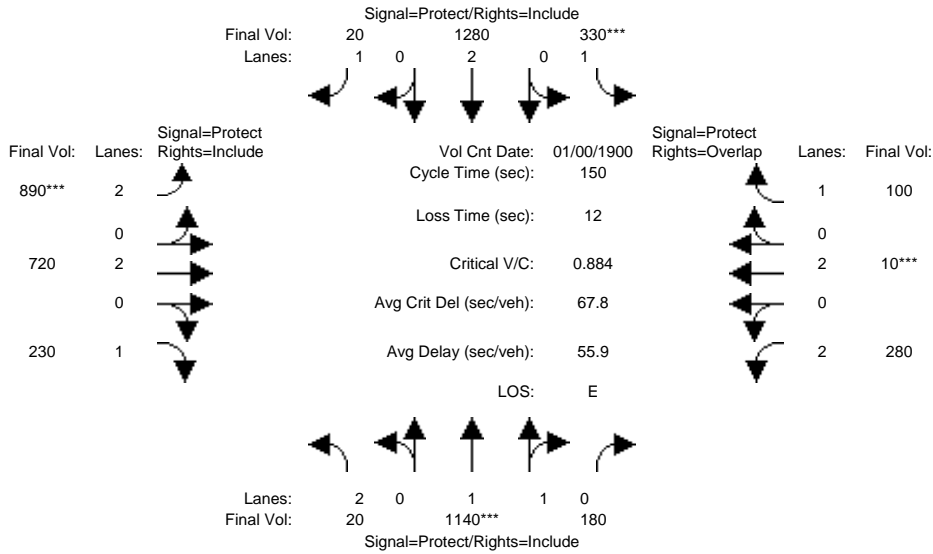
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3398	183	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.02	0.22	0.33	0.14	0.01	0.06	0.17	0.11	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.46	0.46	0.03	0.42	0.42	0.13	0.12	0.12	0.31	0.30	0.33
Volume/Cap:	0.79	1.07	1.07	0.83	0.52	0.79	1.07	0.09	0.46	0.54	0.37	1.06
Uniform Del:	69.0	40.5	40.5	72.7	32.2	37.7	65.1	58.4	61.2	42.9	41.3	50.5
IncrcmntDel:	16.5	42.2	42.2	69.9	0.3	6.2	60.5	0.1	1.7	0.6	0.2	56.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.6	82.6	82.6	142.6	32.6	43.9	125.5	58.5	62.9	43.5	41.5	106.7
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:	85.6	82.6	82.6	142.6	32.6	43.9	125.5	58.5	62.9	43.5	41.5	106.7
LOS by Move:	F	F	F	F	C	D	F	E	E	D	D	F
HCM2kAvgQ:	6	53	53	2	14	21	14	1	4	12	7	34

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

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

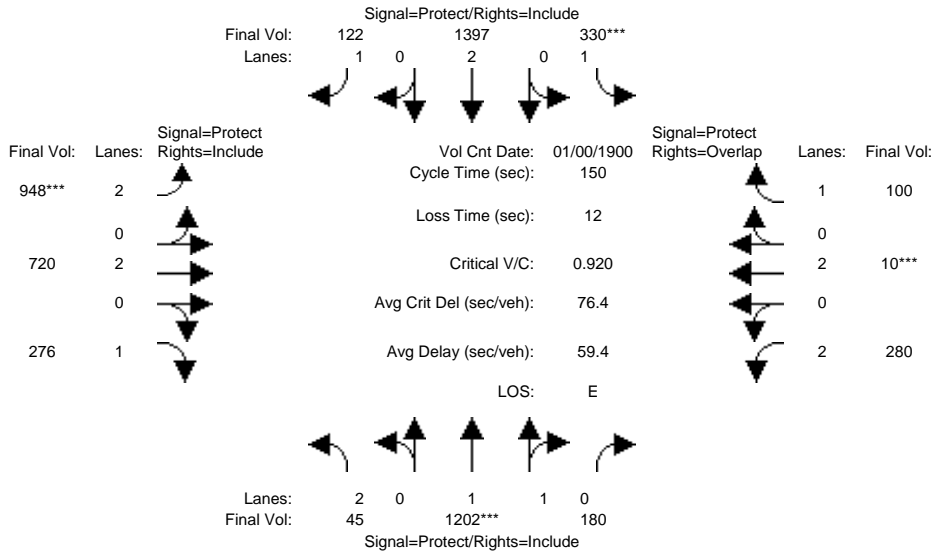
Intersection #7: Warm Springs Blvd / Warren Ave



Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	20	1140	180	330	1280	20	890	720	230	280	10	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1140	180	330	1280	20	890	720	230	280	10	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1140	180	330	1280	20	890	720	230	280	10	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1140	180	330	1280	20	890	720	230	280	10	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1140	180	330	1280	20	890	720	230	280	10	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	20	1140	180	330	1280	20	890	720	230	280	10	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.73	0.27	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3055	482	1805	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.18	0.35	0.01	0.25	0.20	0.14	0.08	0.00	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.39	0.39	0.19	0.54	0.54	0.27	0.24	0.24	0.10	0.07	0.26
Volume/Cap:	0.14	0.95	0.95	0.95	0.65	0.02	0.95	0.84	0.60	0.84	0.04	0.24
Uniform Del:	69.4	44.1	44.1	59.8	24.1	15.7	53.9	54.3	50.7	66.7	65.5	43.9
IncrcmntDel:	0.4	13.9	13.9	35.1	0.8	0.0	18.3	7.1	2.6	16.5	0.1	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.8	57.9	57.9	94.9	24.9	15.8	72.2	61.4	53.2	83.1	65.6	44.2
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:	69.8	57.9	57.9	94.9	24.9	15.8	72.2	61.4	53.2	83.1	65.6	44.2
LOS by Move:	E	E	E	F	C	B	E	E	D	F	E	D
HCM2kAvgQ:	1	35	35	16	21	0	20	15	9	9	0	4

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #7: Warm Springs Blvd / Warren Ave

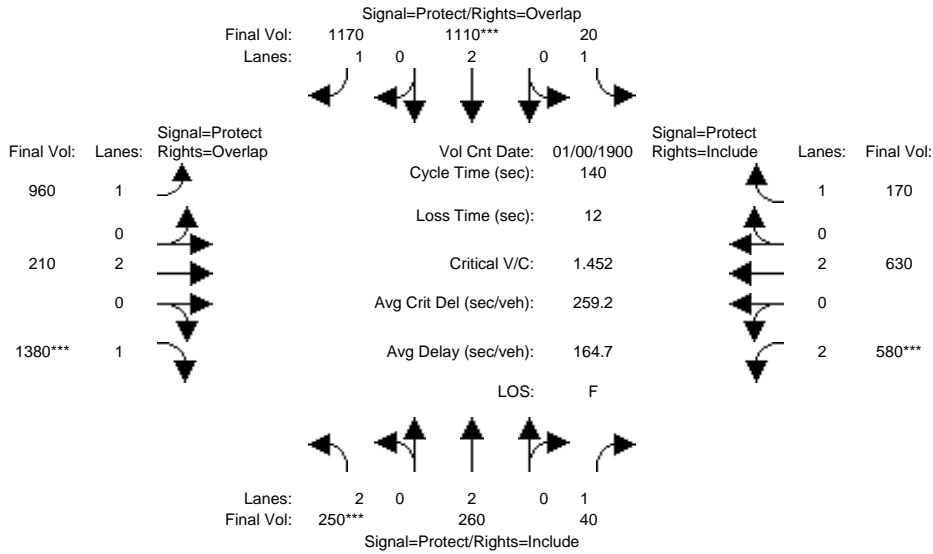


Street Name:	Warm Springs Blvd						Warren Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	20	1140	180	330	1280	20	890	720	230	280	10	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1140	180	330	1280	20	890	720	230	280	10	100
Added Vol:	25	62	0	0	117	102	58	0	46	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1202	180	330	1397	122	948	720	276	280	10	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1202	180	330	1397	122	948	720	276	280	10	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1202	180	330	1397	122	948	720	276	280	10	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	45	1202	180	330	1397	122	948	720	276	280	10	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	1.74	0.26	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3080	461	1805	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.18	0.39	0.08	0.27	0.20	0.17	0.08	0.00	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.39	0.39	0.18	0.54	0.54	0.27	0.24	0.24	0.10	0.07	0.25
Volume/Cap:	0.34	0.99	0.99	0.99	0.71	0.14	0.99	0.82	0.70	0.82	0.04	0.25
Uniform Del:	70.4	45.1	45.1	61.0	25.6	17.0	54.2	53.7	51.8	66.4	65.5	44.8
IncrcmntDel:	1.6	21.3	21.3	46.1	1.3	0.1	26.2	6.2	5.7	14.6	0.1	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.0	66.4	66.4	107.1	26.9	17.1	80.5	59.9	57.5	81.0	65.6	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	66.4	66.4	107.1	26.9	17.1	80.5	59.9	57.5	81.0	65.6	45.1
LOS by Move:	E	E	E	F	C	B	F	E	E	F	E	D
HCM2kAvgQ:	1	39	39	16	24	3	22	15	11	9	0	4

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

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

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM
Base Vol:	250	260	40	20	1110	1170	960	210	1380	580 630 170
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:	250	260	40	20	1110	1170	960	210	1380	580 630 170
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:	250	260	40	20	1110	1170	960	210	1380	580 630 170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	250	260	40	20	1110	1170	960	210	1380	580 630 170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0 0
Reduced Vol:	250	260	40	20	1110	1170	960	210	1380	580 630 170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
MLF Adj:	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 Volume:	250	260	40	20	1110	1170	960	210	1380	580 630 170

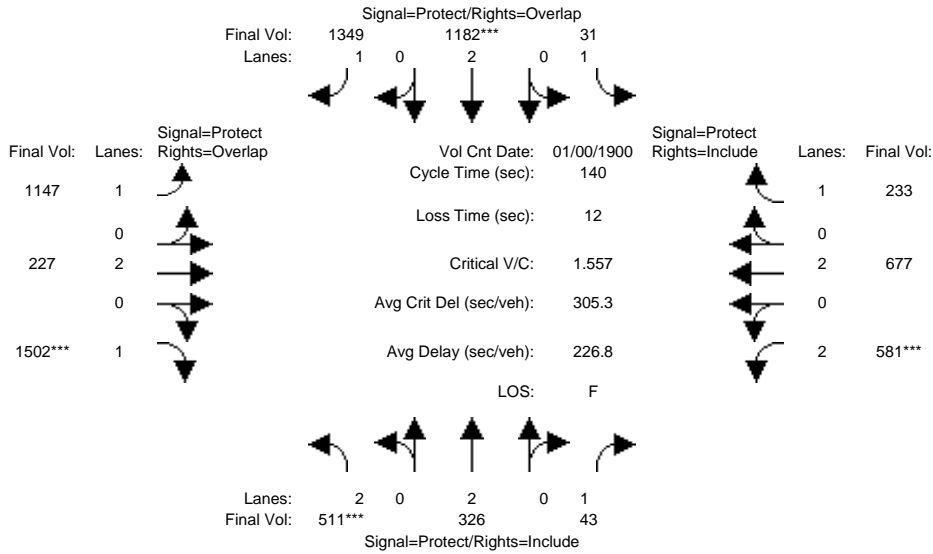
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.01	0.31	0.72	0.53	0.06	0.85	0.17	0.17	0.11
Crit Moves:	***				***				***	***		
Green/Cycle:	0.05	0.19	0.19	0.07	0.21	0.70	0.49	0.54	0.59	0.11	0.16	0.16
Volume/Cap:	1.45	0.39	0.13	0.15	1.45	1.03	1.08	0.11	1.45	1.45	1.08	0.65
Uniform Del:	66.6	49.9	47.5	60.7	55.2	20.7	35.6	15.8	28.8	62.0	58.7	55.0
IncrcmntDel:	232.8	0.4	0.2	0.5	211	34.5	54.6	0.0	209.3	217.0	61.1	5.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	299.3	50.2	47.7	61.2	266	55.3	90.1	15.8	238.1	279.0	120	60.8
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:	299.3	50.2	47.7	61.2	266	55.3	90.1	15.8	238.1	279.0	120	60.8
LOS by Move:	F	D	D	E	F	E	F	B	F	F	F	E
HCM2kAvgQ:	12	5	1	1	48	60	49	2	108	26	21	8

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM
Base Vol:	250	260	40	20	1110	1170	960	210	1380	580 630 170
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:	250	260	40	20	1110	1170	960	210	1380	580 630 170
Added Vol:	261	66	3	11	72	179	187	17	122	1 47 63
PasserByVol:	0	0	0	0	0	0	0	0	0	0 0 0
Initial Fut:	511	326	43	31	1182	1349	1147	227	1502	581 677 233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	511	326	43	31	1182	1349	1147	227	1502	581 677 233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0 0
Reduced Vol:	511	326	43	31	1182	1349	1147	227	1502	581 677 233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
MLF Adj:	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 Volume:	511	326	43	31	1182	1349	1147	227	1502	581 677 233

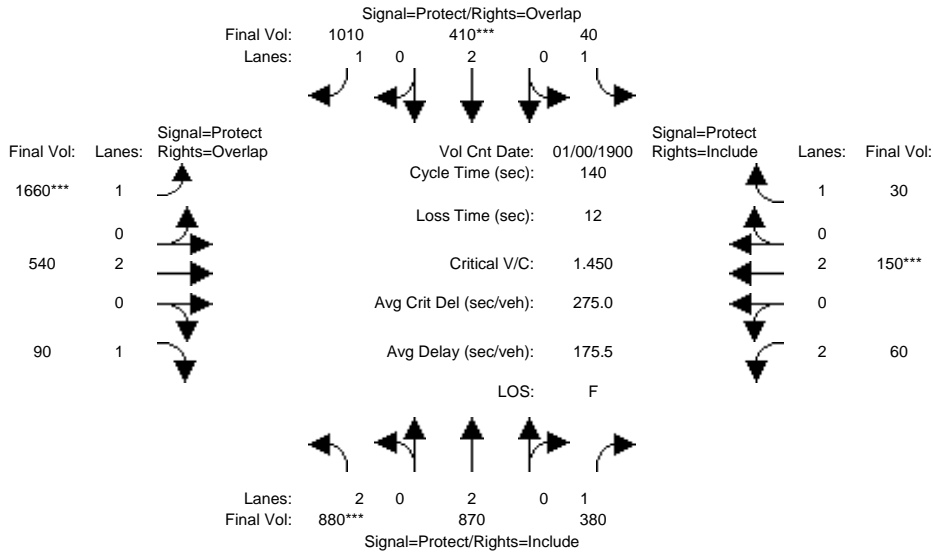
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.03	0.02	0.33	0.84	0.64	0.06	0.93	0.17	0.19	0.14
Crit Moves:	***				***				***	***		
Green/Cycle:	0.09	0.23	0.23	0.07	0.21	0.68	0.47	0.50	0.60	0.11	0.14	0.14
Volume/Cap:	1.56	0.39	0.12	0.24	1.56	1.23	1.35	0.12	1.56	1.56	1.35	1.04
Uniform Del:	63.4	45.5	42.5	61.2	55.3	22.3	37.0	18.4	28.2	62.5	60.3	60.3
IncrcmntDel:	265.1	0.3	0.1	0.9	257	109.8	164.7	0.0	255.7	263.4	170	70.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	328.5	45.8	42.7	62.1	312	132.1	201.7	18.4	283.9	325.9	230	130.5
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:	328.5	45.8	42.7	62.1	312	132.1	201.7	18.4	283.9	325.9	230	130.5
LOS by Move:	F	D	D	E	F	F	F	B	F	F	F	F
HCM2kAvgQ:	24	6	1	1	55	88	82	2	126	27	28	15

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

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

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	880	870	380	40	410	1010	1660	540	90	60	150	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	880	870	380	40	410	1010	1660	540	90	60	150	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	880	870	380	40	410	1010	1660	540	90	60	150	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	880	870	380	40	410	1010	1660	540	90	60	150	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	880	870	380	40	410	1010	1660	540	90	60	150	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	880	870	380	40	410	1010	1660	540	90	60	150	30

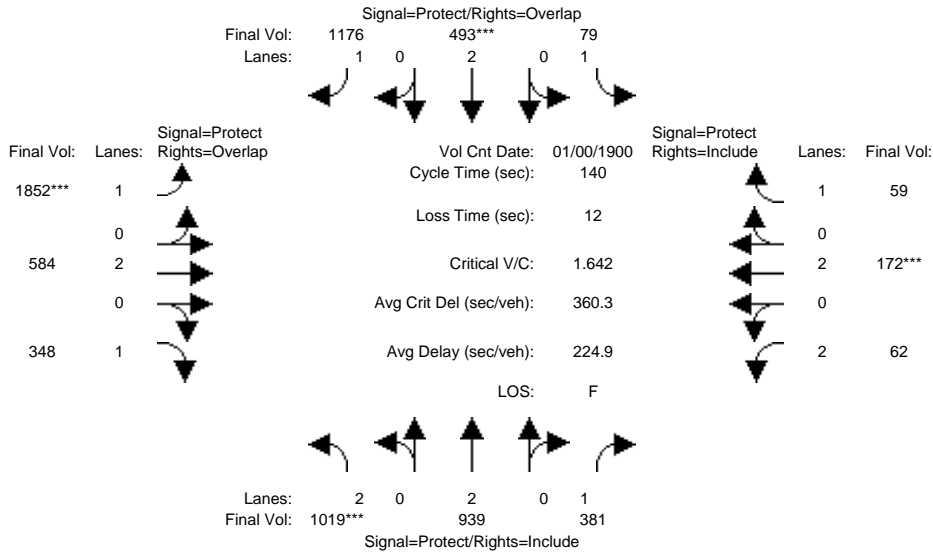
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.25	0.24	0.24	0.02	0.11	0.63	0.92	0.15	0.06	0.02	0.04	0.02
Crit Moves:	***				***		***				***	
Green/Cycle:	0.16	0.21	0.21	0.03	0.07	0.68	0.60	0.57	0.73	0.11	0.07	0.07
Volume/Cap:	1.52	1.14	1.12	0.78	1.52	0.92	1.52	0.26	0.08	0.16	0.58	0.26
Uniform Del:	58.5	55.2	55.2	67.6	64.8	19.4	27.8	15.5	5.3	56.6	63.0	61.5
IncrcmntDel:	244.6	79.6	83.8	51.6	254	12.6	240.5	0.1	0.0	0.2	3.3	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	303.0	135	139.1	119.1	319	32.0	268.3	15.5	5.4	56.8	66.3	62.7
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:	303.0	135	139.1	119.1	319	32.0	268.3	15.5	5.4	56.8	66.3	62.7
LOS by Move:	F	F	F	F	F	C	F	B	A	E	E	E
HCM2kAvgQ:	40	30	25	3	20	41	138	6	1	1	4	1

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #8: Grimmer Blvd / Warm Springs/Osgood Rd



Street Name:	Warm Springs/Osgood Rd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	880	870	380	40	410	1010	1660	540	90	60	150	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	880	870	380	40	410	1010	1660	540	90	60	150	30
Added Vol:	139	69	1	39	83	166	192	44	258	2	22	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1019	939	381	79	493	1176	1852	584	348	62	172	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1019	939	381	79	493	1176	1852	584	348	62	172	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1019	939	381	79	493	1176	1852	584	348	62	172	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1019	939	381	79	493	1176	1852	584	348	62	172	59

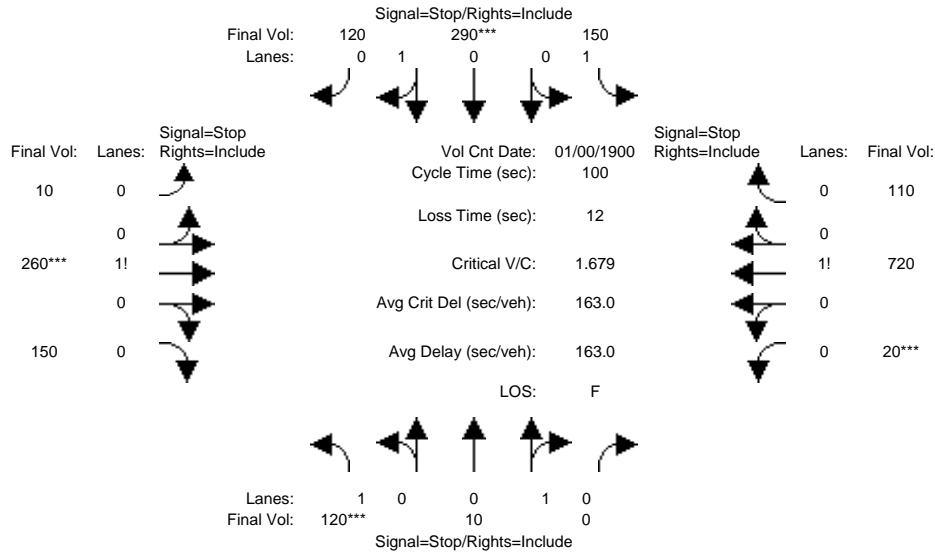
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.29	0.26	0.24	0.04	0.14	0.73	1.03	0.16	0.22	0.02	0.05	0.04
Crit Moves:	***				***		***				***	
Green/Cycle:	0.17	0.21	0.21	0.04	0.08	0.67	0.59	0.57	0.74	0.10	0.07	0.07
Volume/Cap:	1.72	1.23	1.11	1.23	1.72	1.08	1.72	0.29	0.29	0.18	0.67	0.51
Uniform Del:	58.2	55.1	55.1	67.5	64.5	22.8	28.4	15.7	6.3	57.7	63.4	62.6
IncrcmntDel:	333.2	113	82.2	184.9	340	51.6	330.0	0.1	0.1	0.2	6.5	3.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	391.4	168	137.4	252.4	405	74.5	358.4	15.8	6.4	58.0	69.9	66.5
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:	391.4	168	137.4	252.4	405	74.5	358.4	15.8	6.4	58.0	69.9	66.5
LOS by Move:	F	F	F	F	F	E	F	B	A	E	E	E
HCM2kAvgQ:	50	35	25	7	26	64	171	6	5	1	5	3

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

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	120	10	0	150	290	120	10	260	150	20	720	110
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:	120	10	0	150	290	120	10	260	150	20	720	110
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:	120	10	0	150	290	120	10	260	150	20	720	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	10	0	150	290	120	10	260	150	20	720	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	10	0	150	290	120	10	260	150	20	720	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	10	0	150	290	120	10	260	150	20	720	110

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:	1.00	1.00	0.00	1.00	0.71	0.29	0.02	0.62	0.36	0.02	0.85	0.13
Final Sat.:	368	388	0	430	332	137	12	307	177	12	429	66

Capacity Analysis Module:												
Vol/Sat:	0.33	0.03	xxxx	0.35	0.87	0.87	0.85	0.85	0.85	1.68	1.68	1.68
Crit Moves:	***			***			***			***		
Delay/Veh:	16.2	11.8	0.0	15.4	42.9	42.9	37.5	37.5	37.5	331.5	331	331.5
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:	16.2	11.8	0.0	15.4	42.9	42.9	37.5	37.5	37.5	331.5	331	331.5
LOS by Move:	C	B	*	C	E	E	E	E	E	F	F	F
ApproachDel:		15.9			35.5			37.5			331.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.9			35.5			37.5			331.5	
LOS by Appr:		C			E			E			F	
AllWayAvgQ:	0.4	0.0	0.0	0.5	4.2	4.2	3.8	3.8	3.8	45.2	45.2	45.2

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant Met

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							
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	120	10		0		150	290		120		10	260		150		20	720		110	
Major Street Volume:									1270											
Minor Approach Volume:									560											
Minor Approach Volume Threshold:									217											

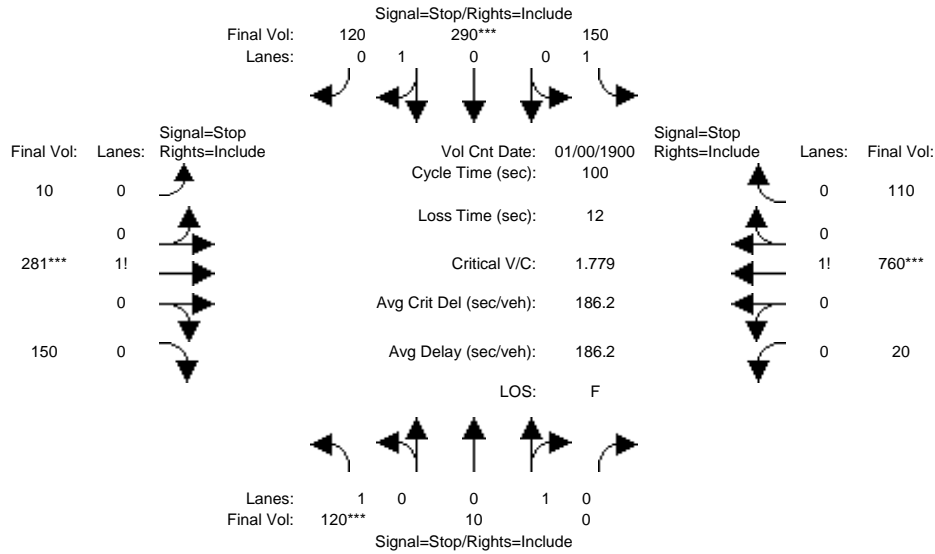
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	120	10	0	150	290	120	10	260	150	20	720	110
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:	120	10	0	150	290	120	10	260	150	20	720	110
Added Vol:	0	0	0	0	0	0	0	21	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	10	0	150	290	120	10	281	150	20	760	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	10	0	150	290	120	10	281	150	20	760	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	10	0	150	290	120	10	281	150	20	760	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	10	0	150	290	120	10	281	150	20	760	110

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:	1.00	1.00	0.00	1.00	0.71	0.29	0.02	0.64	0.34	0.02	0.86	0.12
Final Sat.:	368	388	0	426	329	136	11	315	168	11	427	62

Capacity Analysis Module:												
Vol/Sat:	0.33	0.03	xxxx	0.35	0.88	0.88	0.89	0.89	0.89	1.78	1.78	1.78
Crit Moves:	****				****		****			****		
Delay/Veh:	16.4	11.9	0.0	15.6	44.3	44.3	43.9	43.9	43.9	375.6	376	375.6
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:	16.4	11.9	0.0	15.6	44.3	44.3	43.9	43.9	43.9	375.6	376	375.6
LOS by Move:	C	B	*	C	E	E	E	E	E	F	F	F
ApproachDel:		16.0			36.6			43.9			375.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			36.6			43.9			375.6	
LOS by Appr:		C			E			E			F	
AllWayAvgQ:	0.4	0.0	0.0	0.5	4.4	4.4	4.6	4.6	4.6	50.8	50.8	50.8

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
Initial Vol:	120	10	0	150	290	120	10	281	150	20	760	110
Major Street Volume:							1331					
Minor Approach Volume:							560					
Minor Approach Volume Threshold:							202					

SIGNAL WARRANT DISCLAIMER

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway

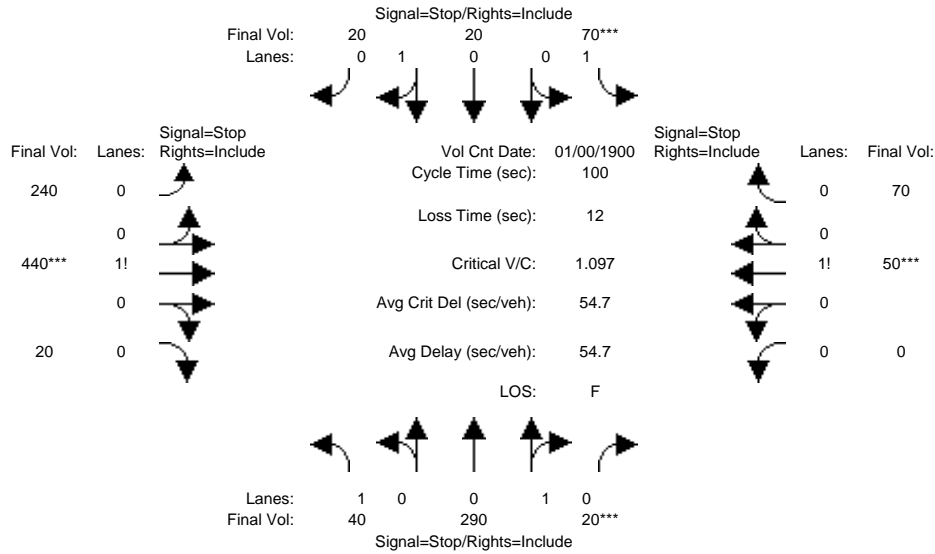


Table with 4 columns: Street Name (Paseo Padre Parkway, Grimmer Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), and Min. Green values.

Volume Module table showing Count, Date (0 Jan 1900), and various adjustment factors (Growth Adj, User Adj, etc.) for each movement.

Saturation Flow Module table showing Adjustment, Lanes, and Final Sat. values for each movement.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Delay/Veh, and LOS by Move for each movement.

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	1	0
Initial Vol:	40	290		20		70	20		20		240	440		20		0	50		70	
Major Street Volume:									820											
Minor Approach Volume:									350											
Minor Approach Volume Threshold:									355											

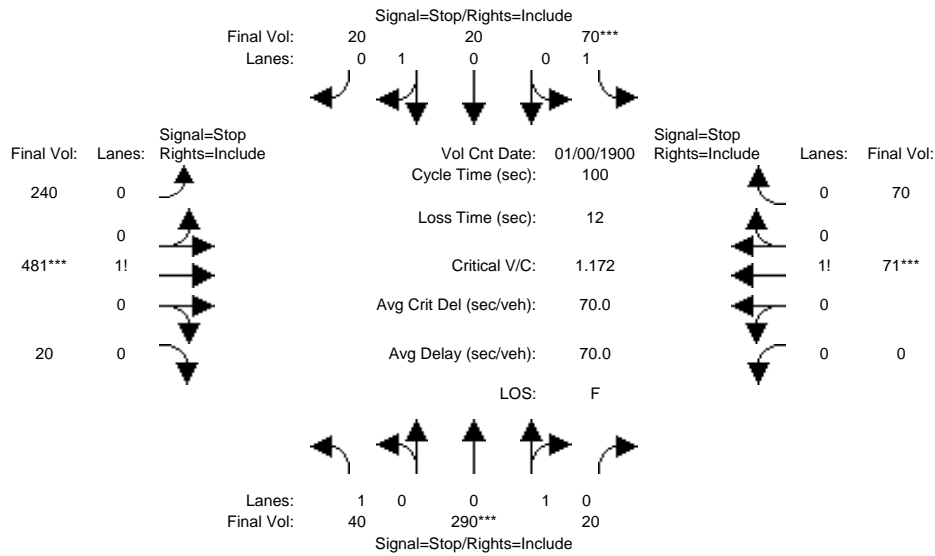
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #9: Grimmer Blvd / Paseo Padre Parkway



Street Name:	Paseo Padre Parkway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	290	20	70	20	20	240	440	20	0	50	70
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:	40	290	20	70	20	20	240	440	20	0	50	70
Added Vol:	0	0	0	0	0	0	0	41	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	290	20	70	20	20	240	481	20	0	71	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	290	20	70	20	20	240	481	20	0	71	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	290	20	70	20	20	240	481	20	0	71	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	40	290	20	70	20	20	240	481	20	0	71	70
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:	1.00	0.94	0.06	1.00	0.50	0.50	0.32	0.65	0.03	0.00	0.50	0.50
Final Sat.:	482	486	34	441	246	246	205	410	17	0	279	275
Capacity Analysis Module:												
Vol/Sat:	0.08	0.60	0.60	0.16	0.08	0.08	1.17	1.17	1.17	xxxx	0.25	0.25
Crit Moves:	****			****			****			****		
Delay/Veh:	10.8	19.0	19.0	12.1	10.4	10.4	114.4	114	114.4	0.0	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	19.0	19.0	12.1	10.4	10.4	114.4	114	114.4	0.0	11.2	11.2
LOS by Move:	B	C	C	B	B	B	F	F	F	*	B	B
ApproachDel:	18.0			11.4			114.4			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.0			11.4			114.4			11.2		
LOS by Appr:	C			B			F			B		
AllWayAvgQ:	0.1	1.4	1.4	0.2	0.1	0.1	18.6	18.6	18.6	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #9 Grimmer Blvd / Paseo Padre Parkway

Future Volume Alternative: Peak Hour Warrant Met

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							
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	1	0
Initial Vol:	40	290		20		70	20		20		240	481		20		0	71		70	
Major Street Volume:					882															
Minor Approach Volume:					350															
Minor Approach Volume Threshold:					332															

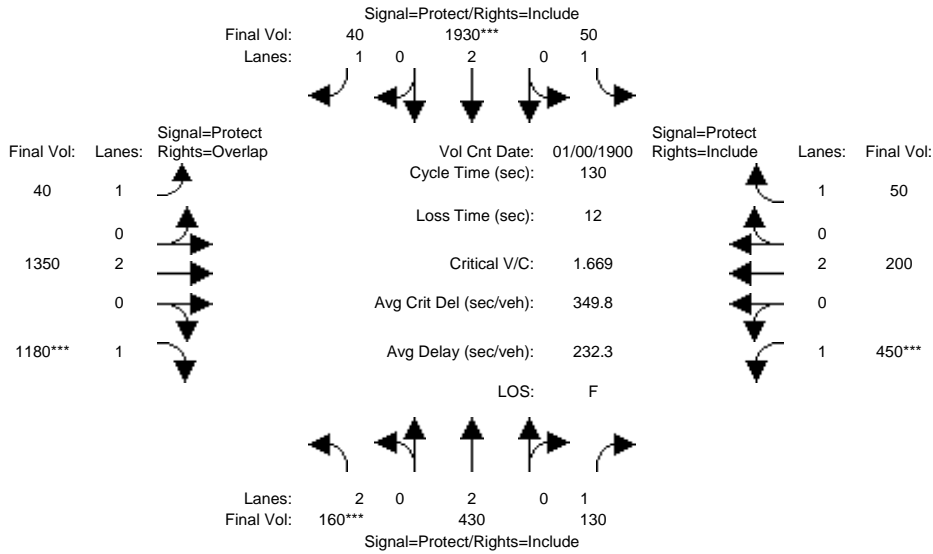
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #10: Grimmer Blvd / Fremont Blvd

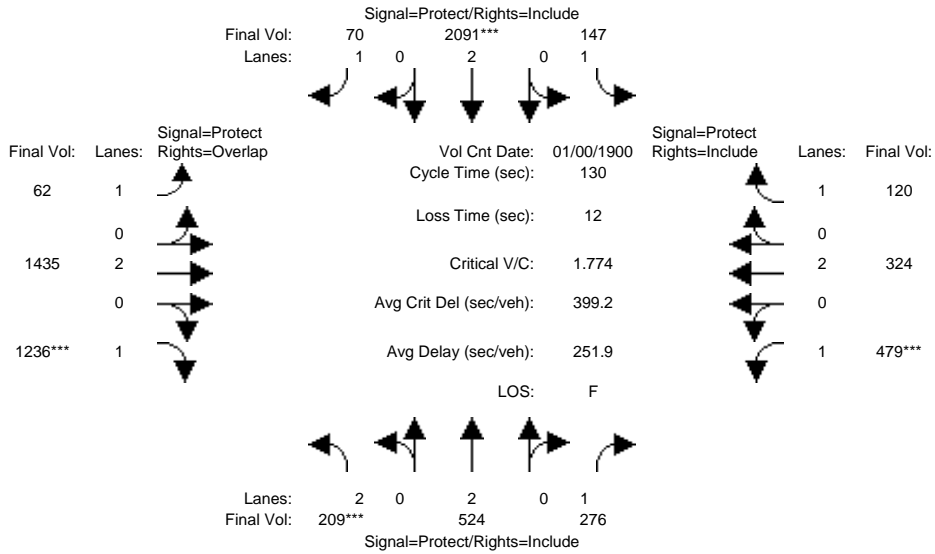


Street Name:	Fremont Blvd						Grimmer Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	430	130	50	1930	40	40	1350	1180	450	200	50
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:	160	430	130	50	1930	40	40	1350	1180	450	200	50
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:	160	430	130	50	1930	40	40	1350	1180	450	200	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	430	130	50	1930	40	40	1350	1180	450	200	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	430	130	50	1930	40	40	1350	1180	450	200	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	430	130	50	1930	40	40	1350	1180	450	200	50
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:	0.05	0.12	0.08	0.03	0.53	0.02	0.02	0.37	0.73	0.25	0.06	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.03	0.28	0.28	0.07	0.32	0.32	0.16	0.41	0.44	0.15	0.40	0.40
Volume/Cap:	1.48	0.43	0.29	0.39	1.68	0.08	0.14	0.91	1.66	1.68	0.14	0.08
Uniform Del:	63.0	38.5	36.8	57.6	44.3	30.9	47.0	36.3	36.4	55.3	24.9	24.3
IncemntDel:	261.0	0.3	0.4	1.9	308	0.1	0.2	9.1	304.0	319.6	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	324.0	38.7	37.2	59.5	352	31.0	47.2	45.4	340.4	374.9	24.9	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	324.0	38.7	37.2	59.5	352	31.0	47.2	45.4	340.4	374.9	24.9	24.3
LOS by Move:	F	D	D	E	F	C	D	D	F	F	C	C
HCM2kAvgQ:	8	7	4	2	90	1	1	29	103	41	3	1

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

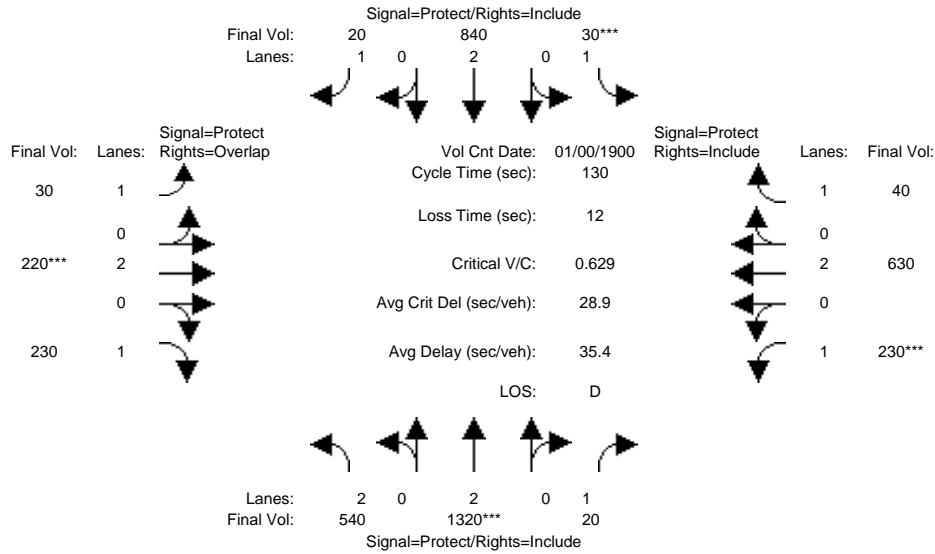
Intersection #10: Grimmer Blvd / Fremont Blvd



Street Name:	Fremont Blvd						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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	430	130	50	1930	40	40	1350	1180	450	200	50
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:	160	430	130	50	1930	40	40	1350	1180	450	200	50
Added Vol:	49	94	146	97	161	30	22	85	56	29	124	70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	524	276	147	2091	70	62	1435	1236	479	324	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	524	276	147	2091	70	62	1435	1236	479	324	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	524	276	147	2091	70	62	1435	1236	479	324	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	209	524	276	147	2091	70	62	1435	1236	479	324	120
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	0.15	0.17	0.08	0.58	0.04	0.03	0.40	0.77	0.27	0.09	0.07
Crit Moves:	***			****			****		****	****		
Green/Cycle:	0.03	0.24	0.24	0.12	0.33	0.33	0.15	0.40	0.43	0.15	0.40	0.40
Volume/Cap:	1.77	0.59	0.70	0.70	1.77	0.13	0.23	1.00	1.77	1.77	0.23	0.19
Uniform Del:	62.8	43.5	44.8	55.3	43.8	30.8	48.5	39.1	37.0	55.3	26.1	25.6
IncemntDel:	380.2	1.1	5.5	10.1	352	0.1	0.4	23.5	354.0	362.8	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	443.0	44.6	50.4	65.4	395	30.9	48.9	62.6	390.9	418.1	26.1	25.8
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:	443.0	44.6	50.4	65.4	395	30.9	48.9	62.6	390.9	418.1	26.1	25.8
LOS by Move:	F	D	D	E	F	C	D	E	F	F	C	C
HCM2kAvgQ:	12	10	11	7	102	2	2	35	114	46	4	3

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

Intersection #10: Grimmer Blvd / Fremont Blvd

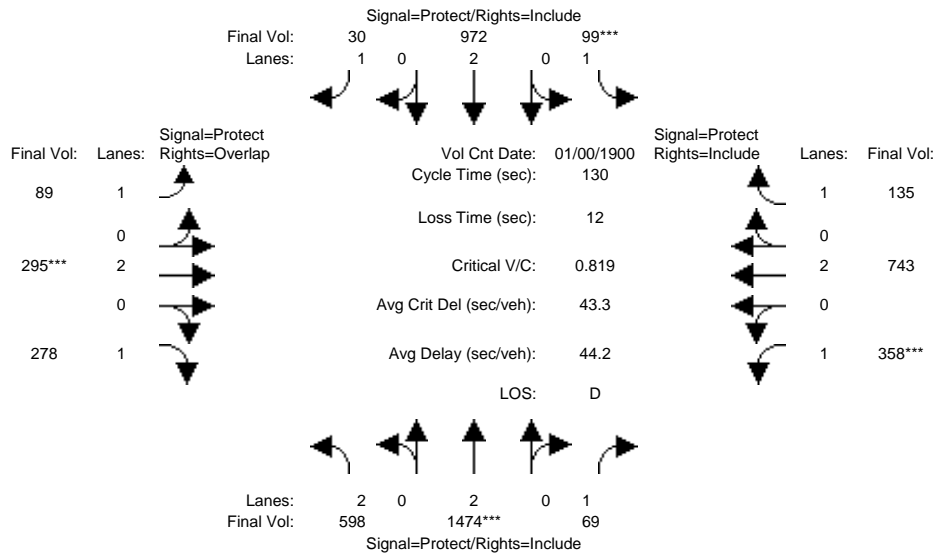


Street Name:	Fremont Blvd						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	540	1320	20	30	840	20	30	220	230	230	630	40
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:	540	1320	20	30	840	20	30	220	230	230	630	40
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:	540	1320	20	30	840	20	30	220	230	230	630	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	1320	20	30	840	20	30	220	230	230	630	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1320	20	30	840	20	30	220	230	230	630	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	540	1320	20	30	840	20	30	220	230	230	630	40
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:	0.15	0.37	0.01	0.02	0.23	0.01	0.02	0.06	0.14	0.13	0.17	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.58	0.58	0.03	0.37	0.37	0.04	0.10	0.34	0.20	0.25	0.25
Volume/Cap:	0.63	0.63	0.02	0.54	0.63	0.03	0.37	0.63	0.42	0.63	0.69	0.10
Uniform Del:	44.0	18.2	11.7	62.1	34.0	26.4	60.3	56.5	33.1	47.5	43.9	37.1
IncrcmntDel:	1.6	0.6	0.0	10.3	1.0	0.0	2.9	3.7	0.5	3.6	2.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.6	18.8	11.7	72.4	35.0	26.4	63.2	60.2	33.6	51.1	46.1	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	18.8	11.7	72.4	35.0	26.4	63.2	60.2	33.6	51.1	46.1	37.3
LOS by Move:	D	B	B	E	D	C	E	E	C	D	D	D
HCM2kAvgQ:	11	18	0	2	15	0	1	5	7	9	13	1

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #10: Grimmer Blvd / Fremont Blvd



Street Name:	Fremont Blvd						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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	540	1320	20	30	840	20	30	220	230	230	630	40
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:	540	1320	20	30	840	20	30	220	230	230	630	40
Added Vol:	58	154	49	69	132	10	59	75	48	128	113	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	598	1474	69	99	972	30	89	295	278	358	743	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1474	69	99	972	30	89	295	278	358	743	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	598	1474	69	99	972	30	89	295	278	358	743	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	598	1474	69	99	972	30	89	295	278	358	743	135

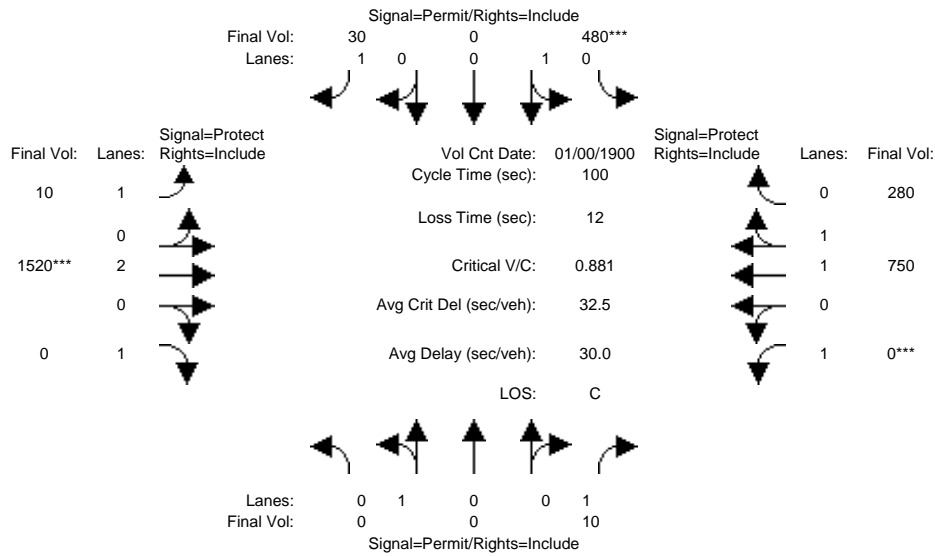
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.04	0.05	0.27	0.02	0.05	0.08	0.17	0.20	0.21	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.50	0.50	0.07	0.35	0.35	0.07	0.10	0.32	0.24	0.28	0.28
Volume/Cap:	0.78	0.82	0.09	0.82	0.78	0.05	0.75	0.82	0.54	0.82	0.75	0.30
Uniform Del:	47.7	27.6	17.1	59.9	38.0	28.3	59.6	57.4	36.4	46.6	42.9	37.2
IncrcmntDel:	5.1	3.1	0.0	33.8	3.2	0.0	22.4	13.7	1.1	11.6	3.1	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.8	30.7	17.1	93.6	41.2	28.4	82.0	71.1	37.5	58.1	46.0	37.6
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:	52.8	30.7	17.1	93.6	41.2	28.4	82.0	71.1	37.5	58.1	46.0	37.6
LOS by Move:	D	C	B	F	D	C	F	E	D	E	D	D
HCM2kAvgQ:	13	28	1	6	20	1	4	7	9	16	15	4

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

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

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	0	0	10	480	0	30	10	1520	0	0	750	280
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	10	480	0	30	10	1520	0	0	750	280
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	10	480	0	30	10	1520	0	0	750	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	480	0	30	10	1520	0	0	750	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	480	0	30	10	1520	0	0	750	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	0	0	10	480	0	30	10	1520	0	0	750	280

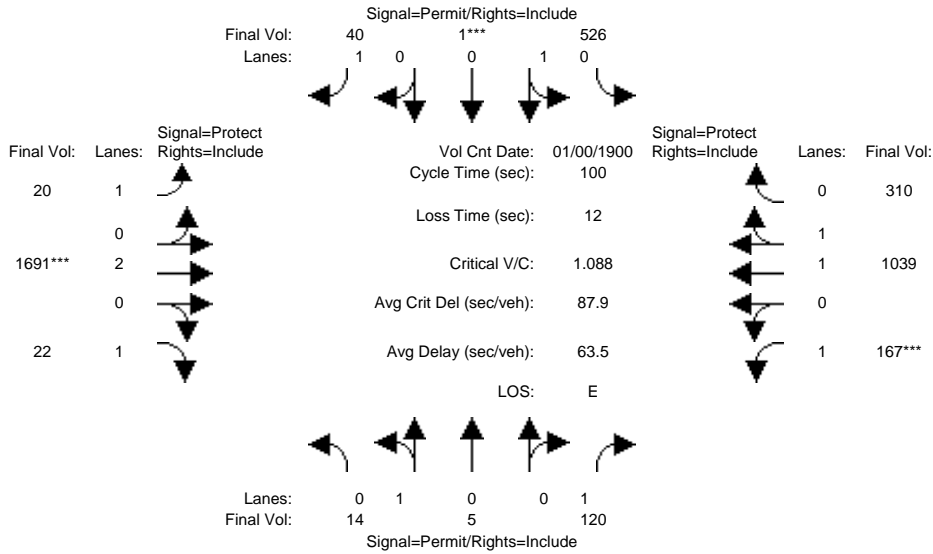
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.71	1.00	0.85	0.95	0.95	1.00	1.00	0.91	0.91	
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.46	0.54	
Final Sat.:	0	1900	1615	1357	0	1615	1805	3610	1900	1900	2521	941	

Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.01	0.35	0.00	0.02	0.01	0.42	0.00	0.00	0.30	0.30
Crit Moves:					****			****			****		
Green/Cycle:	0.00	0.00	0.40	0.40	0.00	0.40	0.06	0.48	0.00	0.00	0.42	0.42	
Volume/Cap:	0.00	0.00	0.02	0.88	0.00	0.05	0.10	0.88	0.00	0.00	0.71	0.71	
Uniform Del:	0.0	0.0	18.0	27.7	0.0	18.2	44.7	23.5	0.0	0.0	23.8	23.8	
IncramntDel:	0.0	0.0	0.0	15.3	0.0	0.0	0.4	5.6	0.0	0.0	1.6	1.6	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	18.0	43.0	0.0	18.3	45.2	29.1	0.0	0.0	25.4	25.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	18.0	43.0	0.0	18.3	45.2	29.1	0.0	0.0	25.4	25.4	
LOS by Move:	A	A	B	D	A	B	D	C	A	A	C	C	
HCM2kAvgQ:	0	0	0	17	0	1	0	24	0	0	13	13	

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

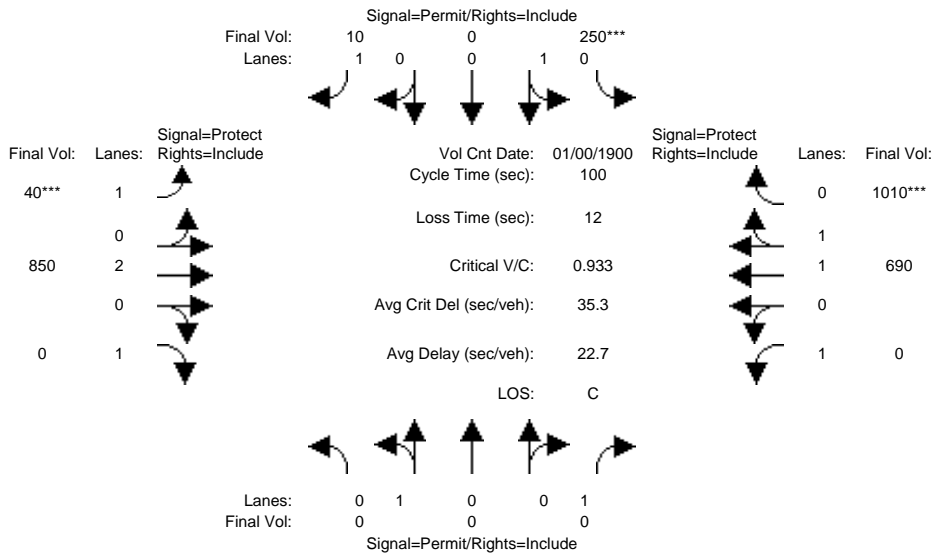
Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	>> Count Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	10	480	0	30	10	1520	0	0	750	280
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	10	480	0	30	10	1520	0	0	750	280
Added Vol:	14	5	110	46	1	0	0	171	22	167	289	30
PasserByVol:	0	0	0	0	0	10	10	0	0	0	0	0
Initial Fut:	14	5	120	526	1	40	20	1691	22	167	1039	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	120	526	1	40	20	1691	22	167	1039	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	5	120	526	1	40	20	1691	22	167	1039	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	14	5	120	526	1	40	20	1691	22	167	1039	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.85	0.70	0.70	0.85	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	0.74	0.26	1.00	0.99	0.01	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	1011	361	1615	1327	3	1615	1805	3610	1615	1805	2686	801
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.07	0.40	0.40	0.02	0.01	0.47	0.01	0.09	0.39	0.39
Crit Moves:					****			****			****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.05	0.43	0.43	0.09	0.47	0.47
Volume/Cap:	0.04	0.04	0.20	1.09	1.09	0.07	0.23	1.09	0.03	1.09	0.83	0.83
Uniform Del:	20.5	20.5	21.8	31.8	31.8	20.7	45.8	28.5	16.4	45.7	23.1	23.1
IncrcmntDel:	0.0	0.0	0.2	66.7	66.7	0.0	1.3	50.7	0.0	98.0	3.7	3.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.5	20.5	22.0	98.5	98.5	20.8	47.1	79.1	16.5	143.8	26.8	26.8
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:	20.5	20.5	22.0	98.5	98.5	20.8	47.1	79.1	16.5	143.8	26.8	26.8
LOS by Move:	C	C	C	F	F	C	D	E	B	F	C	C
HCM2kAvgQ:	0	0	3	26	26	1	1	38	0	7	17	17
Note:	Queue reported is the number of cars per lane.											

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

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM											
Base Vol:	0	0	0	250	0	10	40	850	0	0	690	1010					
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	250	0	10	40	850	0	0	690	1010					
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	250	0	10	40	850	0	0	690	1010					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	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	250	0	10	40	850	0	0	690	1010					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	0	0	0	250	0	10	40	850	0	0	690	1010					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	0	0	0	250	0	10	40	850	0	0	690	1010					

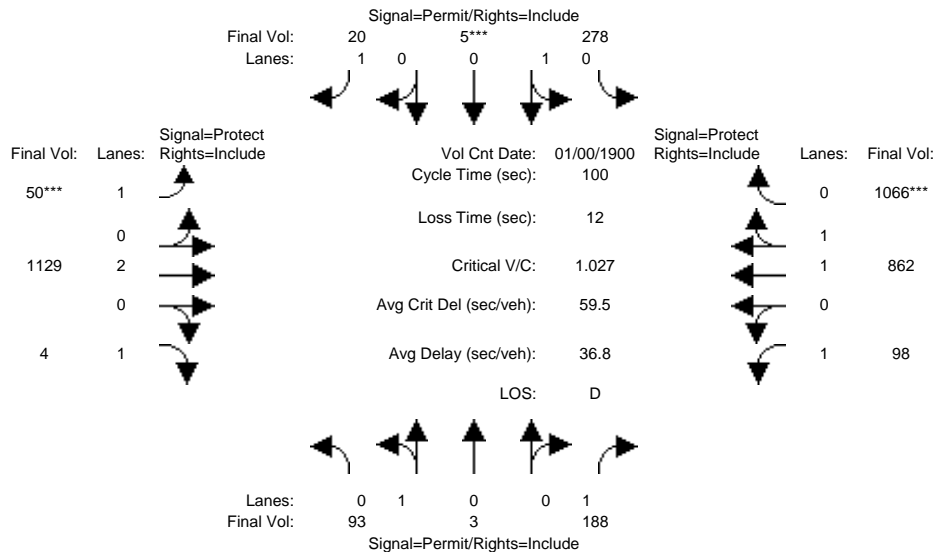
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.71	1.00	0.85	0.95	0.95	1.00	1.00	0.87	0.87
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	0	1900	1900	1357	0	1615	1805	3610	1900	1900	1644	1644

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.01	0.02	0.24	0.00	0.00	0.42	0.61
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.04	0.69	0.00	0.00	0.65	0.65
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.03	0.55	0.34	0.00	0.00	0.65	0.95
Uniform Del:	0.0	0.0	0.0	39.8	0.0	32.7	47.1	6.4	0.0	0.0	10.8	16.2
IncramntDel:	0.0	0.0	0.0	42.0	0.0	0.0	9.1	0.1	0.0	0.0	0.6	11.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	81.8	0.0	32.7	56.2	6.5	0.0	0.0	11.4	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	81.8	0.0	32.7	56.2	6.5	0.0	0.0	11.4	27.9
LOS by Move:	A	A	A	F	A	C	E	A	A	A	B	C
HCM2kAvgQ:	0	0	0	12	0	0	1	6	0	0	13	33

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project_PM

Intersection #11: Grimmer Blvd / Old Warm Springs/Lopes Court



Street Name:	Old Warm Springs/Lopes Court						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	0	0	0	250	0	10	40	850	0	0	690	1010
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	250	0	10	40	850	0	0	690	1010
Added Vol:	93	3	188	28	5	0	0	279	4	98	172	56
PasserByVol:	0	0	0	0	0	10	10	0	0	0	0	0
Initial Fut:	93	3	188	278	5	20	50	1129	4	98	862	1066
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	3	188	278	5	20	50	1129	4	98	862	1066
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	3	188	278	5	20	50	1129	4	98	862	1066
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	93	3	188	278	5	20	50	1129	4	98	862	1066

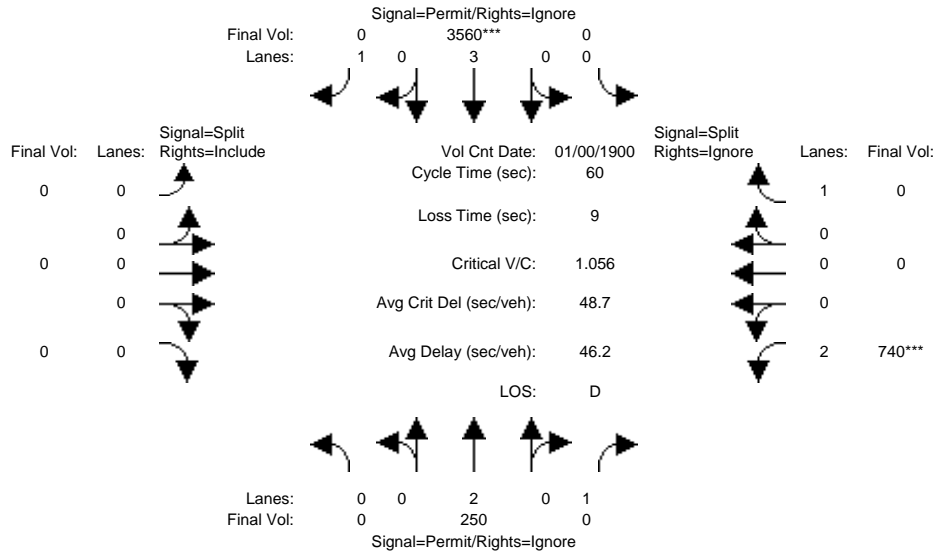
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.29	0.85	0.64	0.64	0.85	0.95	0.95	0.85	0.95	0.87	0.87
Lanes:	0.97	0.03	1.00	0.98	0.02	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	528	17	1615	1196	22	1615	1805	3610	1615	1805	1655	1655

Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.12	0.23	0.23	0.01	0.03	0.31	0.00	0.05	0.52	0.64
Crit Moves:					****		****					****
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.04	0.56	0.56	0.10	0.62	0.62
Volume/Cap:	0.79	0.79	0.52	1.04	1.04	0.06	0.69	0.56	0.00	0.56	0.84	1.04
Uniform Del:	36.7	36.7	34.2	38.9	38.9	30.6	47.4	14.1	9.7	43.1	15.3	19.1
IncramntDel:	28.6	28.6	1.4	66.4	66.4	0.1	25.1	0.4	0.0	4.0	3.1	33.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.3	65.3	35.6	105.3	105	30.7	72.5	14.4	9.7	47.1	18.3	52.4
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:	65.3	65.3	35.6	105.3	105	30.7	72.5	14.4	9.7	47.1	18.3	52.4
LOS by Move:	E	E	D	F	F	C	E	B	A	D	B	D
HCM2kAvgQ:	5	5	6	15	15	0	2	11	0	3	23	43

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

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

Intersection #12: Fremont Blvd / I-880 Northbound

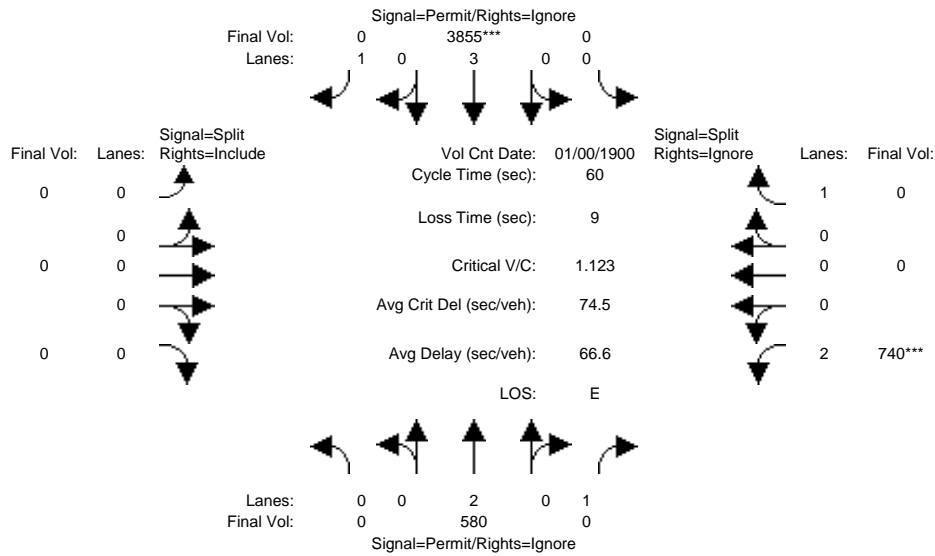


Street Name:	Fremont Blvd						I-880 Northbound						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM													
Base Vol:	0	250	180	0	3560	170	0	0	0	740	0	810	
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	250	180	0	3560	170	0	0	0	740	0	810	
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	250	180	0	3560	170	0	0	0	740	0	810	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	0	250	0	0	3560	0	0	0	0	740	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	250	0	0	3560	0	0	0	0	740	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
Final Volume:	0	250	0	0	3560	0	0	0	0	740	0	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.07	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.21	0.00	0.00	
Crit Moves:							****						
Green/Cycle:	0.00	0.65	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.20	0.00	0.00	
Volume/Cap:	0.00	0.11	0.00	0.00	1.06	0.00	0.00	0.00	0.00	1.06	0.00	0.00	
Uniform Del:	0.0	4.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	24.0	0.0	0.0	
IncramntDel:	0.0	0.0	0.0	0.0	32.9	0.0	0.0	0.0	0.0	49.8	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	
Delay/Veh:	0.0	4.0	0.0	0.0	43.4	0.0	0.0	0.0	0.0	73.8	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	4.0	0.0	0.0	43.4	0.0	0.0	0.0	0.0	73.8	0.0	0.0	
LOS by Move:	A	A	A	A	D	A	A	A	A	E	A	A	
HCM2kAvgQ:	0	1	0	0	37	0	0	0	0	15	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project_AM

Intersection #12: Fremont Blvd / I-880 Northbound

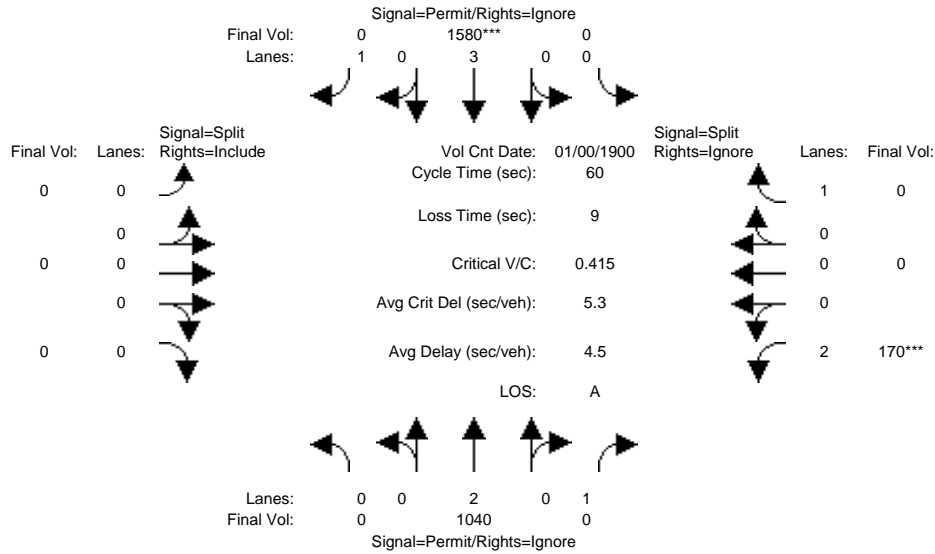


Street Name:	Fremont Blvd						I-880 Northbound						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM													
Base Vol:	0	250	180	0	3560	170	0	0	0	740	0	810	
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	250	180	0	3560	170	0	0	0	740	0	810	
Added Vol:	0	330	2	0	295	36	0	0	0	0	0	451	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	580	182	0	3855	206	0	0	0	740	0	1261	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	0	580	0	0	3855	0	0	0	0	740	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	580	0	0	3855	0	0	0	0	740	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
Final Volume:	0	580	0	0	3855	0	0	0	0	740	0	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.16	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.21	0.00	0.00	
Crit Moves:							****						
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.19	0.00	0.00	
Volume/Cap:	0.00	0.24	0.00	0.00	1.12	0.00	0.00	0.00	0.00	1.12	0.00	0.00	
Uniform Del:	0.0	4.1	0.0	0.0	10.1	0.0	0.0	0.0	0.0	24.4	0.0	0.0	
IncramntDel:	0.0	0.1	0.0	0.0	59.8	0.0	0.0	0.0	0.0	74.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	
Delay/Veh:	0.0	4.1	0.0	0.0	69.9	0.0	0.0	0.0	0.0	98.3	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	4.1	0.0	0.0	69.9	0.0	0.0	0.0	0.0	98.3	0.0	0.0	
LOS by Move:	A	A	A	A	E	A	A	A	A	F	A	A	
HCM2kAvgQ:	0	2	0	0	47	0	0	0	0	16	0	0	

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

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

Intersection #12: Fremont Blvd / I-880 Northbound

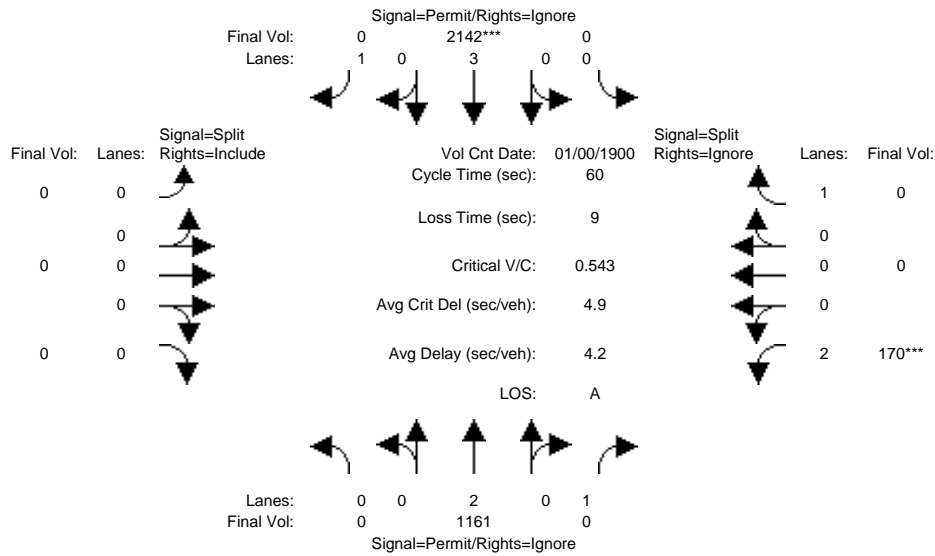


Street Name:	Fremont Blvd						I-880 Northbound					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1040	1460	0	1580	110	0	0	0	170	0	910
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	1040	1460	0	1580	110	0	0	0	170	0	910
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	1040	1460	0	1580	110	0	0	0	170	0	910
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1040	0	0	1580	0	0	0	0	170	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1040	0	0	1580	0	0	0	0	170	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1040	0	0	1580	0	0	0	0	170	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.73	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Volume/Cap:	0.00	0.39	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Uniform Del:	0.0	3.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	24.6	0.0	0.0
IncramntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.7	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	25.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	25.3	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	4	0	0	4	0	0	0	0	2	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project_PM

Intersection #12: Fremont Blvd / I-880 Northbound

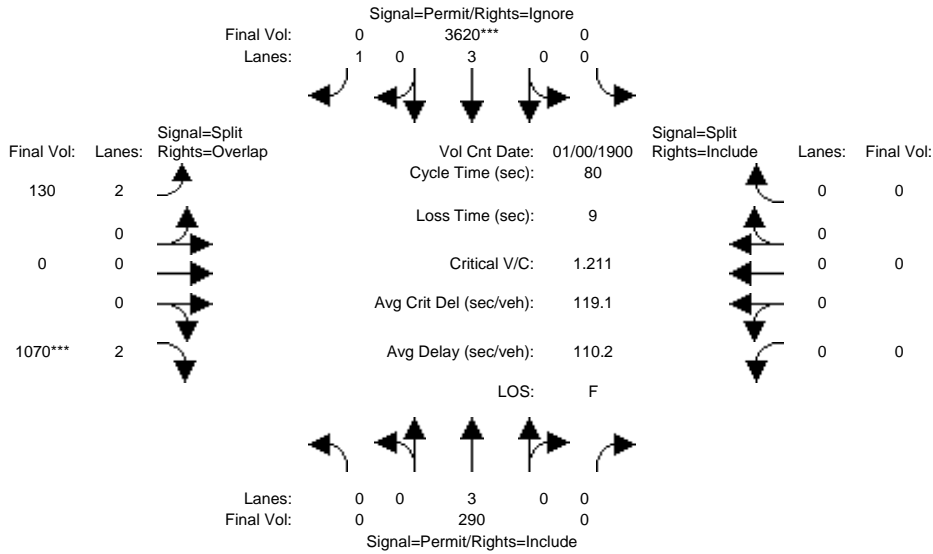


Street Name:	Fremont Blvd						I-880 Northbound						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM													
Base Vol:	0	1040	1460	0	1580	110	0	0	0	170	0	910	
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	1040	1460	0	1580	110	0	0	0	170	0	910	
Added Vol:	0	121	2	0	562	238	0	0	0	0	0	228	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	1161	1462	0	2142	348	0	0	0	170	0	1138	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	0	1161	0	0	2142	0	0	0	0	170	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1161	0	0	2142	0	0	0	0	170	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
Final Volume:	0	1161	0	0	2142	0	0	0	0	170	0	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	1900	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.32	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.05	0.00	0.00	
Crit Moves:							****						
Green/Cycle:	0.00	0.76	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.09	0.00	0.00	
Volume/Cap:	0.00	0.42	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.00	
Uniform Del:	0.0	2.5	0.0	0.0	2.9	0.0	0.0	0.0	0.0	26.1	0.0	0.0	
IncramntDel:	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	2.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	
Delay/Veh:	0.0	2.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	28.1	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	2.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	28.1	0.0	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A	
HCM2kAvgQ:	0	4	0	0	6	0	0	0	0	2	0	0	

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

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

Intersection #13: Fremont Blvd / I-880 Southbound



Street Name:	Fremont Blvd						I-880 Southbound					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM

Base Vol:	0	290	0	0	3620	1150	130	0	1070	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	290	0	0	3620	1150	130	0	1070	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	290	0	0	3620	1150	130	0	1070	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	290	0	0	3620	0	130	0	1070	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	0	0	3620	0	130	0	1070	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	290	0	0	3620	0	130	0	1070	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0

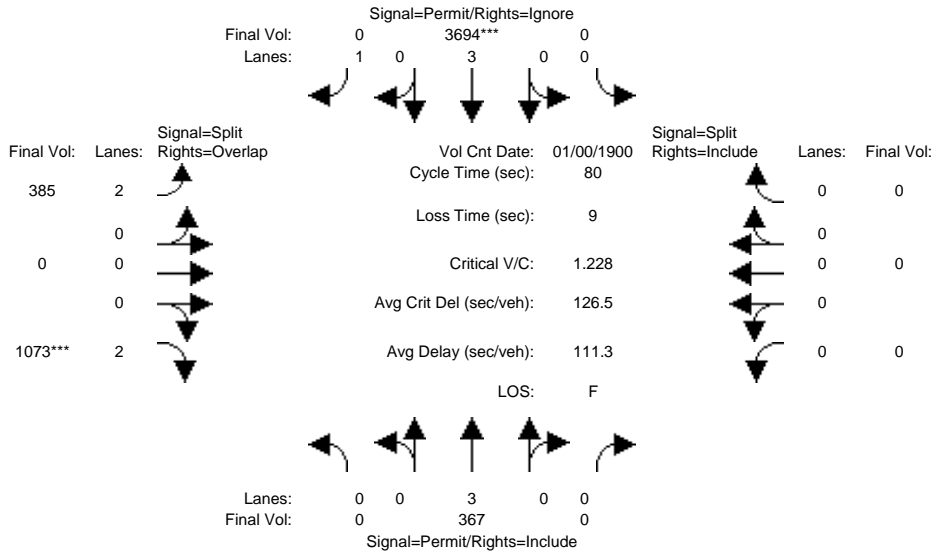
Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.00	0.00	0.70	0.00	0.04	0.00	0.38	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.10	0.00	0.00	1.21	0.00	0.12	0.00	1.21	0.00	0.00	0.00
Uniform Del:	0.0	7.6	0.0	0.0	16.9	0.0	19.7	0.0	27.6	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	98.1	0.0	0.0	0.0	105.3	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	0.0	0.0	115	0.0	19.8	0.0	132.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	0.0	0.0	115	0.0	19.8	0.0	132.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	F	A	B	A	F	A	A	A
HCM2kAvgQ:	0	1	0	0	59	0	1	0	31	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #13: Fremont Blvd / I-880 Southbound

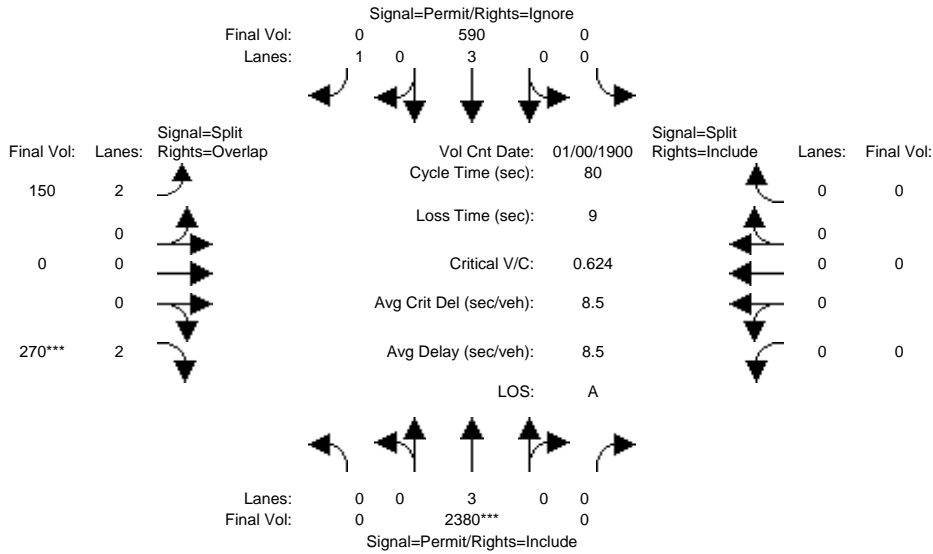


Street Name:	Fremont Blvd						I-880 Southbound					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	290	0	0	3620	1150	130	0	1070	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	290	0	0	3620	1150	130	0	1070	0	0	0
Added Vol:	0	77	0	0	74	222	255	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	367	0	0	3694	1372	385	0	1073	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	367	0	0	3694	0	385	0	1073	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	367	0	0	3694	0	385	0	1073	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	367	0	0	3694	0	385	0	1073	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.71	0.00	0.11	0.00	0.38	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.12	0.00	0.00	1.23	0.00	0.36	0.00	1.23	0.00	0.00	0.00
Uniform Del:	0.0	7.6	0.0	0.0	16.8	0.0	21.6	0.0	27.7	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	106	0.0	0.2	0.0	112.6	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	0.0	0.0	122	0.0	21.8	0.0	140.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	0.0	0.0	122	0.0	21.8	0.0	140.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	F	A	C	A	F	A	A	A
HCM2kAvgQ:	0	1	0	0	62	0	4	0	32	0	0	0

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

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

Intersection #13: Fremont Blvd / I-880 Southbound



Street Name:	Fremont Blvd						I-880 Southbound					
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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	0	2380	0	0	590	1020	150	0	270	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	2380	0	0	590	1020	150	0	270	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2380	0	0	590	1020	150	0	270	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2380	0	0	590	0	150	0	270	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2380	0	0	590	0	150	0	270	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2380	0	0	590	0	150	0	270	0	0	0

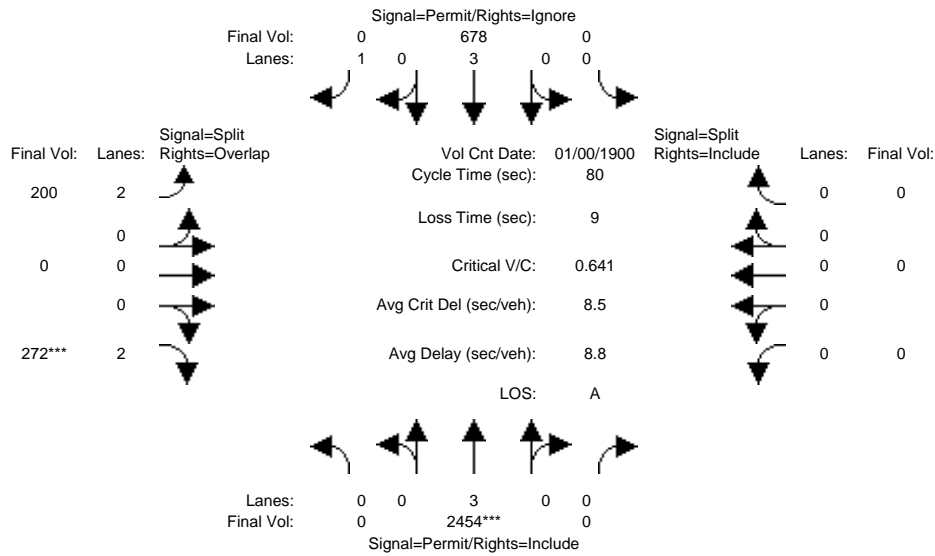
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.11	0.00	0.04	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.74	0.00	0.00	0.74	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.00	0.00	0.15	0.00	0.28	0.00	0.62	0.00	0.00	0.00
Uniform Del:	0.0	5.2	0.0	0.0	3.2	0.0	30.0	0.0	31.8	0.0	0.0	0.0
IncrcmntDel:	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	2.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.5	0.0	0.0	3.2	0.0	30.3	0.0	34.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	3.2	0.0	30.3	0.0	34.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	0	0	2	0	2	0	5	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #13: Fremont Blvd / I-880 Southbound



Street Name:	Fremont Blvd						I-880 Southbound					
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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	0	2380	0	0	590	1020	150	0	270	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	2380	0	0	590	1020	150	0	270	0	0	0
Added Vol:	0	74	0	0	88	474	50	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2454	0	0	678	1494	200	0	272	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2454	0	0	678	0	200	0	272	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2454	0	0	678	0	200	0	272	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2454	0	0	678	0	200	0	272	0	0	0

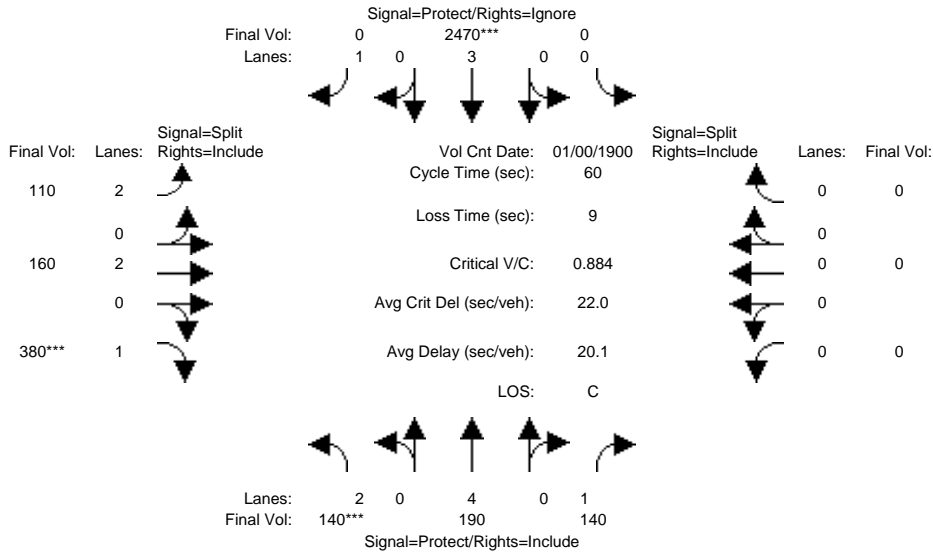
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	1900	3502	0	2842	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.13	0.00	0.06	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.74	0.00	0.00	0.74	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.00	0.18	0.00	0.38	0.00	0.64	0.00	0.00	0.00
Uniform Del:	0.0	5.2	0.0	0.0	3.2	0.0	30.7	0.0	32.0	0.0	0.0	0.0
IncrcmntDel:	0.0	0.4	0.0	0.0	0.0	0.0	0.5	0.0	3.3	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.6	0.0	0.0	3.2	0.0	31.2	0.0	35.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.6	0.0	0.0	3.2	0.0	31.2	0.0	35.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	11	0	0	2	0	3	0	5	0	0	0

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

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

Intersection #14: Fremont Blvd / Cushing Pkwy

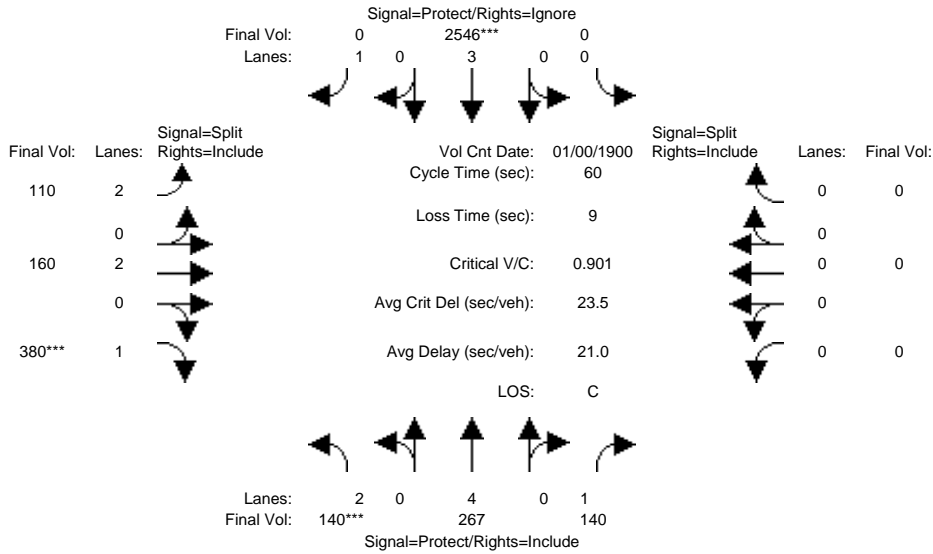


Street Name:	Fremont Blvd						Cushing Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	140	190	140	0	2470	1540	110	160	380	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:	140	190	140	0	2470	1540	110	160	380	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	190	140	0	2470	1540	110	160	380	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	190	140	0	2470	0	110	160	380	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	190	140	0	2470	0	110	160	380	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	190	140	0	2470	0	110	160	380	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.09	0.00	0.48	0.00	0.04	0.04	0.24	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.07	0.59	0.59	0.00	0.52	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.60	0.05	0.15	0.00	0.91	0.00	0.14	0.17	0.91	0.00	0.00	0.00
Uniform Del:	27.2	5.2	5.5	0.0	13.0	0.0	17.1	17.2	21.5	0.0	0.0	0.0
IncrcmntDel:	4.3	0.0	0.1	0.0	5.0	0.0	0.1	0.1	23.3	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	31.5	5.2	5.6	0.0	18.0	0.0	17.1	17.3	44.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	5.2	5.6	0.0	18.0	0.0	17.1	17.3	44.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	B	B	D	A	A	A
HCM2kAvgQ:	1	0	1	0	14	0	1	1	11	0	0	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #14: Fremont Blvd / Cushing Pkwy



Street Name:	Fremont Blvd						Cushing Pkwy					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	140	190	140	0	2470	1540	110	160	380	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:	140	190	140	0	2470	1540	110	160	380	0	0	0
Added Vol:	0	77	0	0	76	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	267	140	0	2546	1540	110	160	380	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	267	140	0	2546	0	110	160	380	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	267	140	0	2546	0	110	160	380	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	267	140	0	2546	0	110	160	380	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.09	0.00	0.49	0.00	0.04	0.04	0.24	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green/Cycle:	0.07	0.60	0.60	0.00	0.53	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.60	0.06	0.15	0.00	0.93	0.00	0.14	0.17	0.93	0.00	0.00	0.00
Uniform Del:	27.2	5.1	5.4	0.0	13.0	0.0	17.3	17.5	21.8	0.0	0.0	0.0
IncrcmntDel:	4.3	0.0	0.1	0.0	6.2	0.0	0.1	0.1	27.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	31.5	5.1	5.4	0.0	19.2	0.0	17.4	17.6	48.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	5.1	5.4	0.0	19.2	0.0	17.4	17.6	48.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	B	B	D	A	A	A
HCM2kAvgQ:	1	1	1	0	15	0	1	1	11	0	0	0

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

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

Intersection #14: Fremont Blvd / Cushing Pkwy

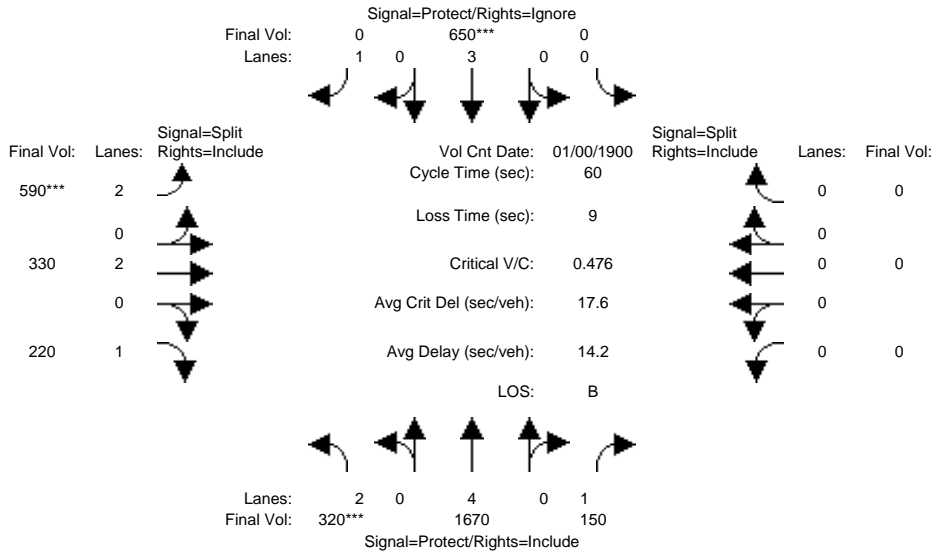
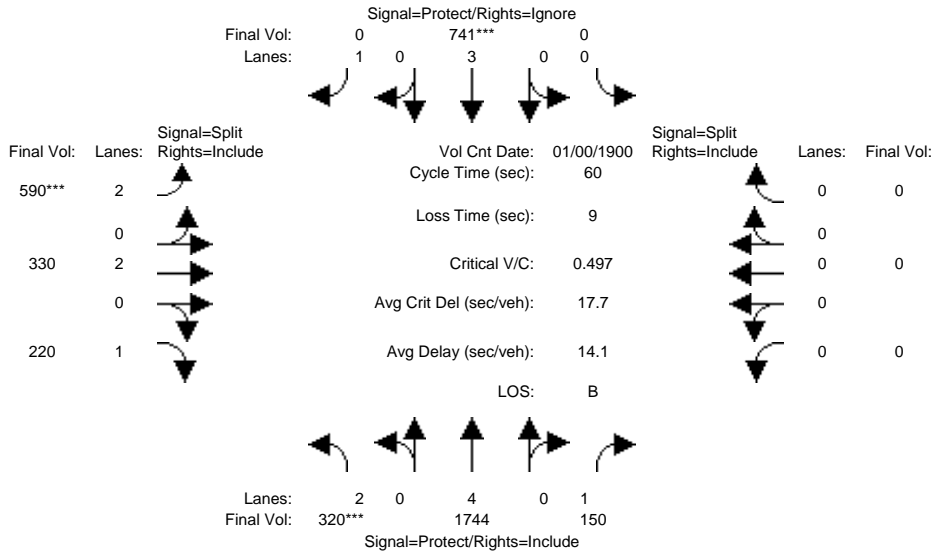


Table with columns for Street Name (Fremont Blvd, Cushing Pkwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), and various traffic engineering metrics including Volume Module, Saturation Flow Module, and Capacity Analysis Module.

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #14: Fremont Blvd / Cushing Pkwy

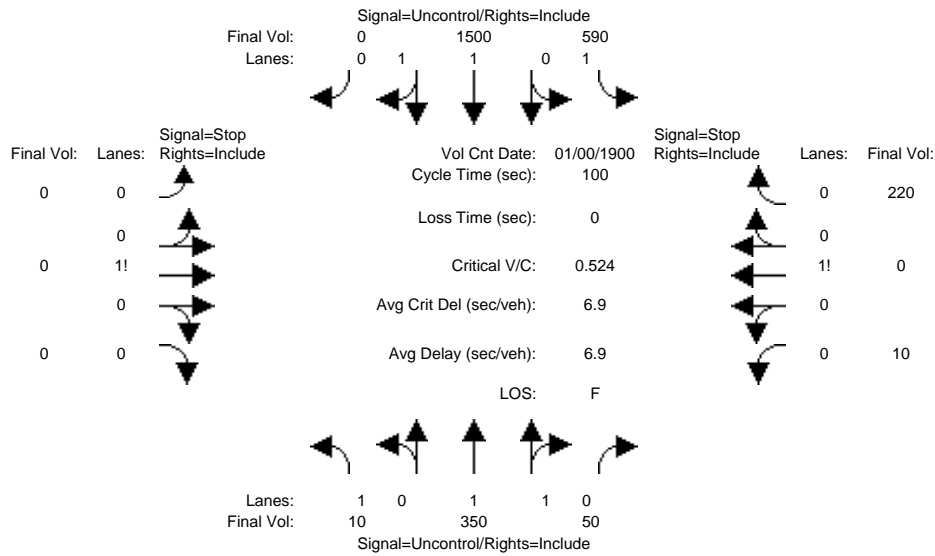


Street Name:	Fremont Blvd						Cushing Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	320	1670	150	0	650	220	590	330	220	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:	320	1670	150	0	650	220	590	330	220	0	0	0
Added Vol:	0	74	0	0	91	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1744	150	0	741	220	590	330	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1744	150	0	741	0	590	330	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1744	150	0	741	0	590	330	220	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	320	1744	150	0	741	0	590	330	220	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	1.00	0.91	1.00	0.82	0.95	0.85	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	0.00	3.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	6916	1615	0	5187	1900	3133	3610	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.09	0.00	0.14	0.00	0.19	0.09	0.14	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.18	0.47	0.47	0.00	0.29	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.50	0.54	0.20	0.00	0.50	0.00	0.50	0.24	0.36	0.00	0.00	0.00
Uniform Del:	22.0	11.2	9.2	0.0	17.8	0.0	14.3	12.7	13.4	0.0	0.0	0.0
IncrcmntDel:	0.6	0.2	0.1	0.0	0.3	0.0	0.3	0.1	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	22.6	11.4	9.4	0.0	18.0	0.0	14.6	12.8	13.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	11.4	9.4	0.0	18.0	0.0	14.6	12.8	13.8	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	A	B	B	B	A	A	A
HCM2kAvgQ:	3	6	2	0	4	0	5	2	3	0	0	0

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

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

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date, and various traffic metrics across four approaches (North, South, East, West).

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 350 50	590 1500 0	0 0 0 0	10 0 220
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	52.4

Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=3.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=230]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2730]
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 350 50	590 1500 0	0 0 0 0	10 0 220

Major Street Volume: 2500
 Minor Approach Volume: 230
 Minor Approach Volume Threshold: -31 [less than minimum of 100]

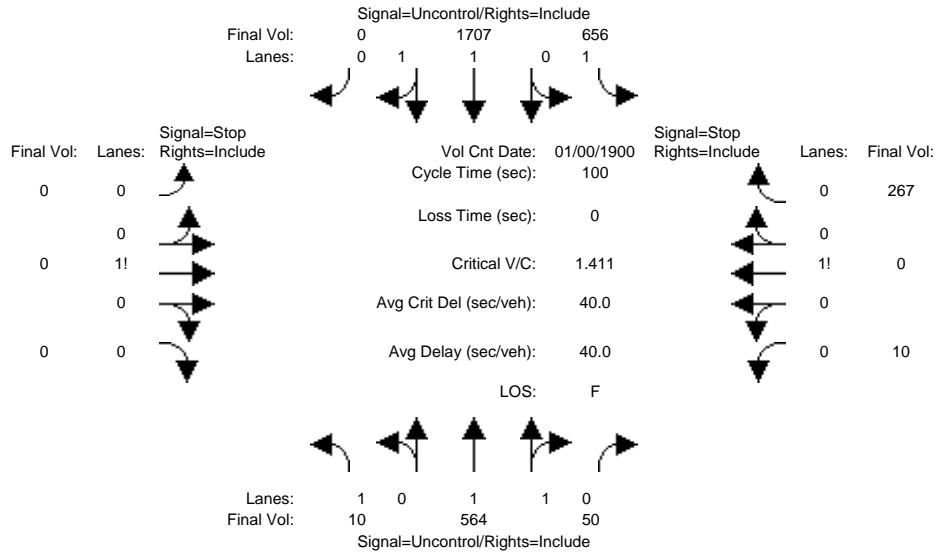
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+Project_AM

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date, and various traffic metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) for each approach and movement.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach and movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach and movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach and movement.

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 564 50	656 1707 0	0 0 0 0	10 0 267
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	432.7

Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=33.3]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=277]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=3264]
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 564 50	656 1707 0	0 0 0 0	10 0 267

Major Street Volume: 2987
 Minor Approach Volume: 277
 Minor Approach Volume Threshold: -92 [less than minimum of 100]

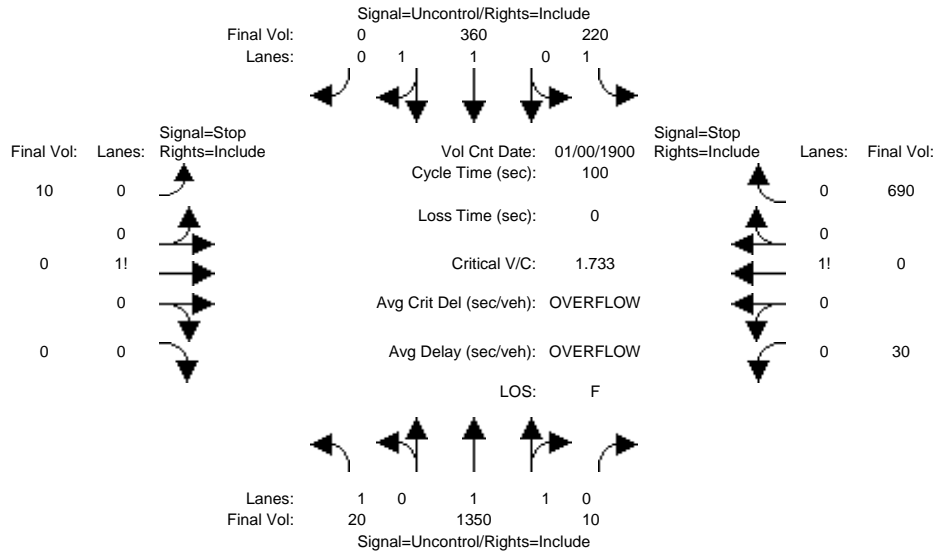
SIGNAL WARRANT DISCLAIMER

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

Intersection #15: Fremont Blvd / Old Warm Springs



Street Name: Fremont Blvd Old Warm Springs
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	20	1350	10	220	360	0	10	0	0	30	0	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1350	10	220	360	0	10	0	0	30	0	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1350	10	220	360	0	10	0	0	30	0	690
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1350	10	220	360	0	10	0	0	30	0	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1350	10	220	360	0	10	0	0	30	0	690

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	xxxx	xxxxxx	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	360	xxxx	xxxxxx	1360	xxxx	xxxxxx	1515	xxxx	xxxxxx	2015	2195	680
Potent Cap.:	1210	xxxx	xxxxxx	512	xxxx	xxxxxx	84	xxxx	xxxxxx	35	46	398
Move Cap.:	1210	xxxx	xxxxxx	512	xxxx	xxxxxx	0	xxxx	xxxxxx	23	26	398
Volume/Cap:	0.02	xxxx	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	1.30	0.00	1.73

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	2.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.0	xxxx	xxxxxx	17.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	238	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	64.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	955	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			+Inf			955.4		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 0 0 0	0 0 1! 0 0
Initial Vol:	20 1350 10	220 360 0	10 0 0 0	30 0 690
ApproachDel:	xxxxxxx	xxxxxxx	+Inf	955.4

Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=10]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=2690]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=191.1]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=720]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=2690]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #15 Fremont Blvd / Old Warm Springs

 Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 0 0 0	0 0 1! 0 0
Initial Vol:	20 1350 10	220 360 0	10 0 0 0	30 0 690

Major Street Volume: 1960
 Minor Approach Volume: 720
 Minor Approach Volume Threshold: 53 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+Project_PM

Intersection #15: Fremont Blvd / Old Warm Springs

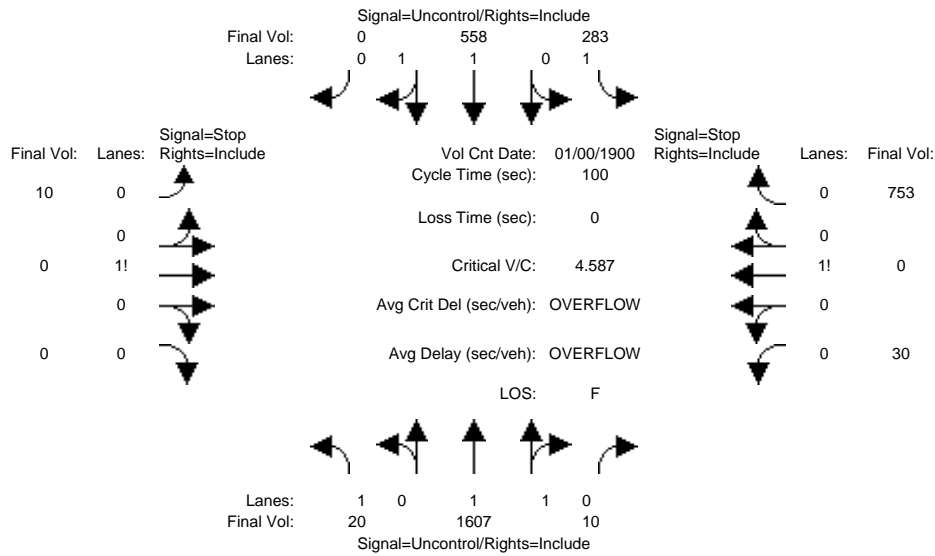


Table with columns for Street Name (Fremont Blvd, Old Warm Springs), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), and various volume and adjustment metrics.

Table for Critical Gap Module showing Critical Gap, FollowUpTim, and other timing parameters for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

	North Bound	South Bound	East Bound	West Bound
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
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 0 0 0	0 0 1! 0 0
Initial Vol:	20 1607 10	283 558 0	10 0 0 0	30 0 753
ApproachDel:	xxxxxxx	xxxxxxx	+Inf	2720.6

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3271]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=591.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=783]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3271]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Fremont Blvd / Old Warm Springs

Future Volume Alternative: Peak Hour Warrant Met

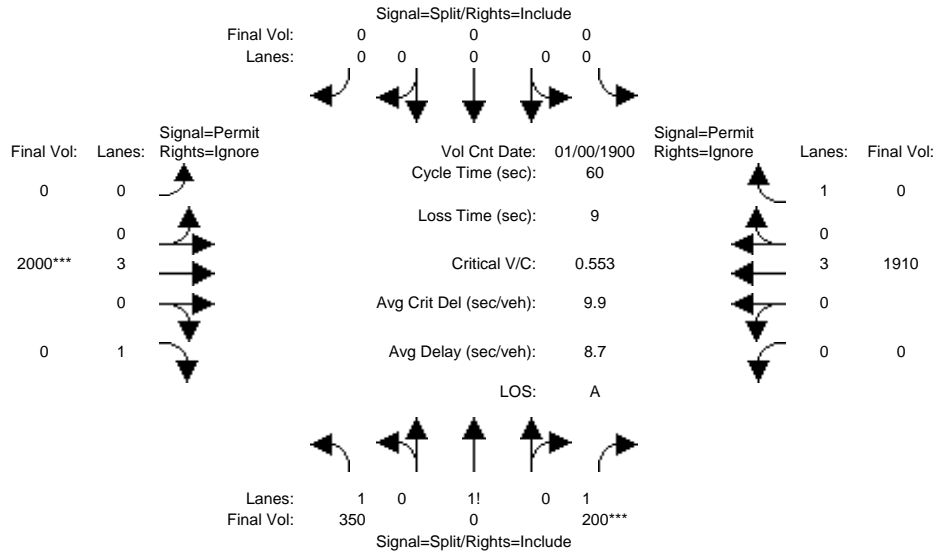
	North Bound	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 0 0 0	0 0 1! 0 0
Initial Vol:	20 1607 10	283 558 0	10 0 0 0	30 0 753
Major Street Volume:	2478			
Minor Approach Volume:	783			
Minor Approach Volume Threshold:	-28 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER
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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative_AM

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	350	0	200	0	0	0	0	2000	190	0	1910	1220
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:	350	0	200	0	0	0	0	2000	190	0	1910	1220
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:	350	0	200	0	0	0	0	2000	190	0	1910	1220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	350	0	200	0	0	0	0	2000	0	0	1910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	0	200	0	0	0	0	2000	0	0	1910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	350	0	200	0	0	0	0	2000	0	0	1910	0

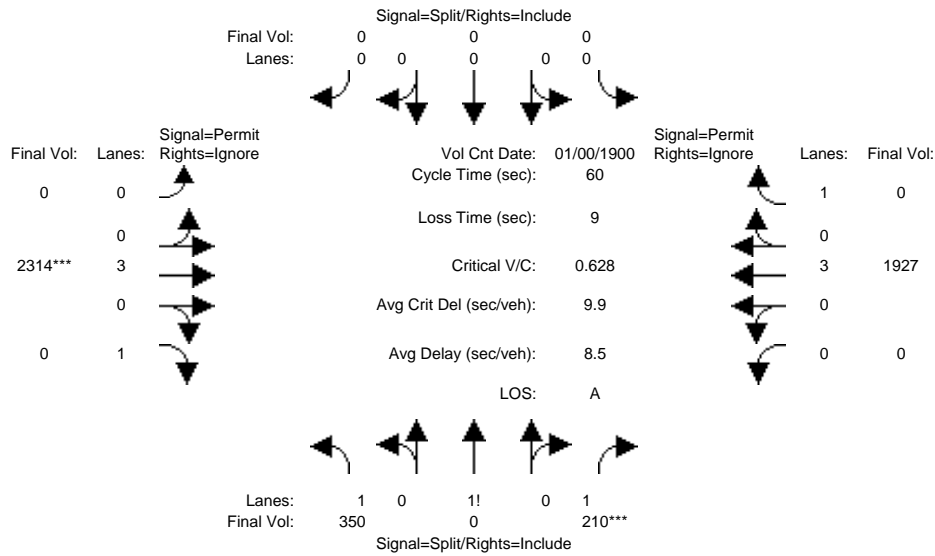
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.64	0.00	1.36	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2847	0	2373	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.08	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.37	0.00
Crit Moves:			****					****				
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00
Volume/Cap:	0.55	0.00	0.38	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.59	0.00
Uniform Del:	20.7	0.0	19.8	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.6	0.0
IncrementDel:	0.7	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	21.4	0.0	20.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.9	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:	21.4	0.0	20.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.9	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	3	0	0	0	0	8	0	0	7	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	350	0	200	0	0	0	0	2000	190	0	1910	1220
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:	350	0	200	0	0	0	0	2000	190	0	1910	1220
Added Vol:	0	0	10	0	0	0	0	314	0	0	17	221
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	0	210	0	0	0	0	2314	190	0	1927	1441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	350	0	210	0	0	0	0	2314	0	0	1927	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	0	210	0	0	0	0	2314	0	0	1927	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	350	0	210	0	0	0	0	2314	0	0	1927	0

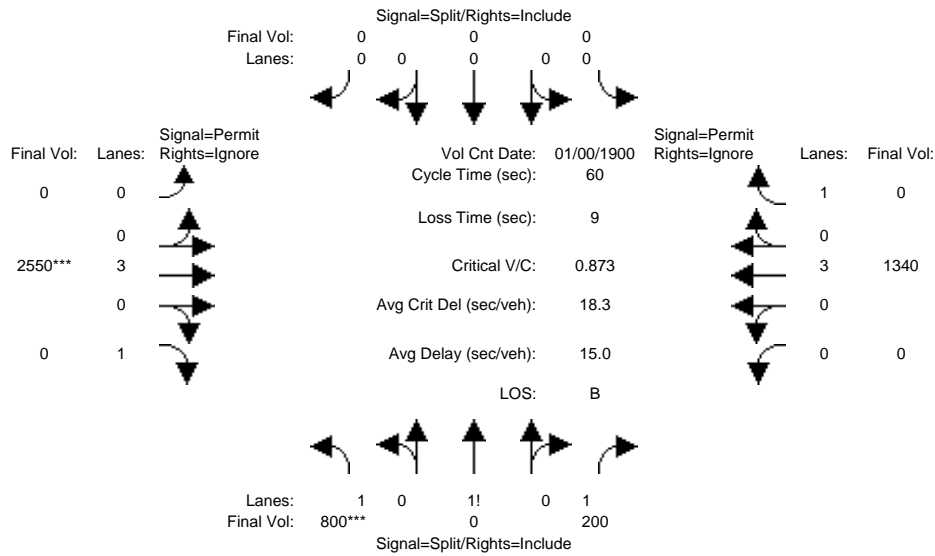
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.62	0.00	1.38	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2827	0	2392	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.09	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.37	0.00
Crit Moves:			****					****				
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.65	0.00	0.00	0.65	0.00
Volume/Cap:	0.63	0.00	0.45	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.57	0.00
Uniform Del:	22.1	0.0	21.2	0.0	0.0	0.0	0.0	6.5	0.0	0.0	5.8	0.0
IncrementDel:	1.4	0.0	0.3	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	23.5	0.0	21.5	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	0.0	21.5	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	10	0	0	7	0

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

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

Intersection #16: Auto Mall Pkwy / I-880 Northbound



Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	800	0	200	0	0	0	0	2550	710	0	1340	750
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:	800	0	200	0	0	0	0	2550	710	0	1340	750
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:	800	0	200	0	0	0	0	2550	710	0	1340	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	800	0	200	0	0	0	0	2550	0	0	1340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	0	200	0	0	0	0	2550	0	0	1340	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	800	0	200	0	0	0	0	2550	0	0	1340	0

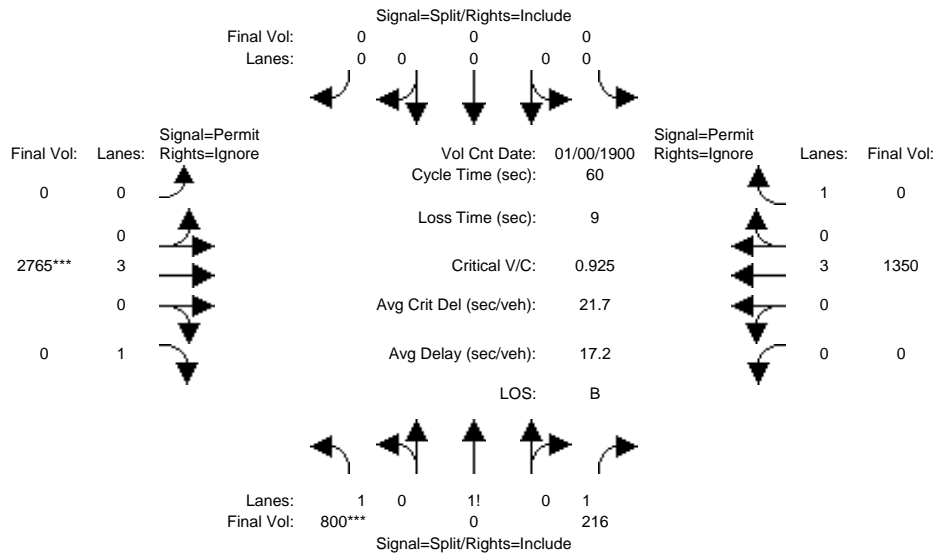
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.80	0.00	1.20	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3191	0	2128	0	0	0	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.09	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.26	0.00
Crit Moves:	***							***				
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.56	0.00
Volume/Cap:	0.87	0.00	0.33	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.46	0.00
Uniform Del:	20.4	0.0	16.8	0.0	0.0	0.0	0.0	11.3	0.0	0.0	7.7	0.0
IncramntDel:	7.6	0.0	0.1	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	28.0	0.0	16.9	0.0	0.0	0.0	0.0	14.5	0.0	0.0	7.8	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:	28.0	0.0	16.9	0.0	0.0	0.0	0.0	14.5	0.0	0.0	7.8	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	11	0	3	0	0	0	0	15	0	0	5	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #16: Auto Mall Pkwy / I-880 Northbound

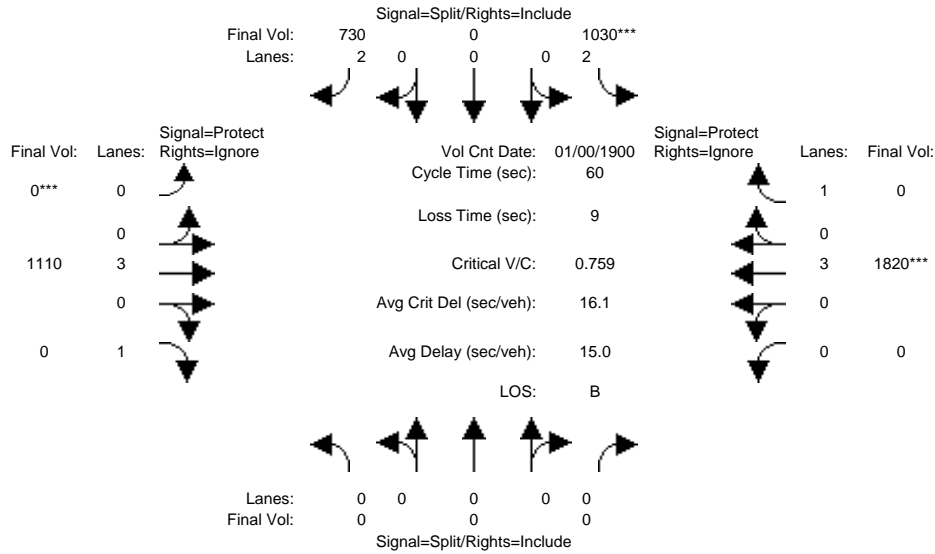


Street Name:	I-880 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	800	0	200	0	0	0	0	2550	710	0	1340	750
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:	800	0	200	0	0	0	0	2550	710	0	1340	750
Added Vol:	0	0	16	0	0	0	0	215	0	0	10	340
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	0	216	0	0	0	0	2765	710	0	1350	1090
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	800	0	216	0	0	0	0	2765	0	0	1350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	0	216	0	0	0	0	2765	0	0	1350	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	800	0	216	0	0	0	0	2765	0	0	1350	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	1.79	0.00	1.21	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3162	0	2145	0	0	0	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.10	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.26	0.00
Crit Moves:	***							***				
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.00
Volume/Cap:	0.92	0.00	0.37	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.45	0.00
Uniform Del:	21.2	0.0	17.6	0.0	0.0	0.0	0.0	11.5	0.0	0.0	7.3	0.0
IncrementDel:	12.8	0.0	0.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	34.0	0.0	17.7	0.0	0.0	0.0	0.0	17.1	0.0	0.0	7.4	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:	34.0	0.0	17.7	0.0	0.0	0.0	0.0	17.1	0.0	0.0	7.4	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	13	0	3	0	0	0	0	16	0	0	5	0

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

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

Intersection #17: Auto Mall Parkway / I-880 Southbound

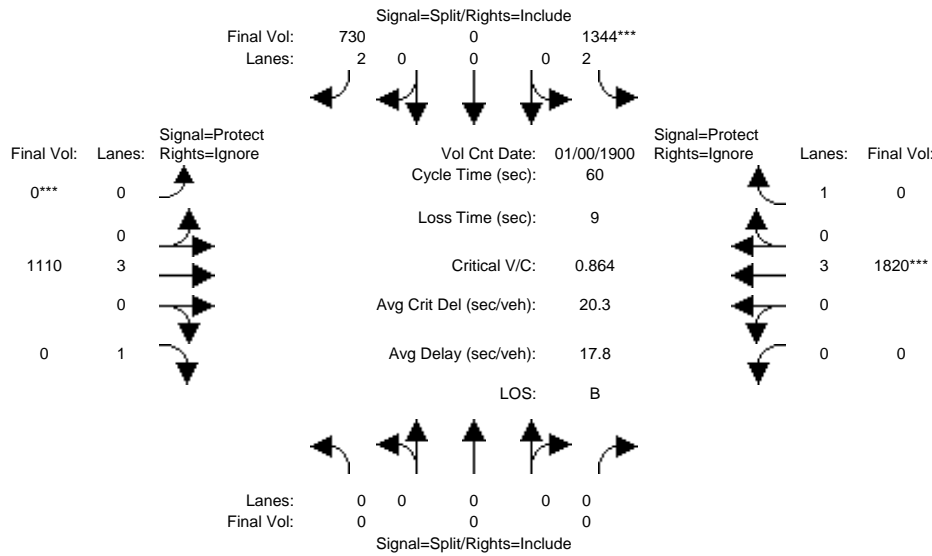


Street Name:	I-880 Southbound						Auto Mall Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	1030	0	730	0	1110	890	0	1820	460
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	1030	0	730	0	1110	890	0	1820	460
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	1030	0	730	0	1110	890	0	1820	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1030	0	730	0	1110	0	0	1820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1030	0	730	0	1110	0	0	1820	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1030	0	730	0	1110	0	0	1820	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2842	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.26	0.00	0.21	0.00	0.00	0.35	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.46	0.00	0.00	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.66	0.00	0.46	0.00	0.00	0.76	0.00
Uniform Del:	0.0	0.0	0.0	15.9	0.0	15.1	0.0	11.0	0.0	0.0	13.4	0.0
IncrementDel:	0.0	0.0	0.0	2.5	0.0	1.5	0.0	0.1	0.0	0.0	1.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	0.0	16.7	0.0	11.2	0.0	0.0	14.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.5	0.0	16.7	0.0	11.2	0.0	0.0	14.8	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	10	0	8	0	5	0	0	10	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #17: Auto Mall Parkway / I-880 Southbound



Street Name:	I-880 Southbound						Auto Mall Parkway					
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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	0	0	0	1030	0	730	0	1110	890	0	1820	460
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	1030	0	730	0	1110	890	0	1820	460
Added Vol:	0	0	0	314	0	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1344	0	730	0	1110	890	0	1820	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1344	0	730	0	1110	0	0	1820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1344	0	730	0	1110	0	0	1820	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1344	0	730	0	1110	0	0	1820	0

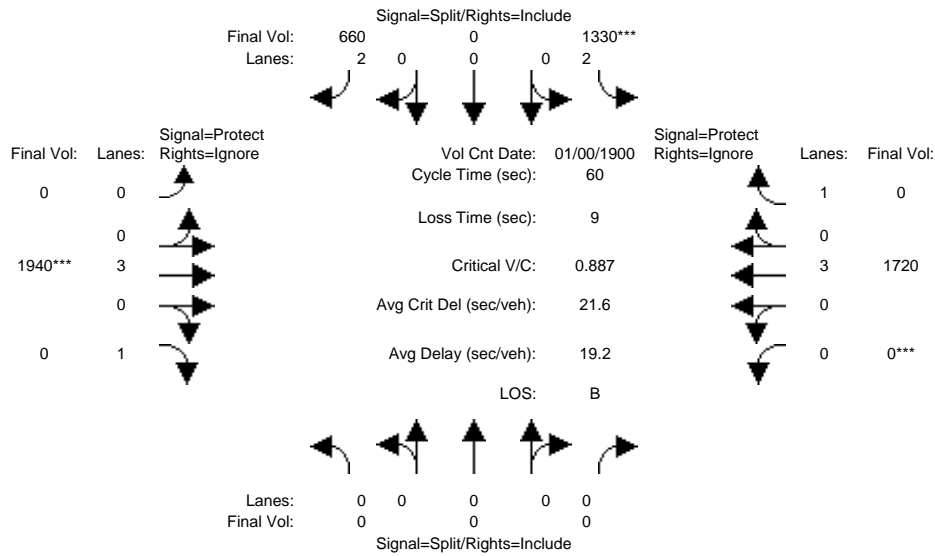
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2842	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.26	0.00	0.21	0.00	0.00	0.35	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.00	0.41	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.58	0.00	0.53	0.00	0.00	0.86	0.00
Uniform Del:	0.0	0.0	0.0	15.0	0.0	12.5	0.0	13.5	0.0	0.0	16.3	0.0
IncramntDel:	0.0	0.0	0.0	5.3	0.0	0.7	0.0	0.3	0.0	0.0	4.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	20.4	0.0	13.1	0.0	13.7	0.0	0.0	20.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.4	0.0	13.1	0.0	13.7	0.0	0.0	20.3	0.0
LOS by Move:	A	A	A	C	A	B	A	B	A	A	C	A
HCM2kAvgQ:	0	0	0	15	0	6	0	6	0	0	12	0

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

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

Intersection #17: Auto Mall Parkway / I-880 Southbound



Street Name:	I-880 Southbound						Auto Mall Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM			
Base Vol:	0	0	0	1330	0	660	0	1940	380	0	1720	420
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	1330	0	660	0	1940	380	0	1720	420
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	1330	0	660	0	1940	380	0	1720	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1330	0	660	0	1940	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1330	0	660	0	1940	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1330	0	660	0	1940	0	0	1720	0

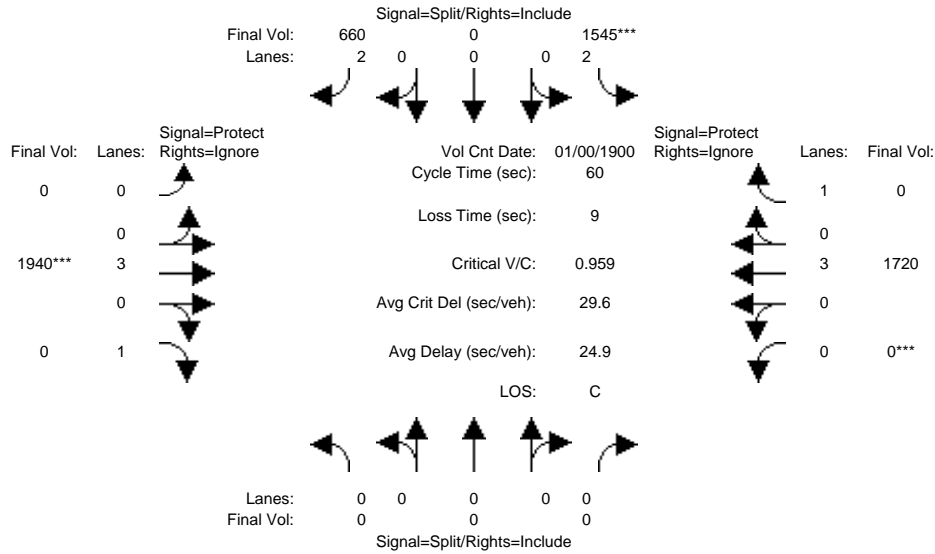
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.91	1.00	1.00	0.91	1.00	
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00	
Final Sat.:	0	0	0	3502	0	2842	0	5187	1900	0	5187	1900	

Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.23	0.00	0.37	0.00	0.00	0.33	0.00
Crit Moves:					****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.43	0.00	0.43	0.00	0.42	0.00	0.00	0.42	0.00	
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.54	0.00	0.89	0.00	0.00	0.79	0.00	
Uniform Del:	0.0	0.0	0.0	15.8	0.0	12.8	0.0	16.0	0.0	0.0	15.0	0.0	
IncramntDel:	0.0	0.0	0.0	6.8	0.0	0.5	0.0	4.8	0.0	0.0	2.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	13.3	0.0	20.9	0.0	0.0	17.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	22.6	0.0	13.3	0.0	20.9	0.0	0.0	17.0	0.0	
LOS by Move:	A	A	A	C	A	B	A	C	A	A	B	A	
HCM2kAvgQ:	0	0	0	16	0	6	0	16	0	0	11	0	

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #17: Auto Mall Parkway / I-880 Southbound



Street Name:	I-880 Southbound						Auto Mall Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	0	0	0	1330	0	660	0	1940	380	0	1720	420
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	1330	0	660	0	1940	380	0	1720	420
Added Vol:	0	0	0	215	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1545	0	660	0	1940	380	0	1720	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1545	0	660	0	1940	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1545	0	660	0	1940	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1545	0	660	0	1940	0	0	1720	0

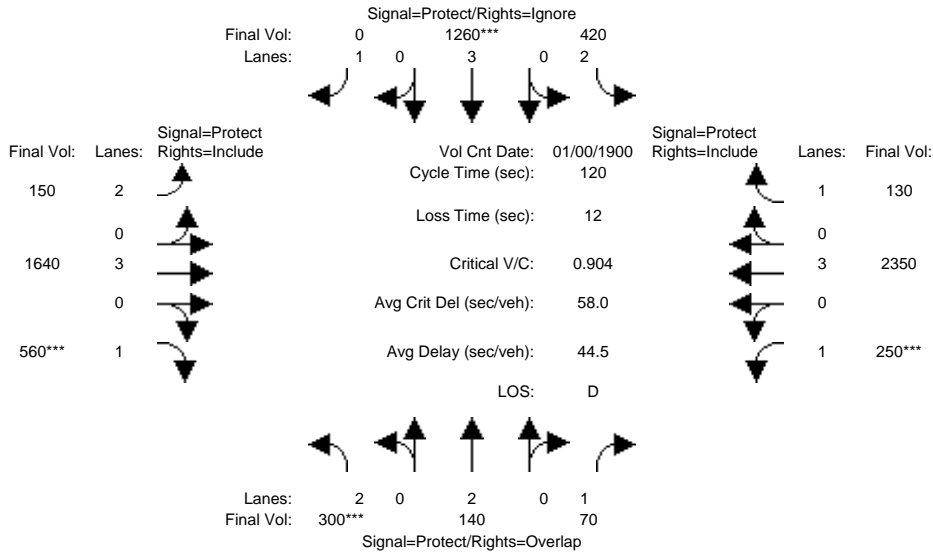
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2842	0	5187	1900	0	5187	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.44	0.00	0.23	0.00	0.37	0.00	0.00	0.33	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.39	0.00	0.00	0.39	0.00
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.50	0.00	0.96	0.00	0.00	0.85	0.00
Uniform Del:	0.0	0.0	0.0	15.7	0.0	11.4	0.0	17.8	0.0	0.0	16.7	0.0
IncrcmntDel:	0.0	0.0	0.0	13.9	0.0	0.3	0.0	11.9	0.0	0.0	3.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	29.6	0.0	11.7	0.0	29.7	0.0	0.0	20.4	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:	0.0	0.0	0.0	29.6	0.0	11.7	0.0	29.7	0.0	0.0	20.4	0.0
LOS by Move:	A	A	A	C	A	B	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	21	0	5	0	19	0	0	12	0

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

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

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd



Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	300	140	70	420	1260	270	150	1640	560	250	2350	130
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:	300	140	70	420	1260	270	150	1640	560	250	2350	130
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:	300	140	70	420	1260	270	150	1640	560	250	2350	130
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	140	70	420	1260	0	150	1640	560	250	2350	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	140	70	420	1260	0	150	1640	560	250	2350	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	140	70	420	1260	0	150	1640	560	250	2350	130

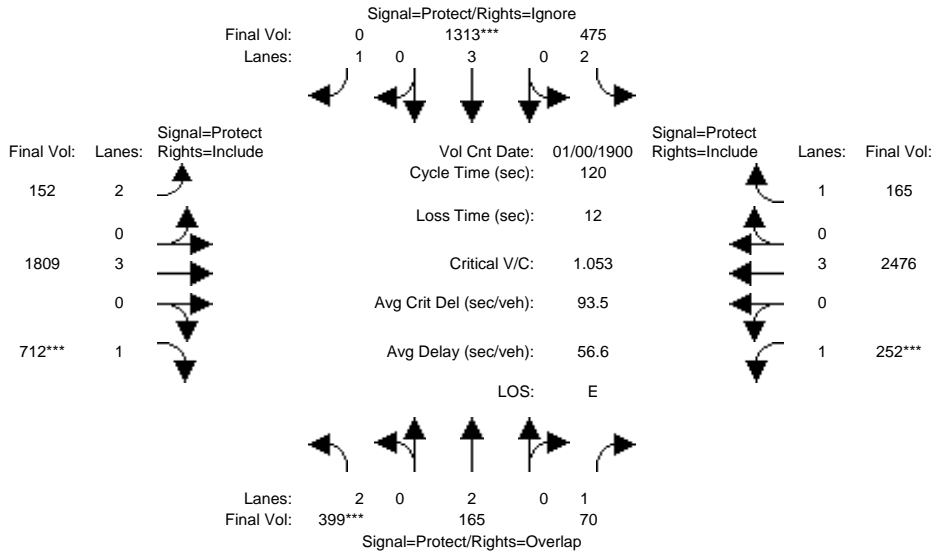
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.91	1.00	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	5187	1900	3502	5187	1615	1805	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.12	0.24	0.00	0.04	0.32	0.35	0.14	0.45	0.08
Crit Moves:	***			****			****		****	****		
Green/Cycle:	0.09	0.15	0.30	0.21	0.27	0.00	0.05	0.38	0.38	0.15	0.49	0.49
Volume/Cap:	0.90	0.26	0.14	0.56	0.90	0.00	0.92	0.82	0.90	0.90	0.92	0.16
Uniform Del:	53.8	45.2	30.5	42.1	42.4	0.0	57.0	33.4	34.9	49.9	28.5	17.0
IncrcmntDel:	26.8	0.3	0.1	1.0	8.6	0.0	48.8	2.9	16.7	30.5	6.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.5	45.5	30.7	43.0	51.0	0.0	105.8	36.3	51.7	80.4	34.9	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	45.5	30.7	43.0	51.0	0.0	105.8	36.3	51.7	80.4	34.9	17.1
LOS by Move:	F	D	C	D	D	A	F	D	D	F	C	B
HCM2kAvgQ:	7	2	2	8	20	0	3	20	21	9	28	2

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

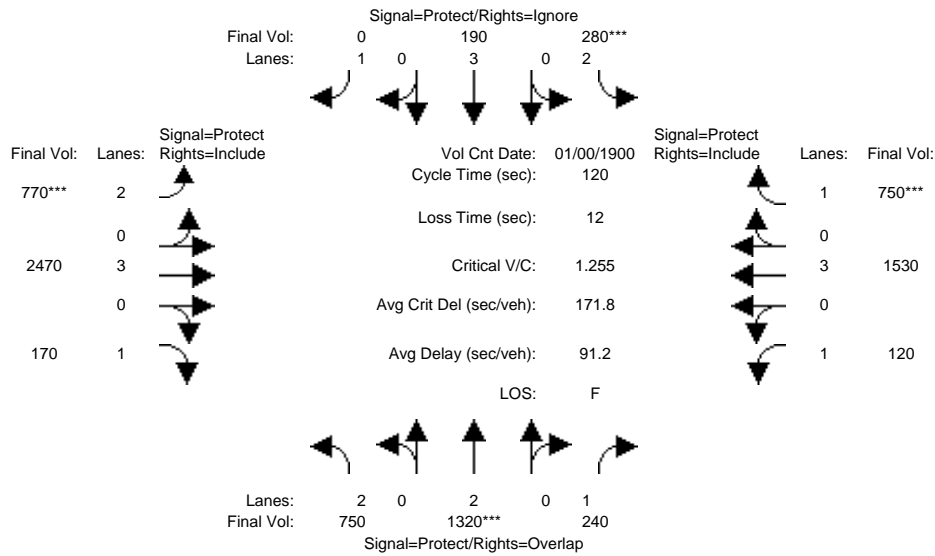
Intersection #18: Auto Mall Pkwy / S Grimmer Blvd



Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	300	140	70	420	1260	270	150	1640	560	250	2350	130
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:	300	140	70	420	1260	270	150	1640	560	250	2350	130
Added Vol:	99	25	0	55	53	14	2	169	152	2	126	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	165	70	475	1313	284	152	1809	712	252	2476	165
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	165	70	475	1313	0	152	1809	712	252	2476	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	165	70	475	1313	0	152	1809	712	252	2476	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	399	165	70	475	1313	0	152	1809	712	252	2476	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.91	1.00	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	5187	1900	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.04	0.14	0.25	0.00	0.04	0.35	0.44	0.14	0.48	0.10
Crit Moves:	***			****			****		****	****		
Green/Cycle:	0.11	0.13	0.27	0.22	0.24	0.00	0.05	0.42	0.42	0.13	0.51	0.51
Volume/Cap:	1.05	0.34	0.16	0.63	1.05	0.00	0.94	0.83	1.05	1.05	0.94	0.20
Uniform Del:	53.5	47.3	33.9	42.7	45.6	0.0	57.1	31.1	34.9	52.0	28.1	16.3
IncrcmntDel:	60.8	0.4	0.2	1.7	40.6	0.0	54.5	2.9	49.3	72.8	8.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	114.3	47.7	34.0	44.4	86.2	0.0	111.6	34.0	84.2	124.8	36.1	16.5
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:	114.3	47.7	34.0	44.4	86.2	0.0	111.6	34.0	84.2	124.8	36.1	16.5
LOS by Move:	F	D	C	D	F	A	F	C	F	F	D	B
HCM2kAvgQ:	10	3	2	9	25	0	3	22	33	10	30	3
Note: Queue reported is the number of cars per lane.												

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

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd



Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	750	1320	240	280	190	200	770	2470	170	120	1530	750
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:	750	1320	240	280	190	200	770	2470	170	120	1530	750
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:	750	1320	240	280	190	200	770	2470	170	120	1530	750
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	1320	240	280	190	0	770	2470	170	120	1530	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	1320	240	280	190	0	770	2470	170	120	1530	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	750	1320	240	280	190	0	770	2470	170	120	1530	750

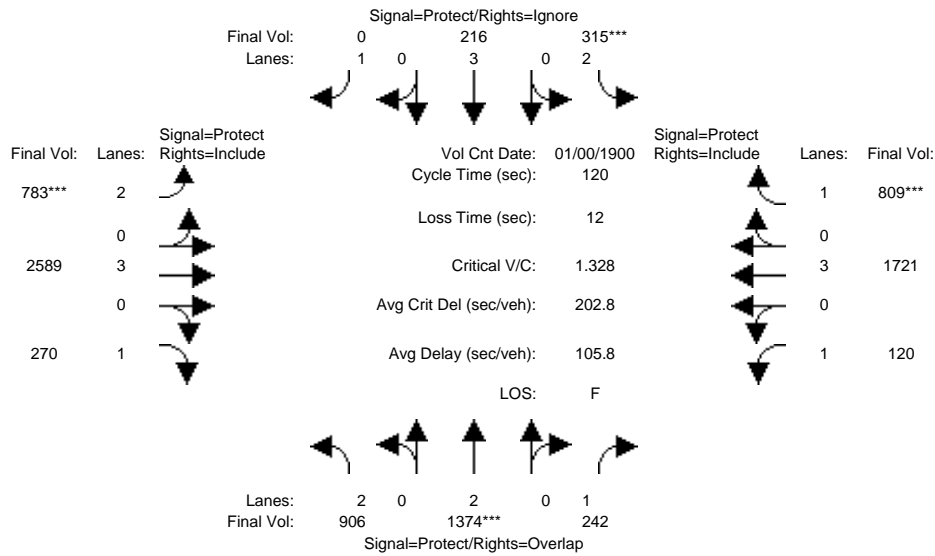
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.91	1.00	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	5187	1900	3502	5187	1615	1805	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.21	0.37	0.15	0.08	0.04	0.00	0.22	0.48	0.11	0.07	0.29	0.46
Crit Moves:	****			****			****					****
Green/Cycle:	0.26	0.29	0.36	0.06	0.10	0.00	0.18	0.48	0.48	0.07	0.37	0.37
Volume/Cap:	0.84	1.26	0.42	1.26	0.37	0.00	1.26	1.00	0.22	1.00	0.80	1.26
Uniform Del:	42.3	42.5	29.0	56.2	50.5	0.0	49.5	31.2	18.3	56.0	33.8	37.8
IncrcmntDel:	7.0	123	0.5	146.1	0.4	0.0	127.9	17.0	0.1	80.5	2.4	128.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.4	165	29.5	202.3	51.0	0.0	177.4	48.2	18.4	136.5	36.2	166.0
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:	49.4	165	29.5	202.3	51.0	0.0	177.4	48.2	18.4	136.5	36.2	166.0
LOS by Move:	D	F	C	F	D	A	F	D	B	F	D	F
HCM2kAvgQ:	14	43	6	11	3	0	24	35	3	5	17	44

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project_PM

Intersection #18: Auto Mall Pkwy / S Grimmer Blvd

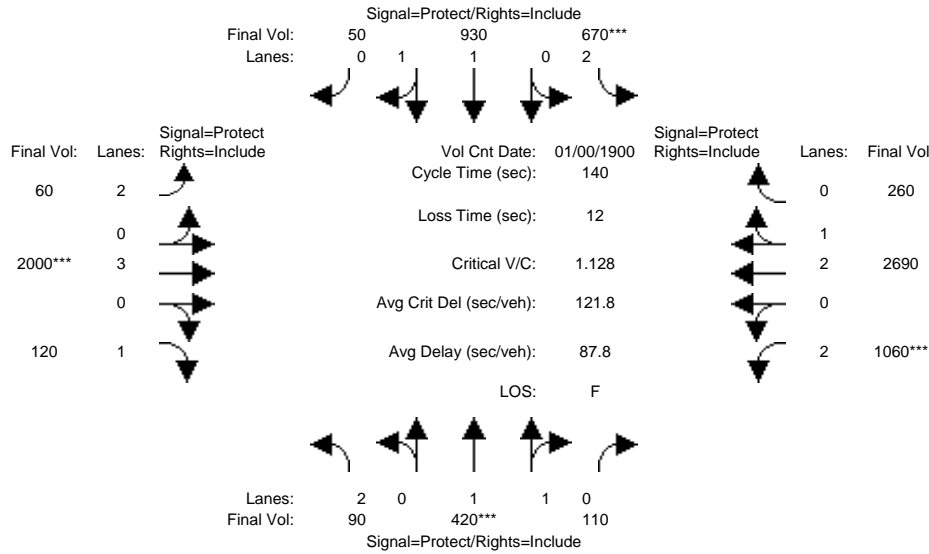


Street Name:	S Grimmer Blvd						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	750	1320	240	280	190	200	770	2470	170	120	1530	750
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:	750	1320	240	280	190	200	770	2470	170	120	1530	750
Added Vol:	156	54	2	35	26	3	13	119	100	0	191	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	906	1374	242	315	216	203	783	2589	270	120	1721	809
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	906	1374	242	315	216	0	783	2589	270	120	1721	809
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	906	1374	242	315	216	0	783	2589	270	120	1721	809
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	906	1374	242	315	216	0	783	2589	270	120	1721	809
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.91	1.00	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	5187	1900	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.38	0.15	0.09	0.04	0.00	0.22	0.50	0.17	0.07	0.33	0.50
Crit Moves:	****			****			****					****
Green/Cycle:	0.27	0.29	0.35	0.07	0.09	0.00	0.17	0.48	0.48	0.06	0.38	0.38
Volume/Cap:	0.97	1.33	0.43	1.33	0.48	0.00	1.33	1.04	0.35	1.04	0.88	1.33
Uniform Del:	43.4	42.8	29.7	55.9	52.3	0.0	49.9	31.1	19.4	56.2	34.8	37.4
IncrcmntDel:	21.3	154	0.5	173.7	0.8	0.0	159.0	28.3	0.3	93.8	5.0	158.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	197	30.3	229.6	53.1	0.0	208.9	59.5	19.6	150.0	39.8	196.0
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:	64.7	197	30.3	229.6	53.1	0.0	208.9	59.5	19.6	150.0	39.8	196.0
LOS by Move:	E	F	C	F	D	A	F	E	B	F	D	F
HCM2kAvgQ:	20	49	7	13	3	0	26	39	6	5	20	52

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

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

Intersection #19: Auto Mall Pkwy / Fremont Blvd

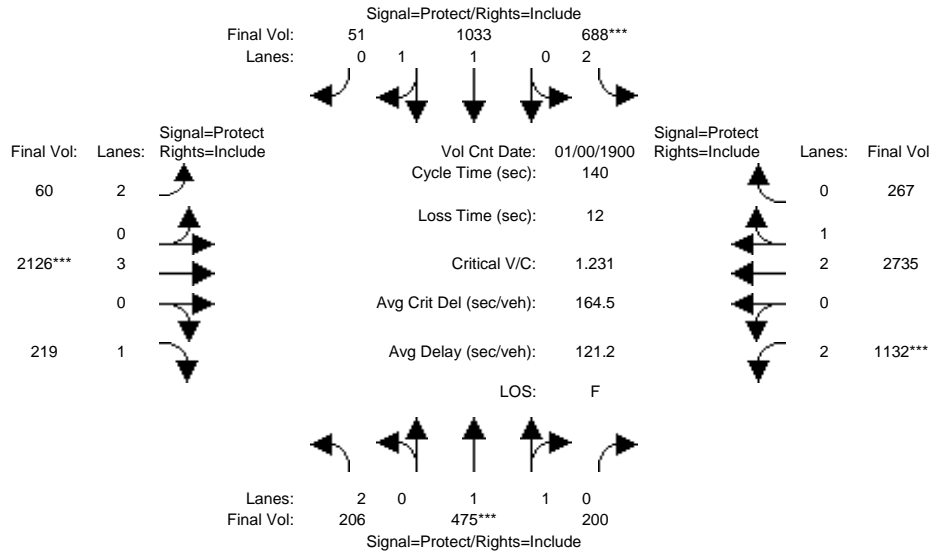


Street Name:	Fremont Blvd						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	420	110	670	930	50	60	2000	120	1060	2690	260
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:	90	420	110	670	930	50	60	2000	120	1060	2690	260
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:	90	420	110	670	930	50	60	2000	120	1060	2690	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	420	110	670	930	50	60	2000	120	1060	2690	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	420	110	670	930	50	60	2000	120	1060	2690	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	90	420	110	670	930	50	60	2000	120	1060	2690	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.94	0.94	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	1.58	0.42	2.00	1.90	0.10	2.00	3.00	1.00	2.00	2.74	0.26
Final Sat.:	3502	2772	726	3502	3398	183	3502	5187	1615	3502	4668	451
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.19	0.27	0.27	0.02	0.39	0.07	0.30	0.58	0.58
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.13	0.13	0.17	0.28	0.28	0.03	0.34	0.34	0.27	0.58	0.58
Volume/Cap:	0.89	1.13	1.13	1.13	0.99	0.99	0.59	1.13	0.22	1.13	0.99	0.99
Uniform Del:	67.8	60.6	60.6	58.1	50.6	50.6	67.2	46.1	32.8	51.2	28.9	28.9
IncrcmntDel:	57.1	81.4	81.4	77.4	27.2	27.2	9.2	65.4	0.2	71.2	14.4	14.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	124.9	142	142.0	135.5	77.8	77.8	76.4	111	33.0	122.4	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.9	142	142.0	135.5	77.8	77.8	76.4	111	33.0	122.4	43.3	43.3
LOS by Move:	F	F	F	F	E	E	E	F	C	F	D	D
HCM2kAvgQ:	4	19	19	23	28	28	1	41	3	29	44	44

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #19: Auto Mall Pkwy / Fremont Blvd

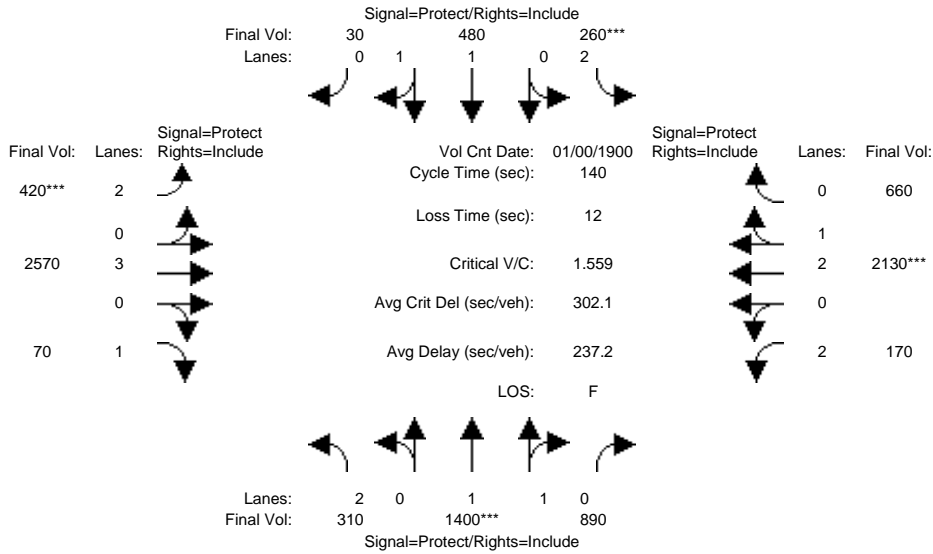


Street Name:	Fremont Blvd						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	420	110	670	930	50	60	2000	120	1060	2690	260
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:	90	420	110	670	930	50	60	2000	120	1060	2690	260
Added Vol:	116	55	90	18	103	1	0	126	99	72	45	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	475	200	688	1033	51	60	2126	219	1132	2735	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	475	200	688	1033	51	60	2126	219	1132	2735	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	475	200	688	1033	51	60	2126	219	1132	2735	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	206	475	200	688	1033	51	60	2126	219	1132	2735	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.94	0.94	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	1.41	0.59	2.00	1.91	0.09	2.00	3.00	1.00	2.00	2.73	0.27
Final Sat.:	3502	2429	1023	3502	3416	169	3502	5187	1615	3502	4664	455
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.20	0.30	0.30	0.02	0.41	0.14	0.32	0.59	0.59
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.16	0.16	0.16	0.27	0.27	0.03	0.33	0.33	0.26	0.57	0.57
Volume/Cap:	1.13	1.23	1.23	1.23	1.13	1.13	0.60	1.23	0.41	1.23	1.03	1.03
Uniform Del:	66.4	58.9	58.9	58.8	51.3	51.3	67.2	46.7	36.0	51.6	30.3	30.3
IncrcmntDel:	107.3	119	119.1	118.8	73.3	73.3	9.7	109	0.5	113.4	26.2	26.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	173.7	178	178.0	177.6	125	124.7	76.9	156	36.5	165.0	56.5	56.5
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:	173.7	178	178.0	177.6	125	124.7	76.9	156	36.5	165.0	56.5	56.5
LOS by Move:	F	F	F	F	F	F	E	F	D	F	E	E
HCM2kAvgQ:	9	26	26	26	36	36	1	50	7	37	49	49

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

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

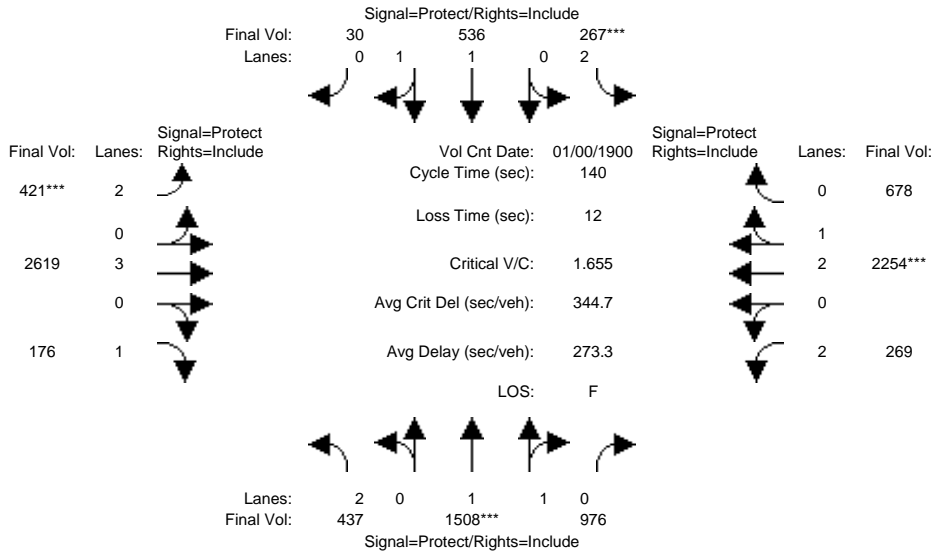
Intersection #19: Auto Mall Pkwy / Fremont Blvd



Street Name:	Fremont Blvd						Auto Mall Pkwy					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	310	1400	890	260	480	30	420	2570	70	170	2130	660
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:	310	1400	890	260	480	30	420	2570	70	170	2130	660
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:	310	1400	890	260	480	30	420	2570	70	170	2130	660
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1400	890	260	480	30	420	2570	70	170	2130	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1400	890	260	480	30	420	2570	70	170	2130	660
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	310	1400	890	260	480	30	420	2570	70	170	2130	660
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	1.22	0.78	2.00	1.88	0.12	2.00	3.00	1.00	2.00	2.29	0.71
Final Sat.:	3502	2079	1322	3502	3367	210	3502	5187	1615	3502	3817	1183
Capacity Analysis Module:												
Vol/Sat:	0.09	0.67	0.67	0.07	0.14	0.14	0.12	0.50	0.04	0.05	0.56	0.56
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.43	0.43	0.05	0.30	0.30	0.08	0.40	0.40	0.04	0.36	0.36
Volume/Cap:	0.48	1.56	1.56	1.56	0.48	0.48	1.56	1.25	0.11	1.25	1.56	1.56
Uniform Del:	51.2	39.8	39.8	66.7	40.5	40.5	64.6	42.3	26.7	67.3	45.0	45.0
IncrcmntDel:	0.6	255	255.0	278.8	0.3	0.3	269.1	117	0.1	159.8	254	254.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.7	295	294.8	345.5	40.8	40.8	333.7	160	26.8	227.0	299	299.4
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:	51.7	295	294.8	345.5	40.8	40.8	333.7	160	26.8	227.0	299	299.4
LOS by Move:	D	F	F	F	D	D	F	F	C	F	F	F
HCM2kAvgQ:	6	104	104	13	9	9	18	61	2	6	87	87

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

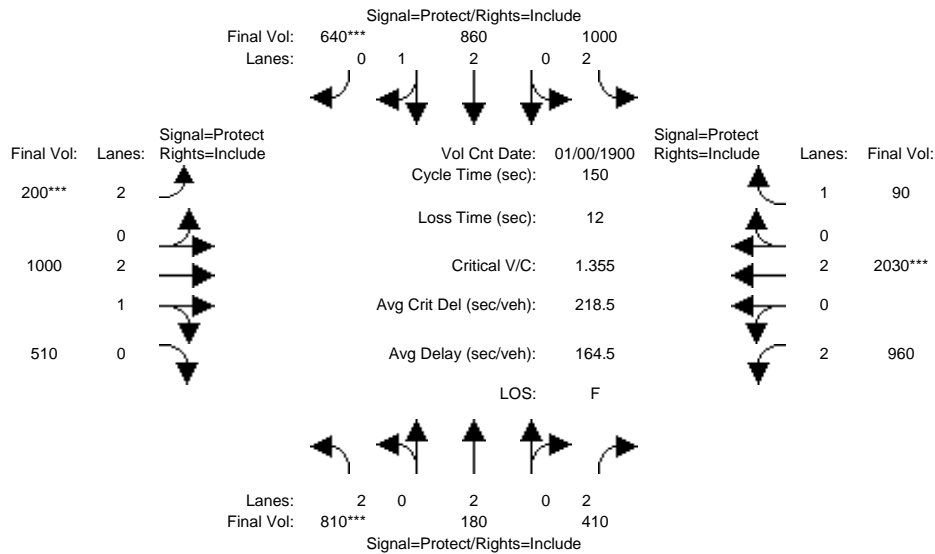
Intersection #19: Auto Mall Pkwy / Fremont Blvd



Street Name:	Fremont Blvd						Auto Mall Pkwy					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	310	1400	890	260	480	30	420	2570	70	170	2130	660
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:	310	1400	890	260	480	30	420	2570	70	170	2130	660
Added Vol:	127	108	86	7	56	0	1	49	106	99	124	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	1508	976	267	536	30	421	2619	176	269	2254	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	1508	976	267	536	30	421	2619	176	269	2254	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1508	976	267	536	30	421	2619	176	269	2254	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	437	1508	976	267	536	30	421	2619	176	269	2254	678
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	1.21	0.79	2.00	1.89	0.11	2.00	3.00	1.00	2.00	2.31	0.69
Final Sat.:	3502	2062	1335	3502	3391	190	3502	5187	1615	3502	3848	1157
Capacity Analysis Module:												
Vol/Sat:	0.12	0.73	0.73	0.08	0.16	0.16	0.12	0.50	0.11	0.08	0.59	0.59
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.44	0.44	0.05	0.27	0.27	0.07	0.37	0.37	0.06	0.35	0.35
Volume/Cap:	0.58	1.66	1.66	1.66	0.58	0.58	1.66	1.36	0.29	1.36	1.66	1.66
Uniform Del:	49.3	39.1	39.1	66.8	44.0	44.0	64.9	44.1	31.2	66.1	45.2	45.2
IncrcmntDel:	1.1	298	297.9	320.8	0.9	0.9	311.8	167	0.3	192.9	297	297.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	337	337.0	387.6	44.9	44.9	376.7	211	31.4	258.9	343	342.7
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:	50.4	337	337.0	387.6	44.9	44.9	376.7	211	31.4	258.9	343	342.7
LOS by Move:	D	F	F	F	D	D	F	F	C	F	F	F
HCM2kAvgQ:	9	118	118	14	11	11	19	70	5	11	96	96
Note:	Queue reported is the number of cars per lane.											

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

Intersection #20: Auto Mall Pkwy / Osgood



Street Name:	Osgood						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM											
Base Vol:	810	180	410	1000	860	640	200	1000	510	960	2030	90					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	810	180	410	1000	860	640	200	1000	510	960	2030	90					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	810	180	410	1000	860	640	200	1000	510	960	2030	90					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	810	180	410	1000	860	640	200	1000	510	960	2030	90					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	810	180	410	1000	860	640	200	1000	510	960	2030	90					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	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 Volume:	810	180	410	1000	860	640	200	1000	510	960	2030	90					

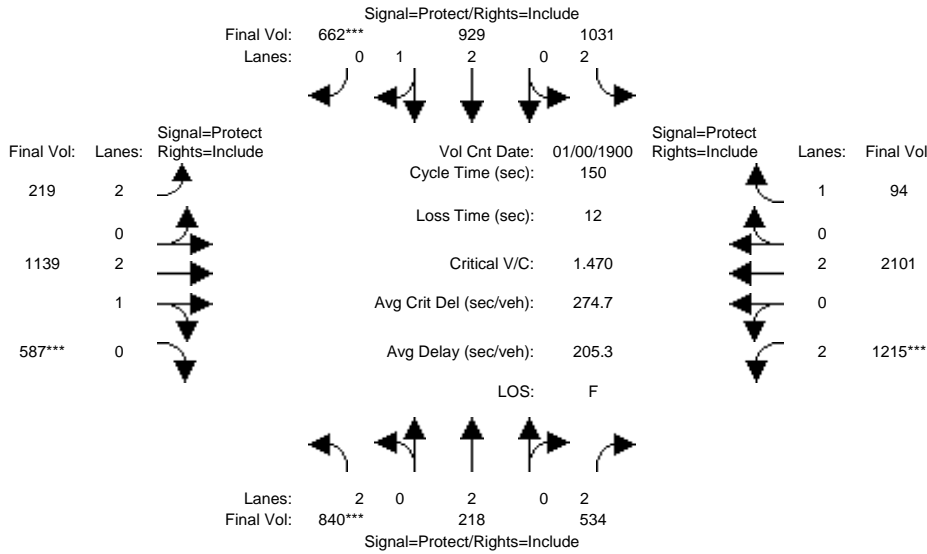
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.92	0.85	0.85	0.92	0.86	0.86	0.92	0.95	0.85
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	2842	3502	3237	1618	3502	3282	1641	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.23	0.05	0.14	0.29	0.27	0.40	0.06	0.30	0.31	0.27	0.56	0.06
Crit Moves:	***					***	***				***	
Green/Cycle:	0.17	0.16	0.16	0.31	0.29	0.29	0.04	0.24	0.24	0.21	0.42	0.42
Volume/Cap:	1.35	0.32	0.93	0.93	0.91	1.35	1.35	1.25	1.28	1.28	1.35	0.13
Uniform Del:	62.2	56.3	62.5	50.4	51.2	53.1	71.8	56.8	56.8	58.9	43.9	27.2
IncramntDel:	170.3	0.3	26.0	13.6	7.9	165.6	197.2	121	132.3	135.8	164	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	232.5	56.7	88.6	63.9	59.1	218.7	269.1	178	189.1	194.7	208	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	232.5	56.7	88.6	63.9	59.1	218.7	269.1	178	189.1	194.7	208	27.3
LOS by Move:	F	E	F	E	E	F	F	F	F	F	F	C
HCM2kAvgQ:	34	4	14	27	24	56	8	37	39	35	80	2

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project_AM

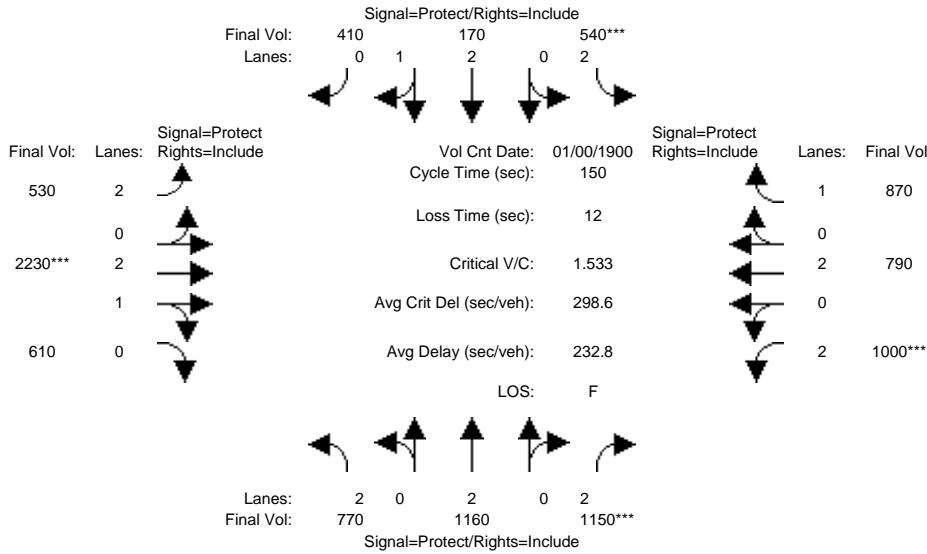
Intersection #20: Auto Mall Pkwy / Osgood



Street Name:	Osgood						Auto Mall Pkwy					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	810	180	410	1000	860	640	200	1000	510	960	2030	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	810	180	410	1000	860	640	200	1000	510	960	2030	90
Added Vol:	30	38	124	31	69	22	19	139	77	255	71	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	840	218	534	1031	929	662	219	1139	587	1215	2101	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	840	218	534	1031	929	662	219	1139	587	1215	2101	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	840	218	534	1031	929	662	219	1139	587	1215	2101	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	840	218	534	1031	929	662	219	1139	587	1215	2101	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.92	0.85	0.85	0.92	0.86	0.86	0.92	0.95	0.85
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	2842	3502	3244	1622	3502	3282	1641	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.06	0.19	0.29	0.29	0.41	0.06	0.35	0.36	0.35	0.58	0.06
Crit Moves:	***					***			***	***		
Green/Cycle:	0.16	0.17	0.17	0.27	0.28	0.28	0.05	0.24	0.24	0.24	0.43	0.43
Volume/Cap:	1.47	0.35	1.09	1.09	1.03	1.47	1.34	1.43	1.47	1.47	1.34	0.13
Uniform Del:	62.8	54.8	62.1	54.8	54.2	54.2	71.5	56.8	56.8	57.3	42.5	25.6
IncrcmntDel:	221.1	0.3	68.8	58.5	31.5	216.8	190.3	197	216.4	218.3	160	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	283.9	55.1	131.0	113.3	85.7	271.0	261.8	254	273.1	275.6	202	25.7
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:	283.9	55.1	131.0	113.3	85.7	271.0	261.8	254	273.1	275.6	202	25.7
LOS by Move:	F	E	F	F	F	F	F	F	F	F	F	C
HCM2kAvgQ:	38	5	21	34	30	62	8	50	53	51	82	2
Note: Queue reported is the number of cars per lane.												

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

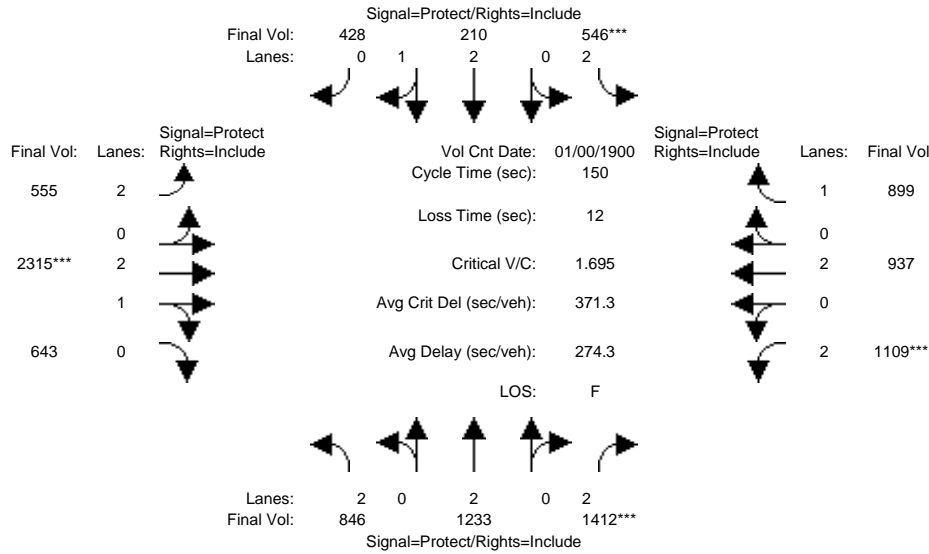
Intersection #20: Auto Mall Pkwy / Osgood



Street Name:	Osgood						Auto Mall Pkwy					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	770	1160	1150	540	170	410	530	2230	610	1000	790	870
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:	770	1160	1150	540	170	410	530	2230	610	1000	790	870
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:	770	1160	1150	540	170	410	530	2230	610	1000	790	870
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	770	1160	1150	540	170	410	530	2230	610	1000	790	870
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	1160	1150	540	170	410	530	2230	610	1000	790	870
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	770	1160	1150	540	170	410	530	2230	610	1000	790	870
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.92	0.81	0.81	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.36	0.64	2.00	2.00	1.00
Final Sat.:	3502	3610	2842	3502	3091	1546	3502	3943	1078	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.32	0.40	0.15	0.05	0.27	0.15	0.57	0.57	0.29	0.22	0.54
Crit Moves:			****	****				****		****		
Green/Cycle:	0.17	0.26	0.26	0.10	0.20	0.20	0.12	0.37	0.37	0.19	0.43	0.43
Volume/Cap:	1.33	1.22	1.53	1.53	0.28	1.33	1.24	1.53	1.53	1.53	0.50	1.24
Uniform Del:	62.6	55.2	55.2	67.5	50.9	60.0	65.9	47.3	47.3	61.0	30.8	42.5
IncrementDel:	160.4	107	246.4	253.6	0.1	163.9	127.6	242	242.4	247.4	0.3	121.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	223.0	163	301.6	321.0	50.9	223.9	193.5	290	289.8	308.4	31.1	163.5
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:	223.0	163	301.6	321.0	50.9	223.9	193.5	290	289.8	308.4	31.1	163.5
LOS by Move:	F	F	F	F	D	F	F	F	F	F	C	F
HCM2kAvgQ:	32	43	58	26	4	36	18	89	89	45	13	60
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #20: Auto Mall Pkwy / Osgood



Street Name:	Osgood						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM						
Base Vol:	770	1160	1150	540	170	410	530	2230	610	1000	790	870
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:	770	1160	1150	540	170	410	530	2230	610	1000	790	870
Added Vol:	76	73	262	6	40	18	25	85	33	109	147	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	846	1233	1412	546	210	428	555	2315	643	1109	937	899
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	846	1233	1412	546	210	428	555	2315	643	1109	937	899
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	846	1233	1412	546	210	428	555	2315	643	1109	937	899
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	846	1233	1412	546	210	428	555	2315	643	1109	937	899

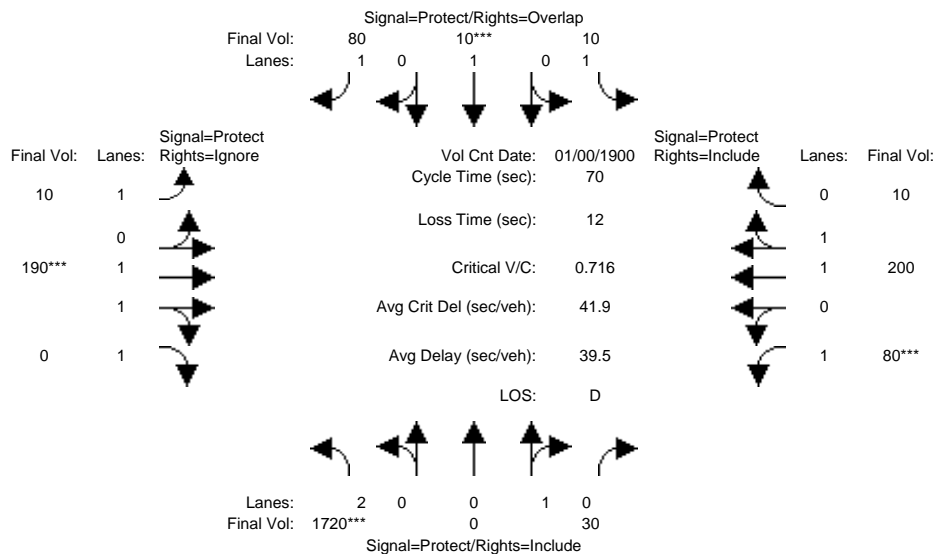
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.92	0.82	0.82	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.35	0.65	2.00	2.00	1.00
Final Sat.:	3502	3610	2842	3502	3109	1554	3502	3926	1090	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.24	0.34	0.50	0.16	0.07	0.28	0.16	0.59	0.59	0.32	0.26	0.56
Crit Moves:			****	****			****			****		
Green/Cycle:	0.18	0.29	0.29	0.09	0.21	0.21	0.12	0.35	0.35	0.19	0.42	0.42
Volume/Cap:	1.34	1.17	1.69	1.69	0.33	1.34	1.34	1.69	1.69	1.69	0.62	1.34
Uniform Del:	61.5	53.0	53.0	68.1	50.8	59.6	66.1	48.9	48.9	61.0	34.5	43.8
IncrcmntDel:	164.5	84.9	317.8	325.7	0.1	167.7	167.3	315	315.1	319.2	0.8	161.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	226.0	138	370.8	393.8	50.9	227.3	233.4	364	364.0	380.2	35.3	205.4
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:	226.0	138	370.8	393.8	50.9	227.3	233.4	364	364.0	380.2	35.3	205.4
LOS by Move:	F	F	F	F	D	F	F	F	F	F	D	F
HCM2kAvgQ:	35	43	77	28	5	38	21	101	101	54	17	68

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

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

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM
Base Vol:	1720	0	30	10	10	80	10	190	570	80 200 10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
Initial Bse:	1720	0	30	10	10	80	10	190	570	80 200 10
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:	1720	0	30	10	10	80	10	190	570	80 200 10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00 1.00
PHF Volume:	1720	0	30	10	10	80	10	190	0	80 200 10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0 0
Reduced Vol:	1720	0	30	10	10	80	10	190	0	80 200 10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00 1.00
FinalVolume:	1720	0	30	10	10	80	10	190	0	80 200 10

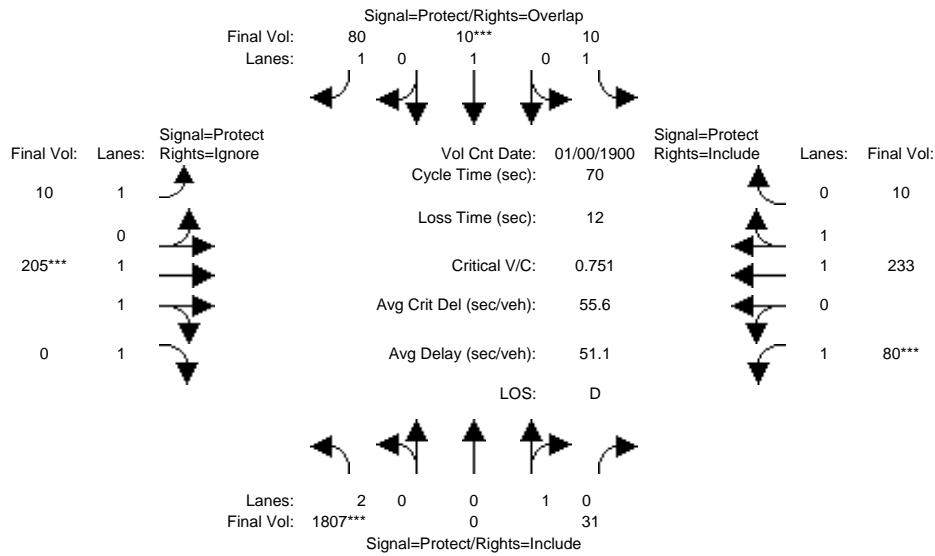
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	3502	0	1615	1805	1900	1615	1805	3610	1805	1805	3414	171

Capacity Analysis Module:												
Vol/Sat:	0.49	0.00	0.02	0.01	0.01	0.05	0.01	0.05	0.00	0.04	0.06	0.06
Crit Moves:	***				****			****		****		
Green/Cycle:	0.49	0.00	0.45	0.18	0.14	0.20	0.06	0.14	0.00	0.06	0.14	0.14
Volume/Cap:	1.01	0.00	0.04	0.03	0.04	0.25	0.10	0.37	0.00	0.78	0.41	0.41
Uniform Del:	18.0	0.0	10.8	23.7	25.9	23.6	31.3	27.1	0.0	32.6	27.3	27.3
IncramntDel:	24.6	0.0	0.0	0.0	0.1	0.4	0.4	0.4	0.0	30.0	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	42.6	0.0	10.9	23.7	25.9	24.0	31.7	27.6	0.0	62.6	27.9	27.9
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:	42.6	0.0	10.9	23.7	25.9	24.0	31.7	27.6	0.0	62.6	27.9	27.9
LOS by Move:	D	A	B	C	C	C	C	C	A	E	C	C
HCM2kAvgQ:	28	0	0	0	0	2	0	2	0	4	3	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project_AM

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
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: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1720	0	30	10	10	80	10	190	570	80	200	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1720	0	30	10	10	80	10	190	570	80	200	10
Added Vol:	87	0	1	0	0	0	0	15	161	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1807	0	31	10	10	80	10	205	731	80	233	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1807	0	31	10	10	80	10	205	0	80	233	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1807	0	31	10	10	80	10	205	0	80	233	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1807	0	31	10	10	80	10	205	0	80	233	10
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	0.95	0.95	0.94	0.94
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	3502	0	1615	1805	1900	1615	1805	3610	1805	1805	3441	148
Capacity Analysis Module:												
Vol/Sat:	0.52	0.00	0.02	0.01	0.01	0.05	0.01	0.06	0.00	0.04	0.07	0.07
Crit Moves:	***				****			****		****		
Green/Cycle:	0.49	0.00	0.45	0.18	0.14	0.20	0.06	0.14	0.00	0.06	0.14	0.14
Volume/Cap:	1.06	0.00	0.04	0.03	0.04	0.25	0.10	0.40	0.00	0.78	0.47	0.47
Uniform Del:	18.0	0.0	10.8	23.7	25.9	23.6	31.3	27.3	0.0	32.6	27.6	27.6
IncrcmntDel:	40.6	0.0	0.0	0.0	0.1	0.4	0.4	0.5	0.0	30.0	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	58.6	0.0	10.9	23.7	25.9	24.0	31.7	27.8	0.0	62.6	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	0.0	10.9	23.7	25.9	24.0	31.7	27.8	0.0	62.6	28.3	28.3
LOS by Move:	E	A	B	C	C	C	C	C	A	E	C	C
HCM2kAvgQ:	33	0	0	0	0	2	0	2	0	4	3	3

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

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

Intersection #21: Auto Mall Pkwy / I-680 Northbound

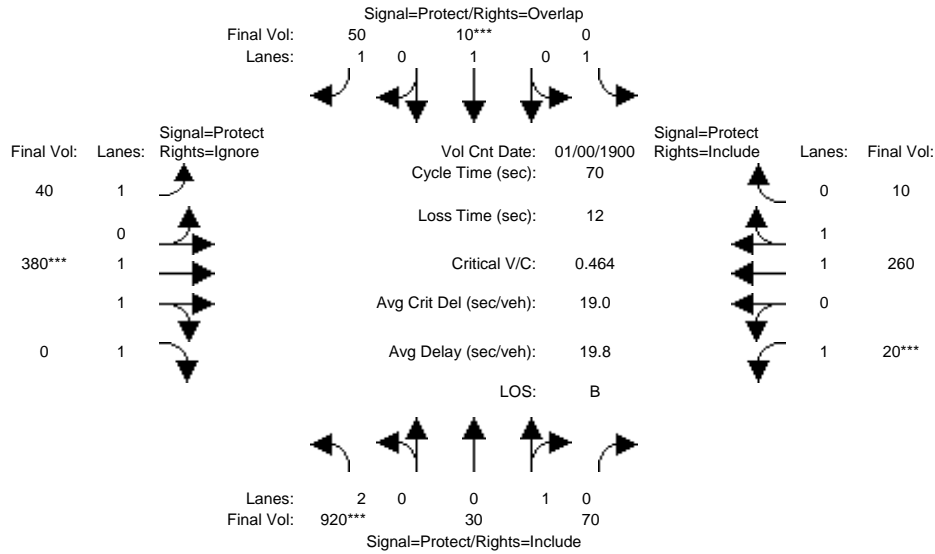


Table with columns for Street Name (I-680 Northbound, Auto Mall Pkwy), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). It lists traffic signal timing parameters such as Min. Green, Y+R, and Volume Module.

Table showing Volume Module data with columns for Count, Date (0 Jan 1900), and time (12:00:00 AM). It lists various volume adjustment factors like Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

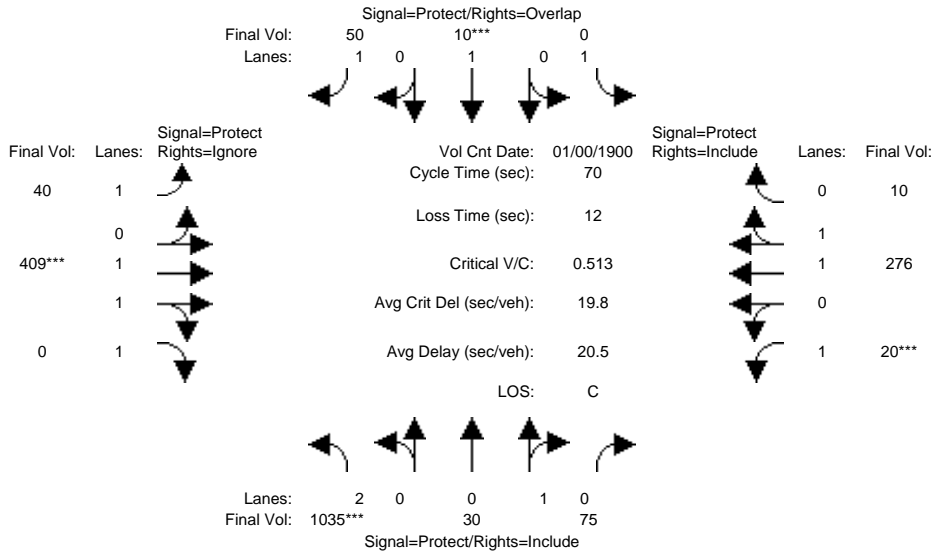
Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches and movements.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ values.

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #21: Auto Mall Pkwy / I-680 Northbound



Street Name:	I-680 Northbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>> Count Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	920	30	70	0	10	50	40	380	1940	20	260	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	920	30	70	0	10	50	40	380	1940	20	260	10
Added Vol:	115	0	5	0	0	0	0	29	232	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1035	30	75	0	10	50	40	409	2172	20	276	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1035	30	75	0	10	50	40	409	0	20	276	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1035	30	75	0	10	50	40	409	0	20	276	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	1035	30	75	0	10	50	40	409	0	20	276	10

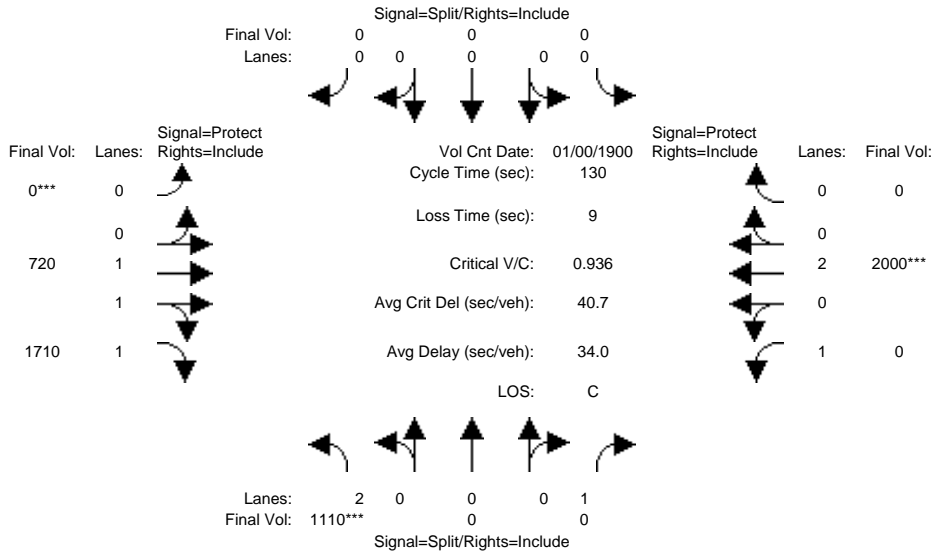
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	1.00	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	0.29	0.71	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	3502	485	1212	1900	1900	1615	1805	3610	1805	1805	3466	126

Capacity Analysis Module:												
Vol/Sat:	0.30	0.06	0.06	0.00	0.01	0.03	0.02	0.11	0.00	0.01	0.08	0.08
Crit Moves:	***				***			***		***		
Green/Cycle:	0.45	0.60	0.60	0.00	0.14	0.21	0.07	0.17	0.00	0.06	0.17	0.17
Volume/Cap:	0.65	0.10	0.10	0.00	0.04	0.15	0.34	0.65	0.00	0.19	0.48	0.48
Uniform Del:	14.8	6.1	6.1	0.0	25.9	22.6	31.2	26.9	0.0	31.5	26.5	26.5
IncrementDel:	1.0	0.0	0.0	0.0	0.1	0.2	1.7	2.4	0.0	0.9	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	15.8	6.1	6.1	0.0	25.9	22.8	32.9	29.3	0.0	32.4	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	6.1	6.1	0.0	25.9	22.8	32.9	29.3	0.0	32.4	27.1	27.1
LOS by Move:	B	A	A	A	C	C	C	C	A	C	C	C
HCM2kAvgQ:	10	1	1	0	0	1	1	4	0	1	4	4

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

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

Intersection #22: Auto Mall Pkwy / I-680 Southbound



Street Name:	I-680 Southbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	1110	0	0	0	0	0	0	720	1710	0	2000	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:	1110	0	0	0	0	0	0	720	1710	0	2000	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:	1110	0	0	0	0	0	0	720	1710	0	2000	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:	1110	0	0	0	0	0	0	720	1710	0	2000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1110	0	0	0	0	0	0	720	1710	0	2000	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:	1110	0	0	0	0	0	0	720	1710	0	2000	0

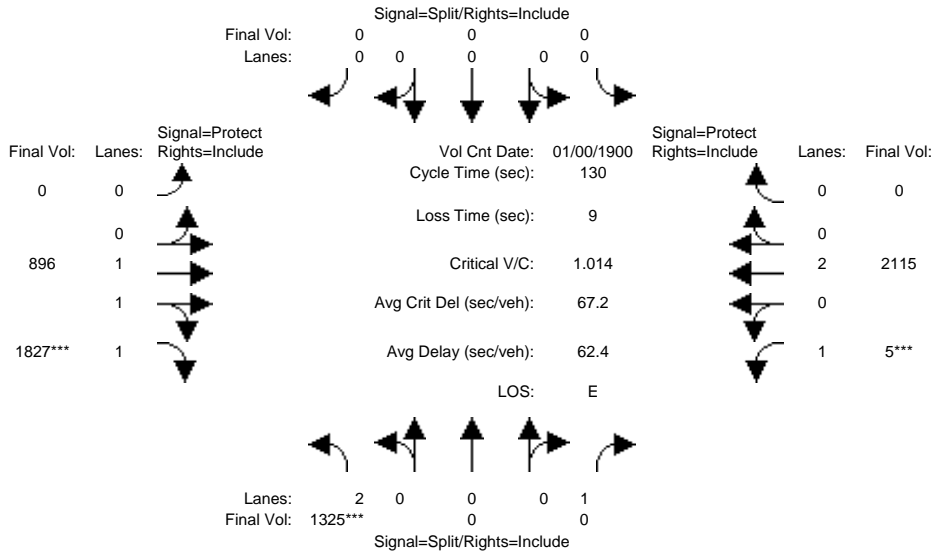
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	2.00	1.00	2.00	0.00
Final Sat.:	3502	0	1900	0	0	0	0	1614	3227	1900	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.53	0.00	0.55	0.00
Crit Moves:	***						***			***		
Green/Cycle:	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.59	0.00
Volume/Cap:	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.89	0.00	0.94	0.00
Uniform Del:	41.6	0.0	0.0	0.0	0.0	0.0	0.0	19.5	23.0	0.0	24.3	0.0
IncramntDel:	13.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	4.3	0.0	8.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	55.1	0.0	0.0	0.0	0.0	0.0	0.0	20.6	27.3	0.0	32.8	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:	55.1	0.0	0.0	0.0	0.0	0.0	0.0	20.6	27.3	0.0	32.8	0.0
LOS by Move:	E	A	A	A	A	A	A	C	C	A	C	A
HCM2kAvgQ:	26	0	0	0	0	0	0	20	29	0	42	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #22: Auto Mall Pkwy / I-680 Southbound



Street Name:	I-680 Southbound						Auto Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	>>	Count	Date:	0	Jan	1900	<<	12:	00:00	AM		
Base Vol:	1110	0	0	0	0	0	0	720	1710	0	2000	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:	1110	0	0	0	0	0	0	720	1710	0	2000	0
Added Vol:	215	0	0	0	0	0	0	176	117	5	115	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1325	0	0	0	0	0	0	896	1827	5	2115	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:	1325	0	0	0	0	0	0	896	1827	5	2115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1325	0	0	0	0	0	0	896	1827	5	2115	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:	1325	0	0	0	0	0	0	896	1827	5	2115	0

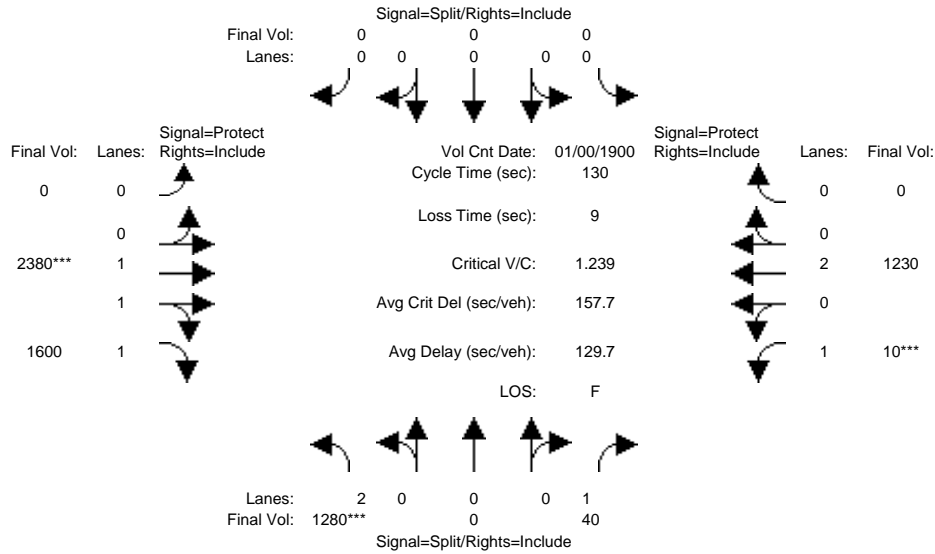
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	2.00	1.00	2.00	0.00
Final Sat.:	3502	0	1900	0	0	0	0	1623	3245	1805	3610	0

Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.56	0.00	0.59	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54	0.03	0.57	0.00
Volume/Cap:	1.05	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.05	0.09	1.03	0.00
Uniform Del:	41.5	0.0	0.0	0.0	0.0	0.0	0.0	30.0	30.0	61.2	28.0	0.0
IncrcmntDel:	38.2	0.0	0.0	0.0	0.0	0.0	0.0	24.5	31.1	0.7	27.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	79.7	0.0	0.0	0.0	0.0	0.0	0.0	54.5	61.1	61.9	55.9	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:	79.7	0.0	0.0	0.0	0.0	0.0	0.0	54.5	61.1	61.9	55.9	0.0
LOS by Move:	E	A	A	A	A	A	A	D	E	E	E	A
HCM2kAvgQ:	36	0	0	0	0	0	0	39	41	0	53	0

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

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

Intersection #22: Auto Mall Pkwy / I-680 Southbound

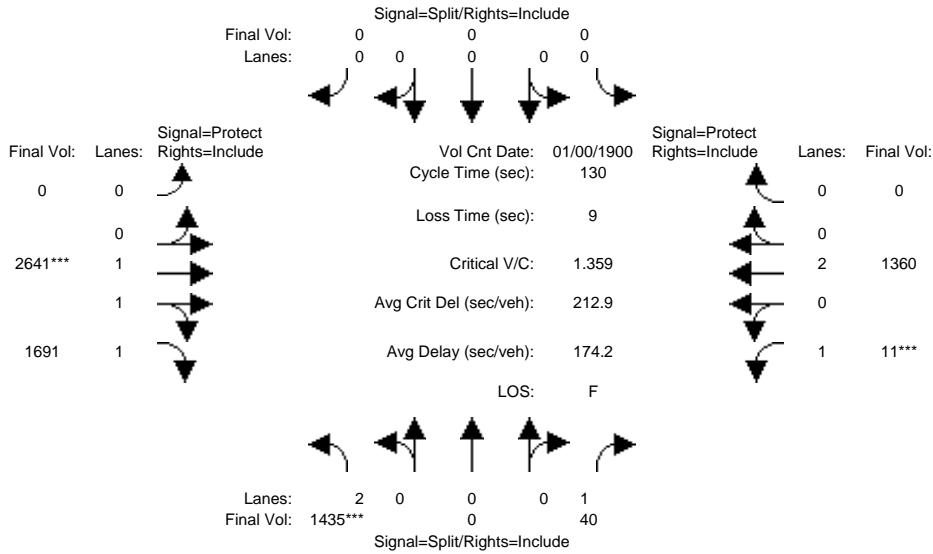


Street Name:	I-680 Southbound						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1280	0	40	0	0	0	0	2380	1600	10	1230	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:	1280	0	40	0	0	0	0	2380	1600	10	1230	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:	1280	0	40	0	0	0	0	2380	1600	10	1230	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:	1280	0	40	0	0	0	0	2380	1600	10	1230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1280	0	40	0	0	0	0	2380	1600	10	1230	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:	1280	0	40	0	0	0	0	2380	1600	10	1230	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	0.89	0.89	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.79	1.21	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3044	2046	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.02	0.00	0.00	0.00	0.00	0.78	0.78	0.01	0.34	0.00
Crit Moves:	***							***		***		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.61	0.61	0.03	0.64	0.00
Volume/Cap:	1.27	0.00	0.09	0.00	0.00	0.00	0.00	1.27	1.27	0.18	0.53	0.00
Uniform Del:	46.4	0.0	33.9	0.0	0.0	0.0	0.0	25.1	25.1	61.4	12.5	0.0
IncrcmntDel:	131.5	0.0	0.1	0.0	0.0	0.0	0.0	126	126.3	1.6	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	177.9	0.0	34.0	0.0	0.0	0.0	0.0	151	151.5	63.0	12.7	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:	177.9	0.0	34.0	0.0	0.0	0.0	0.0	151	151.5	63.0	12.7	0.0
LOS by Move:	F	A	C	A	A	A	A	F	F	E	B	A
HCM2kAvgQ:	45	0	1	0	0	0	0	88	88	0	14	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #22: Auto Mall Pkwy / I-680 Southbound

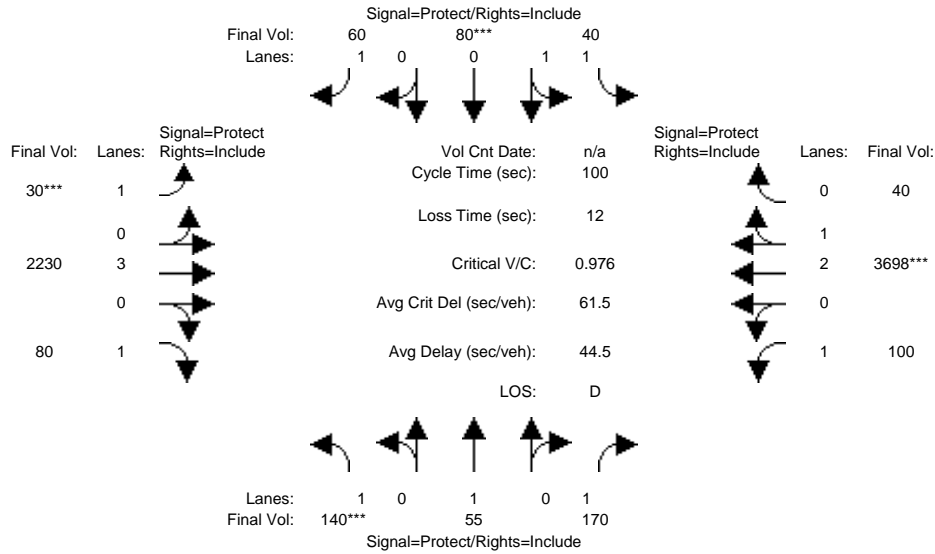


Street Name:	I-680 Southbound						Auto Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1280	0	40	0	0	0	0	2380	1600	10	1230	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:	1280	0	40	0	0	0	0	2380	1600	10	1230	0
Added Vol:	155	0	0	0	0	0	0	261	91	1	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1435	0	40	0	0	0	0	2641	1691	11	1360	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:	1435	0	40	0	0	0	0	2641	1691	11	1360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1435	0	40	0	0	0	0	2641	1691	11	1360	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 Volume:	1435	0	40	0	0	0	0	2641	1691	11	1360	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	0.89	0.89	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.83	1.17	1.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3110	1991	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.02	0.00	0.00	0.00	0.00	0.85	0.85	0.01	0.38	0.00
Crit Moves:	***							***		***		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.61	0.61	0.03	0.64	0.00
Volume/Cap:	1.40	0.00	0.08	0.00	0.00	0.00	0.00	1.40	1.40	0.20	0.59	0.00
Uniform Del:	46.0	0.0	33.3	0.0	0.0	0.0	0.0	25.5	25.5	61.4	13.7	0.0
IncrcmntDel:	185.5	0.0	0.1	0.0	0.0	0.0	0.0	182	181.5	1.8	0.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	231.4	0.0	33.4	0.0	0.0	0.0	0.0	207	207.1	63.2	14.1	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:	231.4	0.0	33.4	0.0	0.0	0.0	0.0	207	207.1	63.2	14.1	0.0
LOS by Move:	F	A	C	A	A	A	A	F	F	E	B	A
HCM2kAvgQ:	56	0	1	0	0	0	0	109	109	0	16	0

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

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

Intersection #23: Mission Blvd / Mohave Dr

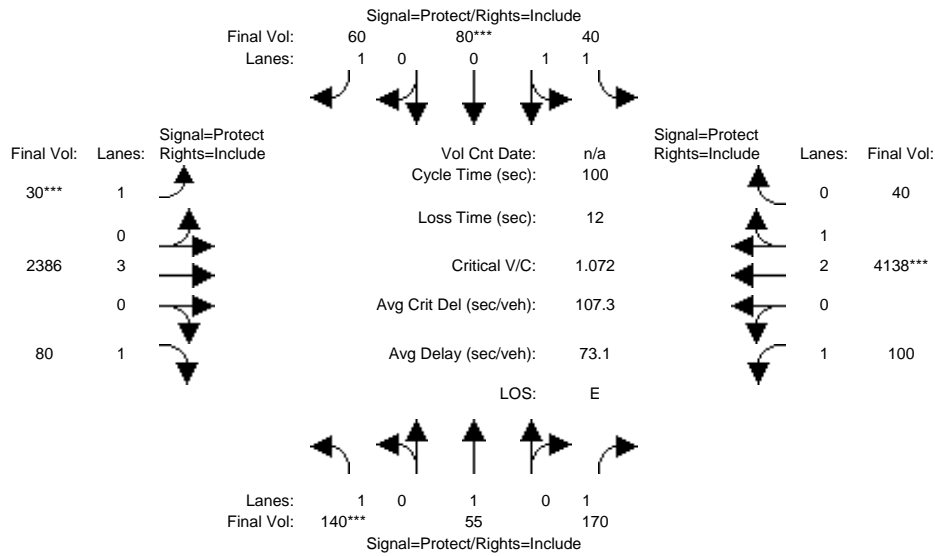


Street Name:	Mohave Dr						Mission Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	55	170	40	80	60	30	2230	80	100	3698	40
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:	140	55	170	40	80	60	30	2230	80	100	3698	40
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:	140	55	170	40	80	60	30	2230	80	100	3698	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	55	170	40	80	60	30	2230	80	100	3698	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	55	170	40	80	60	30	2230	80	100	3698	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	55	170	40	80	60	30	2230	80	100	3698	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.98	0.98	0.85	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	1805	1900	1615	1870	1870	1615	1805	5187	1615	1805	5121	55
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.11	0.02	0.04	0.04	0.02	0.43	0.05	0.06	0.72	0.72
Crit Moves:	***			***			***			***		
Green/Cycle:	0.07	0.12	0.12	0.05	0.10	0.10	0.04	0.63	0.63	0.08	0.67	0.67
Volume/Cap:	1.08	0.23	0.85	0.45	0.43	0.37	0.42	0.69	0.08	0.69	1.08	1.08
Uniform Del:	46.4	39.5	42.8	46.4	42.3	42.1	46.9	12.2	7.3	44.7	16.6	16.6
IncrcmntDel:	102.3	0.5	26.7	1.2	1.1	1.4	3.8	0.6	0.0	12.7	42.3	42.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	148.7	40.0	69.5	47.6	43.4	43.5	50.7	12.8	7.3	57.4	58.9	58.9
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:	148.7	40.0	69.5	47.6	43.4	43.5	50.7	12.8	7.3	57.4	58.9	58.9
LOS by Move:	F	D	E	D	D	D	D	B	A	E	E	E
HCM2kAvgQ:	9	2	8	2	3	2	1	15	1	4	59	59

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	140	55	170	40	80	60	30	2230	80	100	3698	40
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:	140	55	170	40	80	60	30	2230	80	100	3698	40
Added Vol:	0	0	0	0	0	0	0	156	0	0	440	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	55	170	40	80	60	30	2386	80	100	4138	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	55	170	40	80	60	30	2386	80	100	4138	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	55	170	40	80	60	30	2386	80	100	4138	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	55	170	40	80	60	30	2386	80	100	4138	40

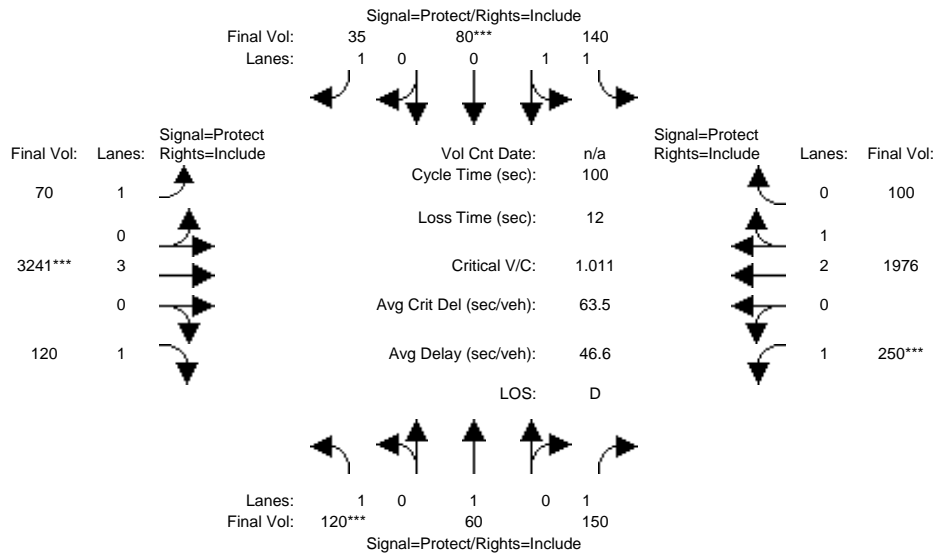
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.98	0.98	0.85	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	1805	1900	1615	1870	1870	1615	1805	5187	1615	1805	5132	50

Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.11	0.02	0.04	0.04	0.02	0.46	0.05	0.06	0.81	0.81
Crit Moves:	***			****			****			****		
Green/Cycle:	0.06	0.12	0.12	0.05	0.10	0.10	0.04	0.64	0.64	0.08	0.68	0.68
Volume/Cap:	1.19	0.24	0.88	0.47	0.43	0.37	0.42	0.72	0.08	0.72	1.19	1.19
Uniform Del:	46.8	39.9	43.3	46.6	42.3	42.1	46.9	12.1	6.9	45.1	16.2	16.2
IncrcmntDel:	144.6	0.6	34.1	1.4	1.1	1.4	3.8	0.8	0.0	16.8	90.5	90.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	191.3	40.5	77.4	47.9	43.4	43.5	50.7	12.9	6.9	61.9	107	106.8
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:	191.3	40.5	77.4	47.9	43.4	43.5	50.7	12.9	6.9	61.9	107	106.8
LOS by Move:	F	D	E	D	D	D	D	B	A	E	F	F
HCM2kAvgQ:	10	2	8	2	3	2	1	16	1	5	79	79

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

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

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	120	60	150	140	80	35	70	3241	120	250	1976	100
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:	120	60	150	140	80	35	70	3241	120	250	1976	100
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:	120	60	150	140	80	35	70	3241	120	250	1976	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	60	150	140	80	35	70	3241	120	250	1976	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	60	150	140	80	35	70	3241	120	250	1976	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	120	60	150	140	80	35	70	3241	120	250	1976	100

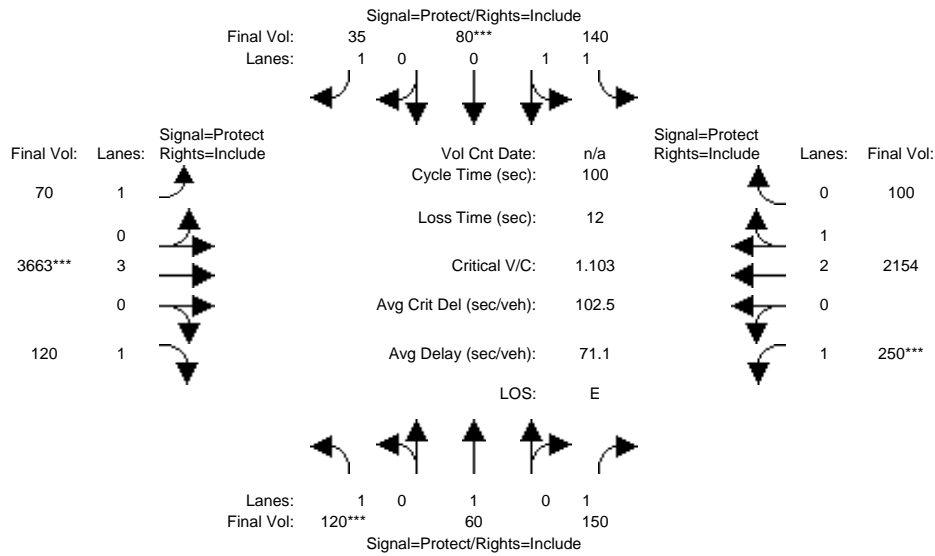
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.97	0.97	0.85	0.95	0.91	0.85	0.95	0.90	0.90
Lanes:	1.00	1.00	1.00	1.27	0.73	1.00	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	1805	1900	1615	2343	1339	1615	1805	5187	1615	1805	4903	248

Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.09	0.06	0.06	0.02	0.04	0.62	0.07	0.14	0.40	0.40
Crit Moves:	***				***			***			***	
Green/Cycle:	0.06	0.10	0.10	0.06	0.10	0.10	0.06	0.59	0.59	0.13	0.65	0.65
Volume/Cap:	1.06	0.31	0.91	0.98	0.60	0.22	0.60	1.06	0.13	1.06	0.62	0.62
Uniform Del:	46.9	41.7	44.5	46.9	43.1	41.4	45.5	20.6	9.2	43.5	10.1	10.1
IncrcmntDel:	102.9	0.9	45.7	55.2	2.7	0.7	8.3	36.5	0.1	76.6	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	149.8	42.6	90.2	102.1	45.8	42.1	53.8	57.1	9.3	120.1	10.5	10.5
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:	149.8	42.6	90.2	102.1	45.8	42.1	53.8	57.1	9.3	120.1	10.5	10.5
LOS by Move:	F	D	F	F	D	D	D	E	A	F	B	B
HCM2kAvgQ:	8	2	8	7	4	1	2	43	1	14	14	14

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #23: Mission Blvd / Mohave Dr



Street Name:	Mohave Dr						Mission Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	120	60	150	140	80	35	70	3241	120	250	1976	100
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:	120	60	150	140	80	35	70	3241	120	250	1976	100
Added Vol:	0	0	0	0	0	0	0	422	0	0	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	60	150	140	80	35	70	3663	120	250	2154	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	60	150	140	80	35	70	3663	120	250	2154	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	60	150	140	80	35	70	3663	120	250	2154	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	120	60	150	140	80	35	70	3663	120	250	2154	100

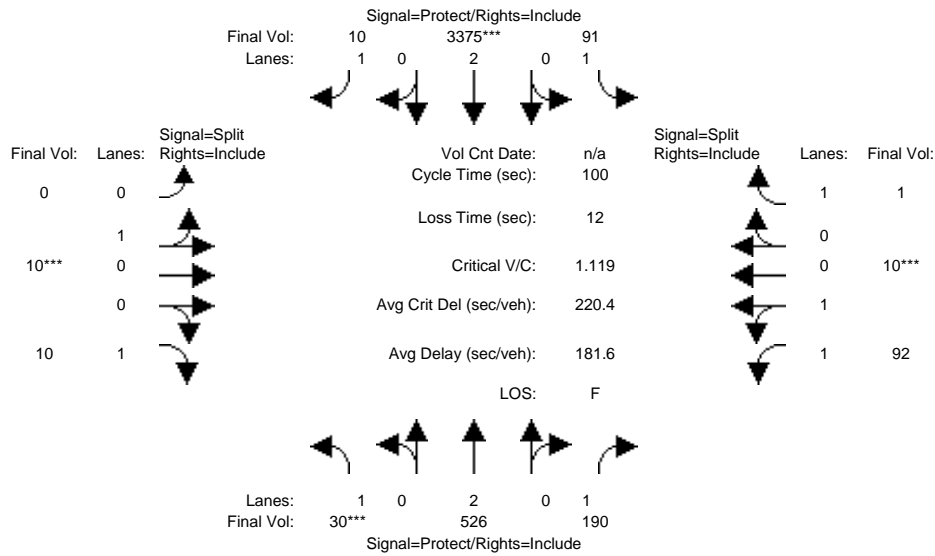
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.97	0.97	0.85	0.95	0.91	0.85	0.95	0.90	0.90
Lanes:	1.00	1.00	1.00	1.27	0.73	1.00	1.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	1805	1900	1615	2343	1339	1615	1805	5187	1615	1805	4922	229

Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.09	0.06	0.06	0.02	0.04	0.71	0.07	0.14	0.44	0.44
Crit Moves:	***				****			***			***	
Green/Cycle:	0.06	0.10	0.10	0.06	0.10	0.10	0.06	0.60	0.60	0.12	0.66	0.66
Volume/Cap:	1.17	0.32	0.93	1.05	0.60	0.22	0.64	1.17	0.12	1.17	0.66	0.66
Uniform Del:	47.2	41.8	44.6	47.2	43.1	41.4	45.9	19.8	8.4	44.1	10.1	10.1
IncrcmntDel:	141.0	1.0	50.2	75.9	2.7	0.7	12.1	79.5	0.1	114.3	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	188.2	42.8	94.8	123.0	45.8	42.1	58.0	99.2	8.5	158.4	10.6	10.6
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:	188.2	42.8	94.8	123.0	45.8	42.1	58.0	99.2	8.5	158.4	10.6	10.6
LOS by Move:	F	D	F	F	D	D	E	F	A	F	B	B
HCM2kAvgQ:	8	2	8	7	4	1	2	62	1	15	16	16

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

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

Intersection #24: Fremont Blvd/ Ingot St



Street Name:	Fremont Blvd						Ingot St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	30	526	190	91	3375	10	0	10	10	92	10	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:	30	526	190	91	3375	10	0	10	10	92	10	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	526	190	91	3375	10	0	10	10	92	10	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:	30	526	190	91	3375	10	0	10	10	92	10	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	526	190	91	3375	10	0	10	10	92	10	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 Volume:	30	526	190	91	3375	10	0	10	10	92	10	1

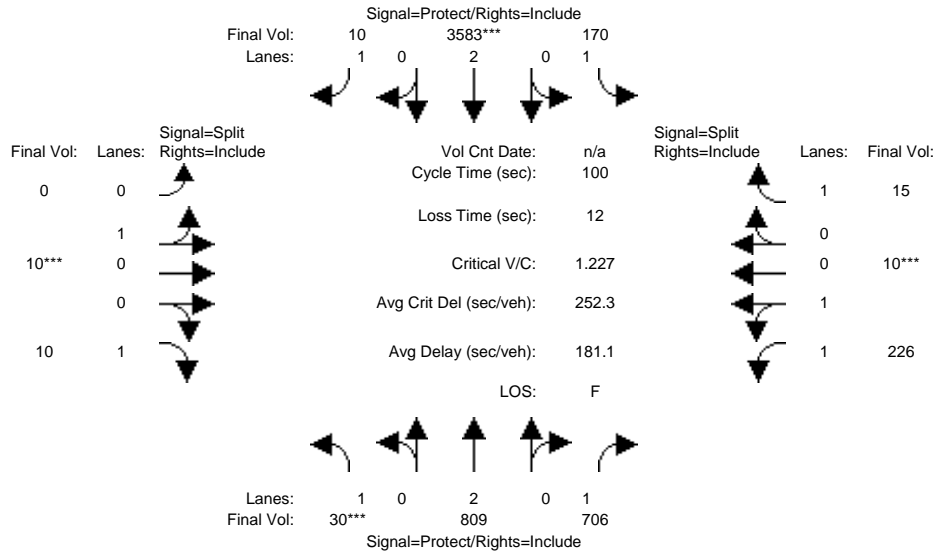
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	1.00	1.00	0.85	0.96	0.96	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	1.80	0.20	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	0	1900	1615	3280	357	1615

Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.12	0.05	0.93	0.01	0.00	0.01	0.01	0.03	0.03	0.00
Crit Moves:	***				***			***			***	
Green/Cycle:	0.04	0.51	0.51	0.17	0.64	0.64	0.00	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.42	0.29	0.23	0.29	1.46	0.01	0.00	0.05	0.06	0.28	0.28	0.01
Uniform Del:	46.9	14.3	13.9	35.9	18.0	6.5	0.0	40.7	40.8	41.7	41.7	40.5
IncrcmntDel:	3.8	0.1	0.1	0.5	210	0.0	0.0	0.1	0.2	0.4	0.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.7	14.4	14.0	36.4	228	6.5	0.0	40.8	40.9	42.1	42.1	40.5
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:	50.7	14.4	14.0	36.4	228	6.5	0.0	40.8	40.9	42.1	42.1	40.5
LOS by Move:	D	B	B	D	F	A	A	D	D	D	D	D
HCM2kAvgQ:	1	5	3	3	122	0	0	0	0	2	2	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #24: Fremont Blvd/ Ingot St



Street Name:	Fremont Blvd						Ingot St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	30	526	190	91	3375	10	0	10	10	92	10	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:	30	526	190	91	3375	10	0	10	10	92	10	1
Added Vol:	0	283	516	79	208	0	0	0	0	134	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	809	706	170	3583	10	0	10	10	226	10	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:	30	809	706	170	3583	10	0	10	10	226	10	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	809	706	170	3583	10	0	10	10	226	10	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	809	706	170	3583	10	0	10	10	226	10	15

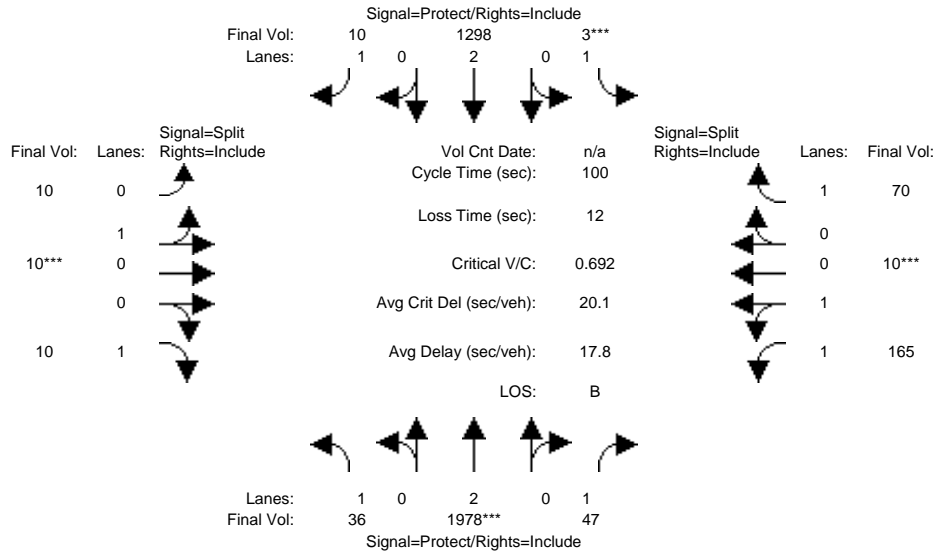
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	1.00	1.00	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	1.92	0.08	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	0	1900	1615	3472	154	1615

Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.44	0.09	0.99	0.01	0.00	0.01	0.01	0.07	0.07	0.01
Crit Moves:	***			****			****			****		
Green/Cycle:	0.04	0.56	0.56	0.12	0.64	0.64	0.00	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.42	0.40	0.78	0.78	1.55	0.01	0.00	0.05	0.06	0.65	0.65	0.09
Uniform Del:	46.9	12.5	17.2	42.7	18.0	6.5	0.0	40.7	40.8	43.3	43.3	40.9
IncramntDel:	3.8	0.1	4.5	16.6	250	0.0	0.0	0.1	0.2	4.2	4.2	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.7	12.6	21.7	59.2	268	6.5	0.0	40.8	40.9	47.5	47.5	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	12.6	21.7	59.2	268	6.5	0.0	40.8	40.9	47.5	47.5	41.1
LOS by Move:	D	B	C	E	F	A	A	D	D	D	D	D
HCM2kAvgQ:	1	7	19	7	139	0	0	0	0	5	5	0

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

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

Intersection #24: Fremont Blvd/ Ingot St

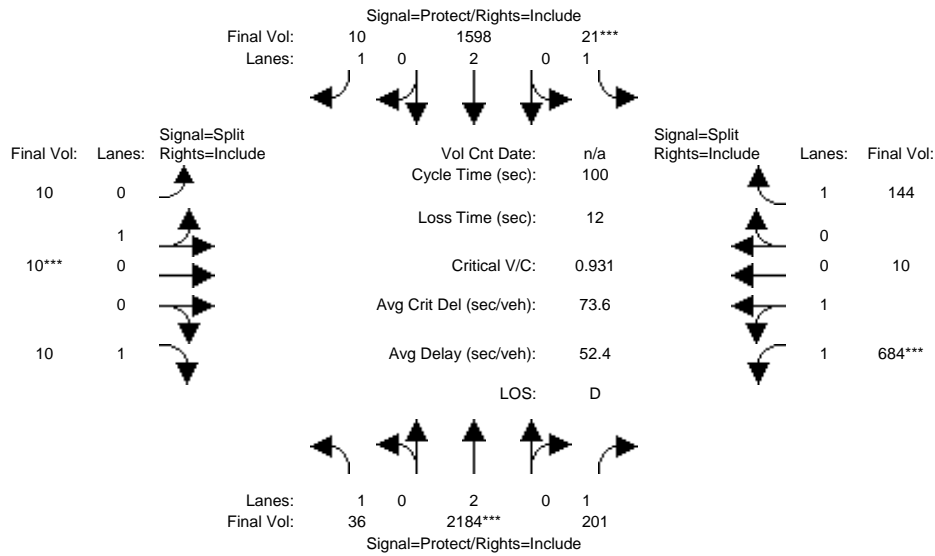


Street Name:	Fremont Blvd						Ingot St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1978	47	3	1298	10	10	10	10	165	10	70
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:	36	1978	47	3	1298	10	10	10	10	165	10	70
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:	36	1978	47	3	1298	10	10	10	10	165	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1978	47	3	1298	10	10	10	10	165	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1978	47	3	1298	10	10	10	10	165	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	36	1978	47	3	1298	10	10	10	10	165	10	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.98	0.98	0.85	0.96	0.96	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.50	0.50	1.00	1.89	0.11	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	927	927	1615	3422	207	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.03	0.00	0.36	0.01	0.01	0.01	0.01	0.05	0.05	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.64	0.64	0.04	0.61	0.61	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.29	0.86	0.05	0.04	0.59	0.01	0.11	0.11	0.06	0.48	0.48	0.43
Uniform Del:	44.3	14.3	6.7	46.2	11.8	7.6	40.9	40.9	40.8	42.6	42.6	42.3
IncramntDel:	1.3	3.4	0.0	0.2	0.4	0.0	0.3	0.3	0.2	1.0	1.0	1.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.6	17.7	6.7	46.4	12.2	7.6	41.2	41.2	40.9	43.6	43.6	44.2
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:	45.6	17.7	6.7	46.4	12.2	7.6	41.2	41.2	40.9	43.6	43.6	44.2
LOS by Move:	D	B	A	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	1	28	1	0	13	0	1	1	0	3	3	3

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #24: Fremont Blvd/ Ingot St



Street Name:	Fremont Blvd						Ingot St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	36	1978	47	3	1298	10	10	10	10	165	10	70
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:	36	1978	47	3	1298	10	10	10	10	165	10	70
Added Vol:	0	206	154	18	300	0	0	0	0	519	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2184	201	21	1598	10	10	10	10	684	10	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2184	201	21	1598	10	10	10	10	684	10	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2184	201	21	1598	10	10	10	10	684	10	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	36	2184	201	21	1598	10	10	10	10	684	10	144

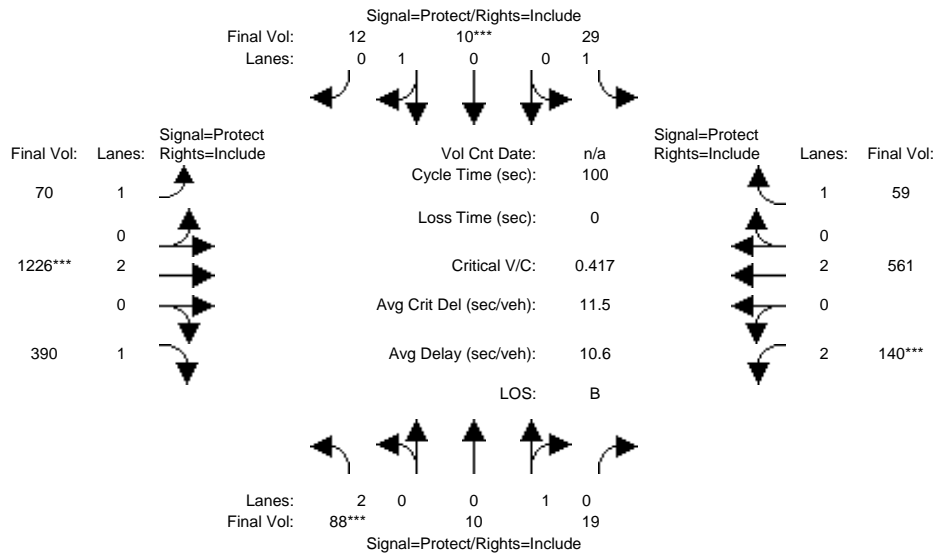
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.98	0.98	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.50	0.50	1.00	1.97	0.03	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	927	927	1615	3569	52	1615

Capacity Analysis Module:												
Vol/Sat:	0.02	0.60	0.12	0.01	0.44	0.01	0.01	0.01	0.01	0.19	0.19	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.56	0.56	0.04	0.55	0.55	0.10	0.10	0.10	0.18	0.18	0.18
Volume/Cap:	0.40	1.08	0.22	0.29	0.80	0.01	0.11	0.11	0.06	1.08	1.08	0.50
Uniform Del:	46.1	21.9	11.0	46.6	18.0	10.1	40.9	40.9	40.8	41.1	41.1	37.1
IncramntDel:	2.9	44.2	0.1	2.2	2.4	0.0	0.3	0.3	0.2	57.8	57.8	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.0	66.1	11.1	48.9	20.4	10.1	41.2	41.2	40.9	98.9	98.9	38.5
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:	49.0	66.1	11.1	48.9	20.4	10.1	41.2	41.2	40.9	98.9	98.9	38.5
LOS by Move:	D	E	B	D	C	B	D	D	D	F	F	D
HCM2kAvgQ:	2	50	3	1	22	0	1	1	0	18	18	5

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

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

Intersection #25: Grimmer Blvd/ New Roadway



Street Name:	New Roadway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	88	10	19	29	10	12	70	1226	390	140	561	59
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:	88	10	19	29	10	12	70	1226	390	140	561	59
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:	88	10	19	29	10	12	70	1226	390	140	561	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	10	19	29	10	12	70	1226	390	140	561	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	10	19	29	10	12	70	1226	390	140	561	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	10	19	29	10	12	70	1226	390	140	561	59

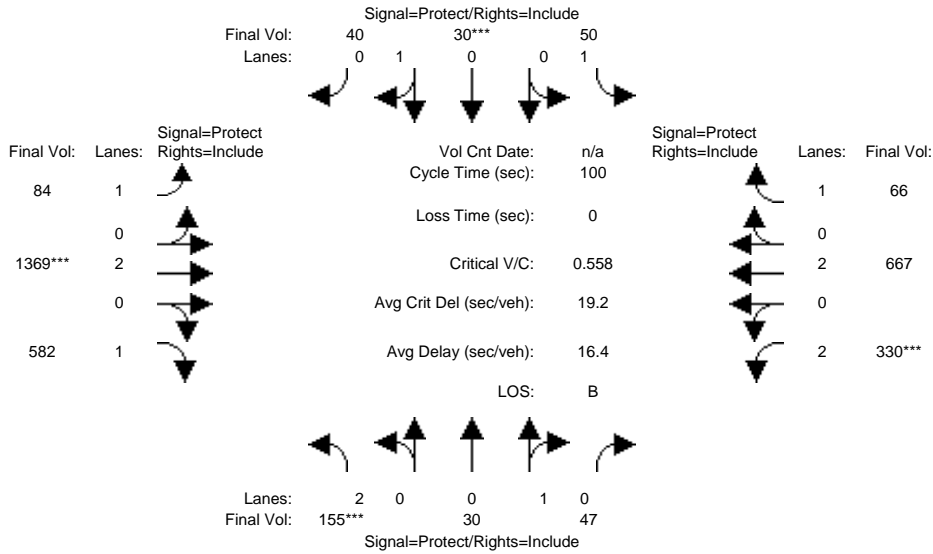
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.92	0.92	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.34	0.66	1.00	0.45	0.55	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	591	1123	1805	793	951	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.02	0.01	0.01	0.04	0.34	0.24	0.04	0.16	0.04
Crit Moves:	***				***			***			***	
Green/Cycle:	0.06	0.11	0.11	0.04	0.10	0.10	0.17	0.76	0.76	0.09	0.67	0.67
Volume/Cap:	0.45	0.15	0.15	0.36	0.13	0.13	0.22	0.45	0.32	0.45	0.23	0.05
Uniform Del:	45.7	40.2	40.2	46.4	41.0	41.0	35.6	4.5	3.9	43.2	6.4	5.6
IncramntDel:	1.6	0.4	0.4	2.8	0.3	0.3	0.4	0.1	0.2	1.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.4	40.5	40.5	49.1	41.3	41.3	36.0	4.7	4.1	44.3	6.4	5.6
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:	47.4	40.5	40.5	49.1	41.3	41.3	36.0	4.7	4.1	44.3	6.4	5.6
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	2	1	1	1	1	1	2	7	4	2	3	1

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_AM

Intersection #25: Grimmer Blvd/ New Roadway



Street Name:	New Roadway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	88	30	19	29	30	12	70	1226	390	140	561	59
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:	88	30	19	29	30	12	70	1226	390	140	561	59
Added Vol:	67	0	28	21	0	28	14	143	192	190	106	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	30	47	50	30	40	84	1369	582	330	667	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	30	47	50	30	40	84	1369	582	330	667	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	30	47	50	30	40	84	1369	582	330	667	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	30	47	50	30	40	84	1369	582	330	667	66

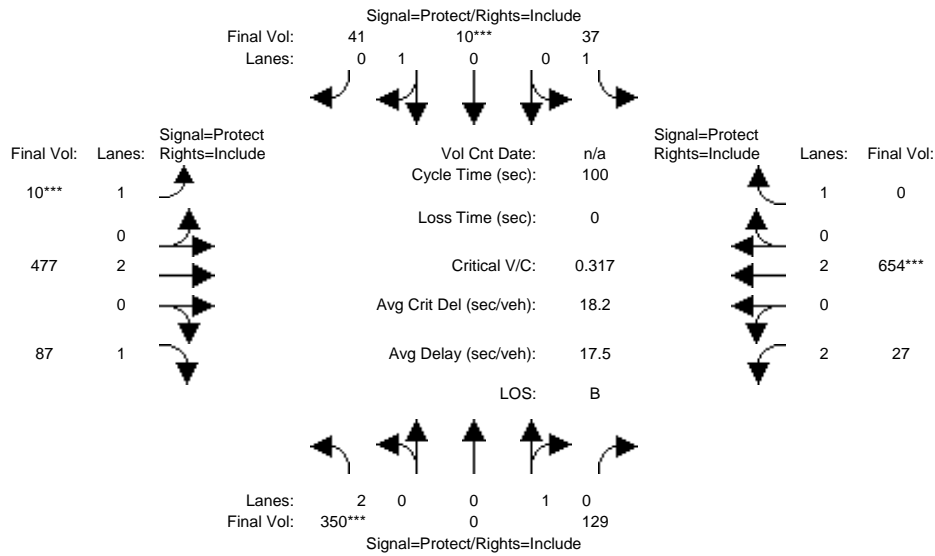
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.39	0.61	1.00	0.43	0.57	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	673	1054	1805	744	992	1805	3610	1615	3502	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.04	0.04	0.05	0.38	0.36	0.09	0.18	0.04
Crit Moves:	***				****			****		****		
Green/Cycle:	0.08	0.13	0.13	0.05	0.10	0.10	0.17	0.66	0.66	0.16	0.66	0.66
Volume/Cap:	0.58	0.35	0.35	0.55	0.40	0.40	0.28	0.58	0.55	0.58	0.28	0.06
Uniform Del:	44.6	39.9	39.9	46.4	42.2	42.2	36.5	9.4	9.1	38.6	7.2	6.1
IncramntDel:	3.0	1.0	1.0	6.9	1.5	1.5	0.5	0.3	0.6	1.4	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.6	40.9	40.9	53.2	43.7	43.7	37.0	9.7	9.7	40.0	7.3	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	40.9	40.9	53.2	43.7	43.7	37.0	9.7	9.7	40.0	7.3	6.1
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	3	2	2	2	2	2	2	12	10	5	4	1

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

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

Intersection #25: Grimmer Blvd/ New Roadway



Street Name:	New Roadway						Grimmer Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	350	0	129	37	10	41	10	477	87	27	654	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:	350	0	129	37	10	41	10	477	87	27	654	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:	350	0	129	37	10	41	10	477	87	27	654	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:	350	0	129	37	10	41	10	477	87	27	654	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	0	129	37	10	41	10	477	87	27	654	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:	350	0	129	37	10	41	10	477	87	27	654	0

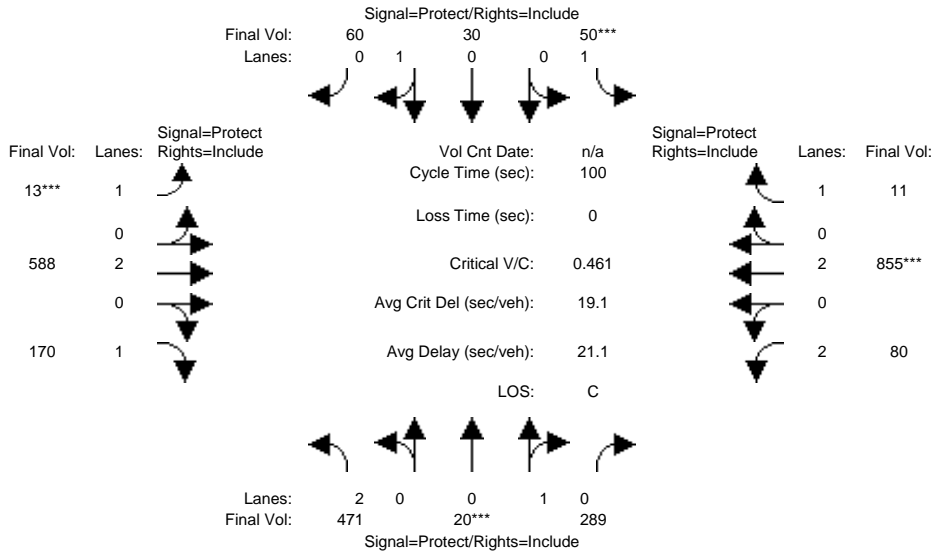
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	0.88	0.88	0.95	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	1.00	0.20	0.80	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	0	1615	1805	327	1343	1805	3610	1615	3502	3610	1900

Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.08	0.02	0.03	0.03	0.01	0.13	0.05	0.01	0.18	0.00
Crit Moves:	***			***			***			***		
Green/Cycle:	0.32	0.00	0.33	0.08	0.10	0.10	0.02	0.56	0.56	0.03	0.57	0.00
Volume/Cap:	0.32	0.00	0.24	0.24	0.32	0.32	0.32	0.24	0.10	0.24	0.32	0.00
Uniform Del:	26.1	0.0	24.6	42.8	42.1	42.1	48.5	11.3	10.4	47.2	11.2	0.0
IncramntDel:	0.2	0.0	0.2	0.8	1.1	1.1	5.7	0.1	0.0	1.1	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.2	0.0	24.8	43.7	43.3	43.3	54.3	11.4	10.5	48.3	11.3	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:	26.2	0.0	24.8	43.7	43.3	43.3	54.3	11.4	10.5	48.3	11.3	0.0
LOS by Move:	C	A	C	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	4	0	3	1	2	2	1	4	1	0	5	0

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative+Project_PM

Intersection #25: Grimmer Blvd/ New Roadway



Street Name:	New Roadway						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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	129	37	30	41	10	477	87	27	654	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:	350	20	129	37	30	41	10	477	87	27	654	0
Added Vol:	121	0	160	13	0	19	3	111	83	53	201	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	20	289	50	30	60	13	588	170	80	855	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	20	289	50	30	60	13	588	170	80	855	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	20	289	50	30	60	13	588	170	80	855	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	471	20	289	50	30	60	13	588	170	80	855	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.90	0.90	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.06	0.94	1.00	0.33	0.67	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	106	1528	1805	570	1140	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.03	0.05	0.05	0.01	0.16	0.11	0.02	0.24	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.41	0.41	0.06	0.13	0.13	0.02	0.46	0.46	0.07	0.51	0.51
Volume/Cap:	0.40	0.46	0.46	0.46	0.40	0.40	0.46	0.35	0.23	0.35	0.46	0.01
Uniform Del:	25.3	21.4	21.4	45.4	39.7	39.7	48.8	17.1	16.0	44.7	15.5	11.9
IncramntDel:	0.2	0.5	0.5	3.1	1.2	1.2	11.5	0.1	0.2	0.9	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.5	21.9	21.9	48.5	40.9	40.9	60.3	17.3	16.2	45.7	15.7	11.9
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:	25.5	21.9	21.9	48.5	40.9	40.9	60.3	17.3	16.2	45.7	15.7	11.9
LOS by Move:	C	C	C	D	D	D	E	B	B	D	B	B
HCM2kAvgQ:	6	7	7	2	3	3	1	6	3	1	8	0

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

Approved Projects

Intersection:

Mission Blvd/I-680 Northbound Off-Ramp

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project						9			1			
Mission Falls Court			0			0		5	39		-2	0
BART Station						105		10			30	
Thermo Fisher								21				
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore		1										
Total	0	1	0	0	0	114	0	36	40	0	28	0

Intersection:

Mission Blvd/I-680 Northbound Off-Ramp

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project						1			5			
Mission Falls Court			0			14		0	16		6	0
BART Station						10		30			10	
Thermo Fisher								20				
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore		1										
Total	0	1	0	0	0	25	0	50	21	0	16	0

Approved Projects

Intersection:

Mission Blvd/I-680 Southbound Off -Ramp

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project						5		1	2		9	
Mission Falls Court			0			5		44	14		-2	0
BART Station								10	10		135	
Thermo Fisher								88				
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	0	0	0	0	10	0	143	26	0	142	0

Intersection:

Mission Blvd/I-680 Southbound Off -Ramp

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project						1		5	9		1	
Mission Falls Court			0			39		16	4		20	0
BART Station								30	105		20	
Thermo Fisher								85				
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	0	0	0	0	40	0	136	118	0	41	0

Approved Projects

Intersection:

Mission Blvd/Paseo Padre Parkway

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station	2	6	2		20				5		5	
Thermo Fisher	7	7	7									
Sabercat Community Center							1	1				
Veterans Affairs Clinic												
Hackamore		1										
Total	9	14	9	0	20	0	1	1	5	5	0	0

Intersection:

Mission Blvd/Paseo Padre Parkway

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station	5	20	5		6				2		2	
Thermo Fisher	7	7	6									
Sabercat Community Center							3	3				
Veterans Affairs Clinic												
Hackamore		1										
Total	12	28	11	0	6	0	3	3	2	2	0	0

Approved Projects

Intersection:

Mission Blvd/ Warm Springs Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project								5			24	
Mission Falls Court		77			4							
BART Station		68		20	22	20	135					135
Thermo Fisher							2	8				
Sabercat Community Center					4							
Veterans Affairs Clinic												
Hackamore	6	1										
Total	6	146	0	20	30	20	137	13	0	0	24	135

Intersection:

Mission Blvd/ Warm Springs Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project								21			4	
Mission Falls Court		25			79							
BART Station		22		135	68	135	20					20
Thermo Fisher							2	8				
Sabercat Community Center					3							
Veterans Affairs Clinic												
Hackamore	7	1										
Total	7	48	0	135	150	135	22	29	0	0	4	20

Approved Projects

Intersection:

Warren Avenue/Kato Road

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station			0					-57		2	80	
Thermo Fisher					128	36						
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore		5										
Total	0	5	0	0	128	36	0	-57	0	2	80	0

Intersection:

Warren Avenue/Kato Road

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station			2					-43		2	72	
Thermo Fisher					123	35						
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore		6										
Total	0	6	2	0	123	35	0	-43	0	2	72	0

Approved Projects

Intersection:

Warm Springs Blvd/Warren Avenue

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project	18							1	4		4	
Mission Falls Court	37	36	0	0	2	2	41	0	-18	0	0	0
BART Station		68		2	18	2	0					0
Thermo Fisher							109		18			
Sabercat Community Center					4							
Veterans Affairs Clinic												
Hackamore		8	1									
Total	55	112	1	2	24	4	150	1	4	0	4	0

Intersection:

Warm Springs Blvd/Warren Avenue

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project	3							3	16		1	
Mission Falls Court	-16	12	0	0	37	42	13	0	31	0	0	0
BART Station		18		2	64	2	2					2
Thermo Fisher							106		17			
Sabercat Community Center					3							
Veterans Affairs Clinic												
Hackamore		8	2									
Total	-13	38	2	2	104	44	121	3	64	0	1	2

Approved Projects

Intersection:

Warm Springs/Osgood/Grimmer

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project						18		4				
Mission Falls Court		19			1							
BART Station	10	8	10		70				70		36	
Thermo Fisher	2	6	2									
Sabercat Community Center					4							
Veterans Affairs Clinic												
Hackamore		2										
Total	12	35	12	0	75	18	0	4	70	36	0	0

Intersection:

Warm Springs/Osgood/Grimmer

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project						3		16				
Mission Falls Court		6			19							
BART Station	70	70	36		8				10		10	
Thermo Fisher	2	6	2									
Sabercat Community Center					3							
Veterans Affairs Clinic												
Hackamore		2										
Total	72	84	38	0	30	3	0	16	10	10	0	0

Approved Projects

Intersection:

Grimmer/Paseo Padre

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station	12					12	4	2	4		12	
Thermo Fisher		1						1				
Sabercat Community Center				1	4							
Veterans Affairs Clinic												
Hackamore												
Total	12	1	0	1	4	12	4	3	4	0	12	0

Intersection:

Grimmer/Paseo Padre

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station	4					4	12	12	12		2	
Thermo Fisher		1						1				
Sabercat Community Center				4	12							
Veterans Affairs Clinic												
Hackamore												
Total	4	1	0	4	12	4	12	13	12	0	2	0

Approved Projects

Intersection:

Grimmer/Fremont Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project	4	4	4		18				18	18		
Mission Falls Court												
BART Station			35	35				0			4	6
Thermo Fisher		8	2									
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore		1										
Total	4	13	41	35	18	0	0	0	18	18	4	6

Intersection:

Grimmer/Fremont Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project	16	16	16		3				3	3		
Mission Falls Court												
BART Station			0	6				4			35	35
Thermo Fisher		8	2									
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore		1										
Total	16	25	18	6	3	0	0	4	3	3	35	35

Approved Projects

Intersection:

Grimmer/ Old Warm Springs/Lopes Court

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project								4			18	
Mission Falls Court												
BART Station								70			10	
Thermo Fisher								2			2	
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	0	0	0	0	0	0	76	0	0	30	0

Intersection:

Grimmer/ Old Warm Springs/Lopes Court

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project								16			3	
Mission Falls Court												
BART Station								10			70	
Thermo Fisher								2			2	
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	0	0	0	0	0	0	28	0	0	75	0

Approved Projects

Intersection:

Fremont Blvd/I-880 Northbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project		11			54					45		
Mission Falls Court												
BART Station												35
Thermo Fisher												
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	11	0	0	54	0	0	0	0	45	0	35

Intersection:

Fremont Blvd/I-880 Northbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project		49			9					7		
Mission Falls Court												
BART Station												0
Thermo Fisher												
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	49	0	0	9	0	0	0	0	7	0	0

Approved Projects

Intersection:

Fremont Blvd/I-880 Southbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project		19			100				36			
Mission Falls Court												
BART Station												
Thermo Fisher												
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	19	0	0	100	0	0	0	36	0	0	0

Intersection:

Fremont Blvd/I-880 Southbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project		81			16				6			
Mission Falls Court												
BART Station												
Thermo Fisher												
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	81	0	0	16	0	0	0	6	0	0	0

Approved Projects

Intersection:

Fremont Blvd/Cushing Parkway

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project	31	8	1				11	6	1			
Mission Falls Court					136							
BART Station												
Thermo Fisher												
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	31	8	1	0	136	0	11	6	1	0	0	0

Intersection:

Fremont Blvd/Cushing Parkway

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project	20	35	6				46	27	4			
Mission Falls Court					22							
BART Station												
Thermo Fisher												
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	20	35	6	0	22	0	46	27	4	0	0	0

Approved Projects

Intersection:

Auto Mall Parkway/I-880 Northbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station												
Thermo Fisher								4				
Sabercat Community Center												
Veterans Affairs Clinic			58					58			14	14
Hackamore												
Total	0	0	58	0	0	0	0	62	0	0	14	14

Intersection:

Auto Mall Parkway/I-880 Northbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station												
Thermo Fisher								4				
Sabercat Community Center												
Veterans Affairs Clinic			29					30			75	75
Hackamore												
Total	0	0	29	0	0	0	0	34	0	0	75	75

Approved Projects

Intersection:

Auto Mall Parkway/I-880 Southbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station												
Thermo Fisher											4	
Sabercat Community Center												
Veterans Affairs Clinic												14
Hackamore												
Total	0	0	0	58	0	0	0	0	0	0	4	14

Intersection:

Auto Mall Parkway/I-880 Southbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station												
Thermo Fisher											4	
Sabercat Community Center												
Veterans Affairs Clinic												75
Hackamore												
Total	0	0	0	30	0	0	0	0	0	0	4	75

Approved Projects

Intersection:

Auto Mall Parkway/ South Grimmer

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project		4										
Mission Falls Court				1								
BART Station		4		10	0							5
Thermo Fisher								4				
Sabercat Community Center												1
Veterans Affairs Clinic								116			28	1
Hackamore												
Total	0	8	0	11	0	4	0	120	0	0	28	7

Intersection:

Auto Mall Parkway/ South Grimmer

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project		16										
Mission Falls Court				8								
BART Station		35		0	4							10
Thermo Fisher								4				
Sabercat Community Center												17
Veterans Affairs Clinic						1		59			150	5
Hackamore												
Total	0	51	0	8	4	1	0	63	0	0	150	32

Approved Projects

Intersection:

Auto Mall Parkway/ Fremont Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project		4										
Mission Falls Court								1				
BART Station	3	3		15	35			10	0		2	2
Thermo Fisher	2	6										
Sabercat Community Center											1	1
Veterans Affairs Clinic						1	1	10			30	
Hackamore											1	
Total	5	13	0	15	35	1	1	21	0	0	34	3

Intersection:

Auto Mall Parkway/ Fremont Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project		16										
Mission Falls Court								8				
BART Station	0	35		0	3			0	3		10	15
Thermo Fisher	2	6										
Sabercat Community Center											17	17
Veterans Affairs Clinic						1	5	46			19	
Hackamore											1	
Total	2	57	0	0	3	1	5	54	3	0	47	32

Approved Projects

Intersection:

Auto Mall Parkway/Osgood

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project												
Mission Falls Court					0				1			0
BART Station	4	2	2		25				25	20		
Thermo Fisher											4	
Sabercat Community Center			2	2			14			4	2	5
Veterans Affairs Clinic								10			30	
Hackamore											1	
Total	4	2	4	2	25	0	14	10	26	24	37	5

Intersection:

Auto Mall Parkway/Osgood

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project												
Mission Falls Court					3				8			8
BART Station	25	25	20		4				2	2		
Thermo Fisher											4	
Sabercat Community Center			9	7			41			3	34	4
Veterans Affairs Clinic								46			19	
Hackamore											1	
Total	25	25	29	7	7	0	41	46	10	5	58	12

Approved Projects

Intersection:

Auto Mall Parkway/I-680 Northbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station								2			20	
Thermo Fisher								4				
Sabercat Community Center		3		14	3	41	21				0	4
Veterans Affairs Clinic	15								5			2
Hackamore												
Total	15	3	0	14	3	41	21	6	5	0	24	2

Intersection:

Auto Mall Parkway/I-680 Northbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station								20			2	
Thermo Fisher								4				
Sabercat Community Center		15		29	5	31	64				4	19
Veterans Affairs Clinic	9								23			4
Hackamore												
Total	9	15	0	29	5	31	64	24	23	4	21	4

Approved Projects

Intersection:

Auto Mall Parkway/I-680 Southbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station								2			20	
Thermo Fisher											4	
Sabercat Community Center			4					17		15	31	
Veterans Affairs Clinic	15							5	5		15	
Hackamore												
Total	15	0	4	0	0	0	0	24	5	15	70	0

Intersection:

Auto Mall Parkway/I-680 Southbound

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project												
Mission Falls Court												
BART Station								20			2	
Thermo Fisher											4	
Sabercat Community Center			7					56		9	42	
Veterans Affairs Clinic	10							23	23		9	
Hackamore												
Total	10	0	7	0	0	0	0	99	23	9	57	0

Approved Projects

Intersection:

Mohave Dr/Mission Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project								5			24	
Mission Falls Court			7							7		
BART Station								20			135	
Thermo Fisher								8			88	
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	0	7	0	0	0	0	33	0	7	247	0

Intersection:

Mohave Dr/Mission Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project								21			4	
Mission Falls Court			3							1		
BART Station								135			20	
Thermo Fisher								8			85	
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	0	3	0	0	0	0	164	0	1	109	0

Approved Projects

Intersection:

New Roadway/Grimmer Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Delta Project								4			18	
Mission Falls Court												
BART Station								70			10	
Thermo Fisher								2			2	
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	0	0	0	0	0	0	76	0	0	30	0

Intersection:

New Roadway/Grimmer Blvd

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour												
Delta Project								16			3	
Mission Falls Court												
BART Station								10			70	
Thermo Fisher								2			2	
Sabercat Community Center												
Veterans Affairs Clinic												
Hackamore												
Total	0	0	0	0	0	0	0	28	0	0	75	0

**Warm Springs Community Plan
Freeway Segment Analysis Summary - 2020 PM**

Link Location	Segment Limits		A node	B node	# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C >5%
Freeway Segments															
I-880 Northbound															
Between	Dixon Landing Rd	Warren/Mission	5795	28843	5	7,455	405	7,455	7,860	0.75	0.79	C	D	No	-
Between	Warren/Mission	Fremont Blvd	28847	28849	4	6,807	279	6,807	7,086	0.85	0.89	D	D	No	-
Between	Fremont Blvd	Auto Mall Parkway	28851	28854	3	6,188	449	6,188	6,637	1.03	1.11	F	F	-	Yes
Between	Auto Mall Parkway	Stevenson Blvd	28920	28929	3	6,491	1,052	6,491	7,543	1.08	1.26	F	F	-	Yes
Between	Stevenson Blvd	Mowry Ave	28931	28778	4	6,739	860	6,739	7,599	0.84	0.95	D	E	No	-
Between	Mowry Ave	Thornton Ave (84)	28776	28775	4	6,955	730	6,955	7,685	0.87	0.96	D	E	No	-
Between	Thornton Ave (84)	Decoto Rd	28751	28750	4	6,916	580	6,916	7,496	0.86	0.94	D	E	No	-
I-880 Southbound															
Between	Decoto Rd	Thornton Ave (84)	28889	28890	3	5,958	200	5,958	6,158	0.99	1.03	E	F	Yes	-
Between	Thornton Ave (84)	Mowry Ave	28911	28912	3	5,820	250	5,820	6,070	0.97	1.01	E	F	Yes	-
Between	Mowry Ave	Stevenson Blvd	28914	28903	3	5,241	300	5,241	5,541	0.87	0.92	D	E	No	-
Between	Stevenson Blvd	Auto Mall Parkway	28905	28856	4	6,783	384	6,783	7,167	0.85	0.90	D	D	No	-
Between	Auto Mall Parkway	Fremont Blvd	28855	28852	3	5,402	108	5,402	5,510	0.90	0.92	D	E	No	-
Between	Fremont Blvd	Warren/Mission	28850	28846	4	6,662	696	6,662	7,358	0.83	0.92	D	E	No	-
Between	Warren/Mission	Dixon Landing Rd	28844	29485	5	7,462	878	7,462	8,340	0.75	0.83	C	D	No	-
I-680 Northbound															
Between	Scott Creek Rd	Mission Blvd	28866	28869	4	6,653	173	6,653	6,826	0.83	0.85	D	D	No	-
Between	Mission Blvd	Auto Mall Parkway	28873	28585	4	7,026	246	7,026	7,272	0.88	0.91	D	E	No	-
Between	Auto Mall Parkway	Washington Blvd	28819	10309	4	7,964	554	7,964	8,518	1.00	1.06	F	F	-	Yes
Between	Washington Blvd	Mission Blvd (238)	28814	28822	4	7,309	450	7,309	7,759	0.91	0.97	E	E	No	-
I-680 Southbound															
Between	Mission Blvd (238)	Washington Blvd	28821	28813	3	6,108	200	6,108	6,308	1.02	1.05	F	F	-	No
Between	Washington Blvd	Auto Mall Parkway	10308	28818	4	6,080	240	6,080	6,320	0.76	0.79	D	D	No	-
Between	Auto Mall Parkway	Mission Blvd	28584	28874	4	6,595	148	6,595	6,743	0.82	0.84	D	D	No	-
Between	Mission Blvd	Scott Creek Rd	28870	28867	4	6,121	454	6,121	6,575	0.77	0.82	D	D	No	-
Arterials															
Mission Blvd Eastbound/Northbound															
Between	I-880	Warm Springs Blvd	31755	28864	3	2,783	355	2,783	3,138	1.16	1.31	F	F	-	Yes
Between	Warm Springs Blvd	I-680	32849	28871	3	2,429	471	2,429	2,900	1.01	1.21	F	F	-	Yes
Between	I-680	Paseo Padre Pkwy	31709	28629	2	1,145	4	1,145	1,149	0.72	0.72	C	C	No	-
Between	Paseo Padre Pkwy	Durham Rd	28884	28823	2	904	73	904	977	0.56	0.61	B	C	No	-
Between	Durham Rd	Washington Blvd	32847	28812	1	927	50	927	977	1.16	1.22	F	F	-	Yes
Between	Washington Blvd	I-680	28187	28691	1	888	40	888	928	1.11	1.16	F	F	-	No
Between	I-680	Driscoll Rd	28836	28808	2	759	30	759	789	0.47	0.49	B	B	No	-
Mission Blvd Westbound/Southbound															
Between	Driscoll Rd	I-680	28808	28836	2	468	10	468	478	0.29	0.30	A	A	No	-
Between	I-680	Washington Blvd	28691	28187	1	481	15	481	496	0.60	0.62	C	C	No	-
Between	Washington Blvd	Durham Rd	28812	32847	1	491	20	491	511	0.61	0.64	C	C	No	-
Between	Durham Rd	Paseo Padre Pkwy	28823	28884	2	451	32	451	483	0.28	0.30	A	A	No	-
Between	Paseo Padre Pkwy	I-680	28629	31709	2	666	1	666	667	0.42	0.42	B	B	No	-
Between	I-680	Warm Springs Blvd	28871	32849	3	1,897	236	1,897	2,133	0.79	0.89	D	D	No	-
Between	Warm Springs Blvd	I-880	28864	28879	3	1,425	465	1,425	1,890	0.59	0.79	C	D	No	-

Fehr & Peers, 2013.

**Warm Springs Community Plan
Freeway Segment Analysis Summary - 2035 PM**

Link Location	Segment Limits		A node	B node	# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C >5%
Freeway Segments															
I-880 Northbound															
Between	Dixon Landing Rd	Warren/Mission	5795	28843	5	8,836	272	8,836	9,108	0.88	0.91	D	E	No	-
Between	Warren/Mission	Fremont Blvd	28847	28849	4	7,940	247	7,940	8,187	0.99	1.02	E	F	Yes	-
Between	Fremont Blvd	Auto Mall Parkway	28851	28854	3	6,988	292	6,988	7,280	1.16	1.21	F	F	-	No
Between	Auto Mall Parkway	Stevenson Blvd	28920	28929	3	6,863	612	6,863	7,475	1.14	1.25	F	F	-	Yes
Between	Stevenson Blvd	Mowry Ave	28931	28778	4	7,140	480	7,140	7,620	0.89	0.95	D	E	No	-
Between	Mowry Ave	Thornton Ave (84)	28776	28775	4	7,305	400	7,305	7,705	0.91	0.96	E	E	No	-
Between	Thornton Ave (84)	Decoto Rd	28751	28750	4	7,510	300	7,510	7,810	0.94	0.98	E	E	No	-
I-880 Southbound															
Between	Decoto Rd	Thornton Ave (84)	28889	28890	3	5,793	100	5,793	5,893	0.97	0.98	E	E	No	-
Between	Thornton Ave (84)	Mowry Ave	28911	28912	3	5,611	150	5,611	5,761	0.94	0.96	E	E	No	-
Between	Mowry Ave	Stevenson Blvd	28914	28903	3	5,120	200	5,120	5,320	0.85	0.89	D	D	No	-
Between	Stevenson Blvd	Auto Mall Parkway	28905	28856	4	6,770	258	6,770	7,028	0.85	0.88	D	D	No	-
Between	Auto Mall Parkway	Fremont Blvd	28855	28852	3	5,037	77	5,037	5,114	0.84	0.85	D	D	No	-
Between	Fremont Blvd	Warren/Mission	28850	28846	4	6,484	503	6,484	6,987	0.81	0.87	D	D	No	-
Between	Warren/Mission	Dixon Landing Rd	28844	29485	5	7,319	512	7,319	7,831	0.73	0.78	C	D	No	-
I-680 Northbound															
Between	Scott Creek Rd	Mission Blvd	28866	28869	4	7,409	115	7,409	7,524	0.93	0.94	E	E	No	-
Between	Mission Blvd	Auto Mall Parkway	28873	28585	4	7,702	182	7,702	7,884	0.96	0.99	E	E	No	-
Between	Auto Mall Parkway	Washington Blvd	28819	10309	4	8,525	324	8,525	8,849	1.07	1.11	F	F	-	No
Between	Washington Blvd	Mission Blvd (238)	28814	28822	4	7,750	250	7,750	8,000	0.97	1.00	E	F	Yes	-
I-680 Southbound															
Between	Mission Blvd (238)	Washington Blvd	28821	28813	3	6,564	130	6,564	6,694	1.09	1.12	F	F	-	No
Between	Washington Blvd	Auto Mall Parkway	10308	28818	4	6,440	162	6,440	6,602	0.81	0.83	D	D	No	-
Between	Auto Mall Parkway	Mission Blvd	28584	28874	4	6,711	113	6,711	6,824	0.84	0.85	D	D	No	-
Between	Mission Blvd	Scott Creek Rd	28870	28867	4	6,108	263	6,108	6,371	0.76	0.80	D	D	No	-
Arterials															
Mission Blvd Eastbound/Northbound															
Between	I-880	Warm Springs Blvd	31755	28864	3	3,094	232	3,094	3,326	1.29	1.39	F	F	-	Yes
Between	Warm Springs Blvd	I-680	32849	28871	3	2,647	379	2,647	3,026	1.10	1.26	F	F	-	Yes
Between	I-680	Paseo Padre Pkwy	31709	28629	2	1,621	0	1,621	1,621	1.01	1.01	F	F	-	No
Between	Paseo Padre Pkwy	Durham Rd	28884	28823	2	1,163	40	1,163	1,203	0.73	0.75	C	C	No	-
Between	Durham Rd	Washington Blvd	32847	28812	1	1,073	20	1,073	1,093	1.34	1.37	F	F	-	No
Between	Washington Blvd	I-680	28187	28691	1	1,012	15	1,012	1,027	1.27	1.28	F	F	-	No
Between	I-680	Driscoll Rd	28836	28808	2	1,050	5	1,050	1,055	0.66	0.66	C	C	No	-
Mission Blvd Westbound/Southbound															
Between	Driscoll Rd	I-680	28808	28836	2	374	0	374	374	0.23	0.23	A	A	No	-
Between	I-680	Washington Blvd	28691	28187	1	870	5	870	875	1.09	1.09	F	F	-	No
Between	Washington Blvd	Durham Rd	28812	32847	1	872	10	872	882	1.09	1.10	F	F	-	No
Between	Durham Rd	Paseo Padre Pkwy	28823	28884	2	835	20	835	855	0.52	0.53	B	B	No	-
Between	Paseo Padre Pkwy	I-680	28629	31709	2	974	0	974	974	0.61	0.61	C	C	No	-
Between	I-680	Warm Springs Blvd	28871	32849	3	2,211	167	2,211	2,378	0.92	0.99	E	E	No	-
Between	Warm Springs Blvd	I-880	28864	28879	3	1,732	245	1,732	1,977	0.72	0.82	C	D	No	-

Fehr & Peers, 2013.

Segment Data									AM Peak Hour Results										Max HOV 0.15																					
ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time (MIX)	Max Density		LOS (Density)		Speed		Flow		%HOV	Project Trips				Project Density				Project LOS				Capacity		% Traffic Added		% Traffic Added is greater than 1%?		LOS degrades to F?		F and adds >1% vol?	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV		Mixed	HOV	Total	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF
5	I-880	NB	US 101	Brokaw	1.29	3	3		8:00 - 8:20	60		E		33		5940	0	160	160	0	62	0	F	n/a	6900	0	2.32%	0.00%	1	0	Yes	-	-	-	-					
4	I-880	NB	Brokaw	Montague	1.35	3	3		8:20 - 8:40	30		D		65		5850	0	300	300	0	32	0	D	n/a	6900	0	4.35%	0.00%	1	0	-	-	-	-						
3	I-880	NB	Montague	Great Mall	0.98	3	3		8:20 - 8:40	23		C		66		4560	0	420	420	0	25	0	C	n/a	6900	0	6.09%	0.00%	1	0	-	-	-	-						
2	I-880	NB	Great Mall	Calaveras	0.72	3	3		7:20 - 7:40	24		C		66		4760	0	560	560	0	27	0	D	n/a	6900	0	8.12%	0.00%	1	0	-	-	-	-						
1	I-880	NB	Calaveras	Dixon Landing	1.99	4	3	1	8:00 - 8:20	20	7	C	A	66	67	4490	0.094758065	800	724	76	26	8	C	A	6900	1650	10.49%	4.61%	1	1	-	-	-	-						
13	I-880	SB	Dixon Landing	Calaveras	1.99	4	3	1	9:00 - 9:20	61	49	F	E	32	43	6640	0.241142857	360	306	54	72	50	F	E	6900	1650	4.43%	3.27%	1	1	-	-	YES	-						
14	I-880	SB	Calaveras	Great Mall	0.72	3	3		8:40 - 9:00	79		F		22		5220	0	220	220	0	82	0	F	n/a	6900	0	3.19%	0.00%	1	0	-	-	YES	-						
15	I-880	SB	Great Mall	Montague	0.98	3	3		8:40 - 9:00	42		D		52		6560	0	160	160	0	43	0	D	n/a	6900	0	2.32%	0.00%	1	0	-	-	-	-						
16	I-880	SB	Montague	Brokaw	1.35	3	3		7:20 - 7:40	27		D		66		5310	0	80	80	0	27	0	D	n/a	6900	0	1.16%	0.00%	1	0	-	-	-	-						
17	I-880	SB	Brokaw	US 101	1.29	3	3		7:20 - 7:40	32		D		64		6150	0	40	40	0	32	0	D	n/a	6900	0	0.58%	0.00%	0	0	-	-	-	-						
51	I-680	NB	US 101	King	0.40	4	4		8:40 - 9:00	21		C		66		5550	0	0	0	0	21	0	C	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						
52	I-680	NB	King	S. Capitol	1.00	4	4		7:40 - 8:00	35		D		62		8680	0	0	0	0	35	0	D	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						
53	I-680	NB	S. Capitol	Alum Rock	0.31	4	4		7:40 - 8:00	66		F		29		7000	0	0	0	0	60	0	F	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						
54	I-680	NB	Alum Rock	McKee	0.64	4	4		7:40 - 8:00	76		F		23		8400	0	0	0	0	91	0	F	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						
55	I-680	NB	McKee	Berryessa	1.47	4	4		7:40 - 8:00	50		E		42		8450	0	60	60	0	51	0	E	n/a	9200	0	0.65%	0.00%	0	0	-	-	-	-						
56	I-680	NB	Berryessa	Hostetter	0.94	4	4		7:40 - 8:00	33		D		64		8200	0	140	140	0	33	0	D	n/a	9200	0	1.52%	0.00%	1	0	-	-	-	-						
57	I-680	NB	Hostetter	N. Capitol	0.31	4	4		9:00 - 9:20	32		D		64		8640	0	200	200	0	35	0	D	n/a	9200	0	2.17%	0.00%	1	0	-	-	-	-						
58	I-680	NB	N. Capitol	Montague	1.00	4	4		9:00 - 9:20	45		D		48		6870	0	200	200	0	37	0	D	n/a	9200	0	2.17%	0.00%	1	0	-	-	-	-						
59	I-680	NB	Montague	Yosemite	0.77	4	4		6:20 - 6:40	26		C		66		6080	0	260	260	0	24	0	C	n/a	9200	0	2.83%	0.00%	1	0	-	-	-	-						
60	I-680	NB	Yosemite	Calaveras	0.69	4	4		7:20 - 7:40	23		C		66		6050	0	260	260	0	24	0	C	n/a	9200	0	2.83%	0.00%	1	0	-	-	-	-						
61	I-680	NB	Calaveras	Jacklin	0.85	3	3		6:20 - 6:41	31		D		65		5850	0	320	320	0	32	0	D	n/a	6900	0	4.64%	0.00%	1	0	-	-	-	-						
62	I-680	NB	Jacklin	Scott Creek	1.57	3	3		7:20 - 7:41	30		D		65		4470	0	380	380	0	25	0	C	n/a	6900	0	5.51%	0.00%	1	0	-	-	-	-						
50	I-680	SB	Scott Creek	Jacklin	1.57	4	3	1	9:00 - 9:20	24		C	B	66	67	4760	0.175043328	150	127	23	25	15	C	B	6900	1650	1.84%	1.39%	1	1	-	-	-	-						
49	I-680	SB	Jacklin	Calaveras	0.85	4	3	1	9:00 - 9:20	45		D	A	48	67	6480	0.102493075	120	108	12	46	11	D	A	6900	1650	1.57%	0.73%	1	0	-	-	-	-						
48	I-680	SB	Calaveras	Yosemite	0.69	4	4		9:00 - 9:20	56		E		36		8070	0	60	60	0	56	0	E	n/a	9200	0	0.65%	0.00%	0	0	-	-	-	-						
47	I-680	SB	Yosemite	Montague	0.77	4	4		9:20 - 9:40	42		D		52		8740	0	60	60	0	42	0	D	n/a	9200	0	0.65%	0.00%	0	0	-	-	-	-						
46	I-680	SB	Montague	N. Capitol	1.00	4	4		9:00 - 9:20	19		C		66		5020	0	40	40	0	19	0	C	n/a	9200	0	0.43%	0.00%	0	0	-	-	-	-						
45	I-680	SB	N. Capitol	Hostetter	0.31	4	4		8:40 - 9:00	18		B		67		4790	0	40	40	0	18	0	B	n/a	9200	0	0.43%	0.00%	0	0	-	-	-	-						
44	I-680	SB	Hostetter	Berryessa	0.94	4	4		7:20 - 7:40	21		C		66		5550	0	20	20	0	21	0	C	n/a	9200	0	0.22%	0.00%	0	0	-	-	-	-						
43	I-680	SB	Berryessa	McKee	1.47	4	4		7:40 - 8:00	19		C		66		5020	0	0	0	0	19	0	C	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						
42	I-680	SB	McKee	Alum Rock	0.64	4	4		8:40 - 9:00	20		C		66		5280	0	0	0	0	20	0	C	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						
41	I-680	SB	Alum Rock	S. Capitol	0.31	4	4		6:20 - 6:40	22		C		66		5810	0	0	0	0	22	0	C	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						
40	I-680	SB	S. Capitol	King	1.00	4	4		9:00 - 9:20	59		F		34		8830	0	0	0	0	65	0	F	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						
39	I-680	SB	King	US 101	0.40	4	4		9:00 - 9:20	106		F		12		5090	0	0	0	0	106	0	F	n/a	9200	0	0.00%	0.00%	0	0	-	-	-	-						

Major Street Grimmer Boulevard
 Minor Street Paseo Padre Parkway

Project Warm Springs Community Plan
 Scenario Existing No Project
 Peak Hour AM

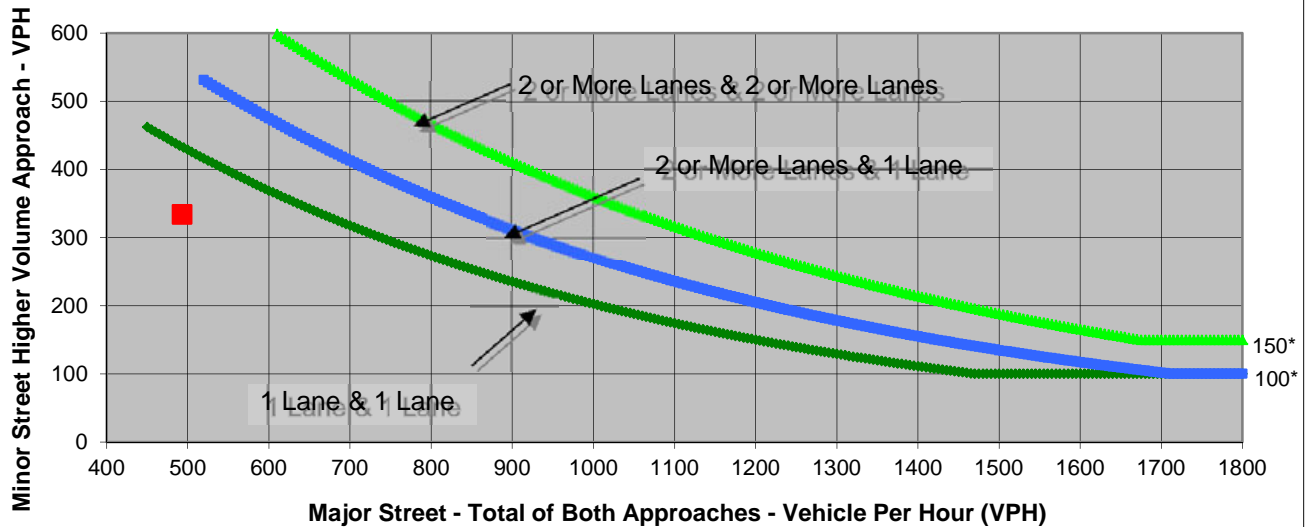
Turn Movement Volumes

	NB	SB	EB	WB
Left	97	100	12	4
Through	68	126	126	219
Right	4	108	49	83
Total	169	334	187	306

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	Paseo Padre Parkway	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	493	334	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street Paseo Padre Parkway

Project Warm Springs Community Plan
 Scenario Existing No Project
 Peak Hour PM

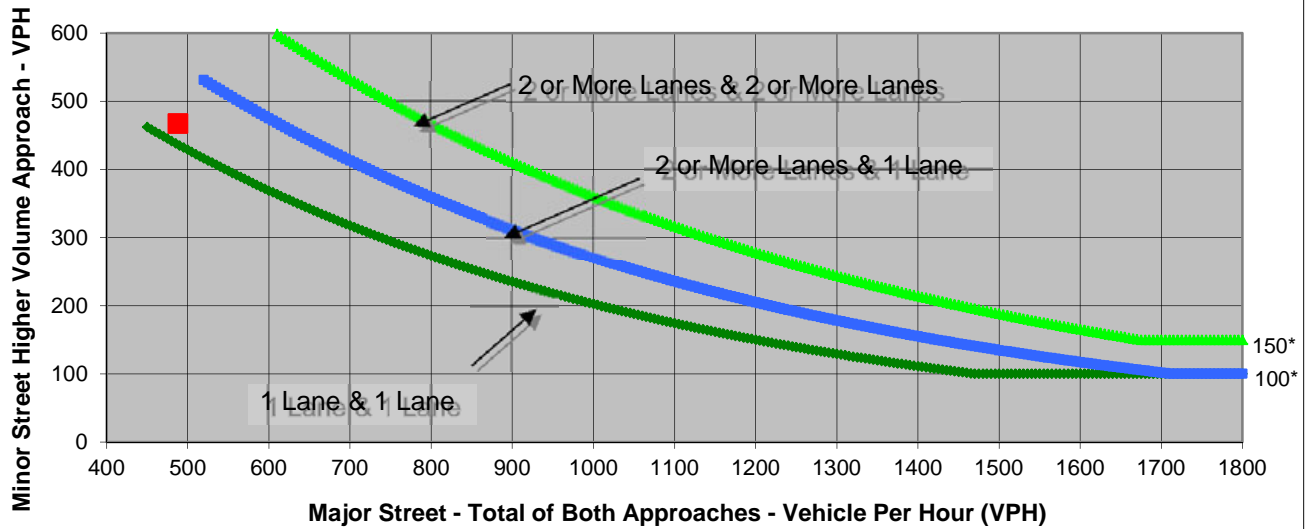
Turn Movement Volumes

	NB	SB	EB	WB
Left	67	22	154	9
Through	389	56	128	69
Right	11	19	58	70
Total	467	97	340	148

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	Paseo Padre Parkway	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	488	467	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Old Warm Springs**

Project **Warm Springs Community Plan**
 Scenario **Existing No Project**
 Peak Hour **AM**

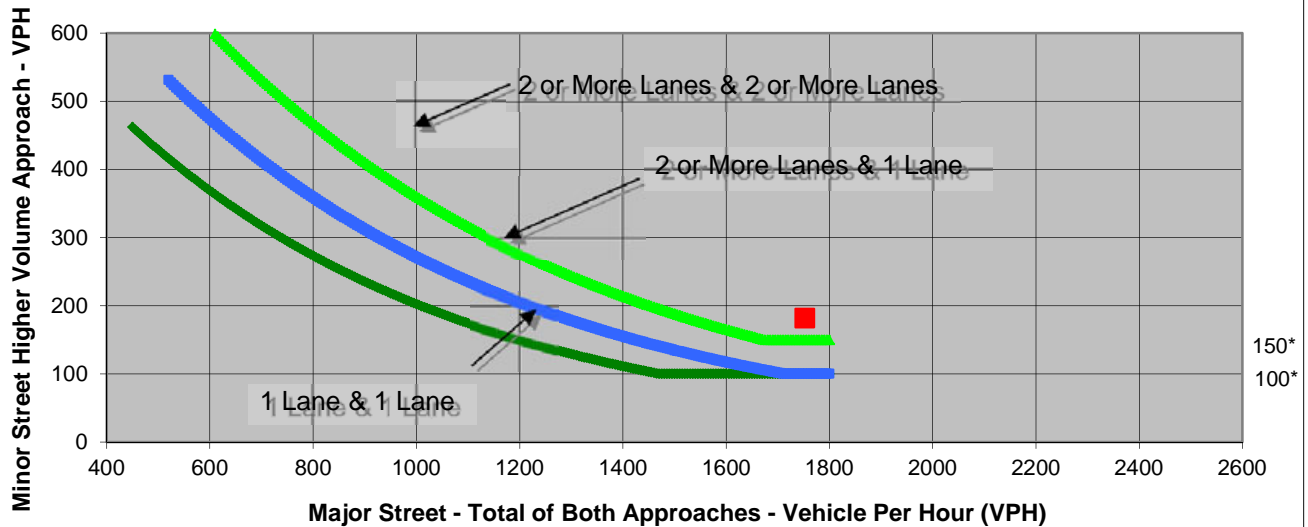
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	367	0	10
Through	153	1,200	0	0
Right	19	3	0	172
Total	182	1,570	0	182

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Old Warm Springs	
Number of Approach Lanes	3	1	<u>YES</u>
Traffic Volume (VPH) *	1,752	182	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Fremont Boulevard
 Minor Street Old Warm Springs

Project Warm Springs Community Plan
 Scenario Existing No Project
 Peak Hour PM

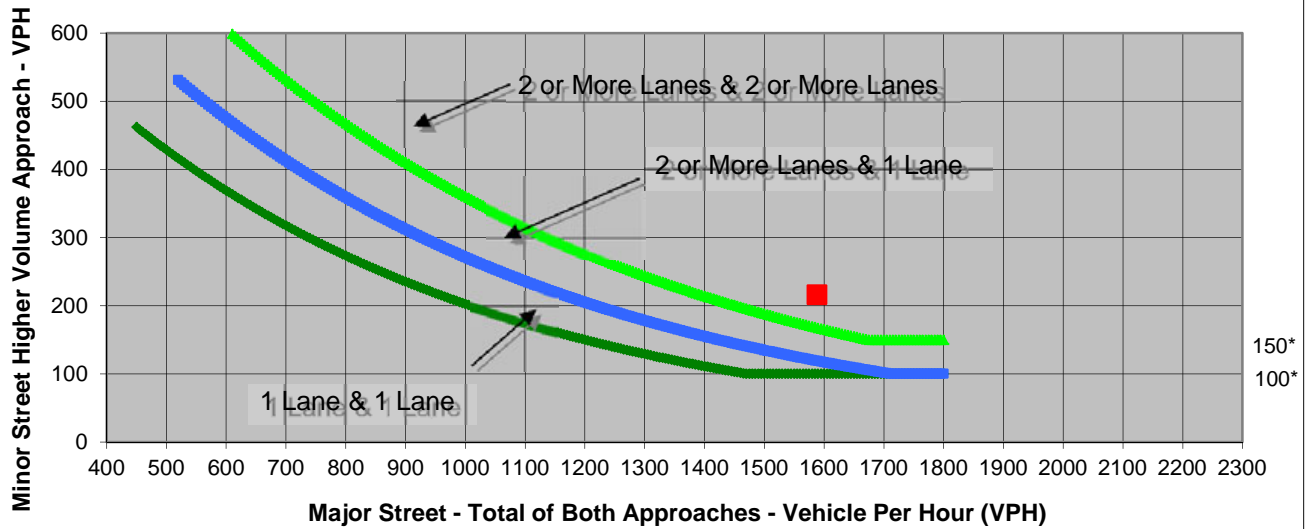
Turn Movement Volumes

	NB	SB	EB	WB
Left	18	126	5	8
Through	1,222	208	0	0
Right	12	2	2	208
Total	1,252	336	7	216

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Old Warm Springs	
Number of Approach Lanes	3	1	<u>YES</u>
Traffic Volume (VPH) *	1,588	216	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Ingot Street**

Project **Warm Springs Community Plan**
 Scenario **Existing No Project**
 Peak Hour **PM**

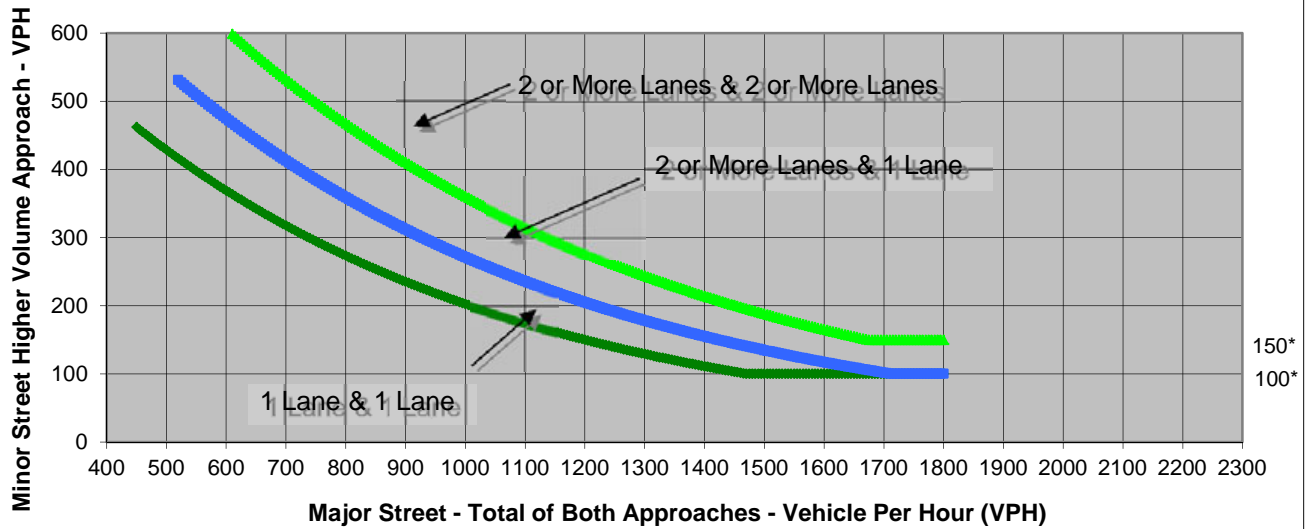
Turn Movement Volumes

	NB	SB	EB	WB
Left	36	12	2	1
Through	1,907	484	1	0
Right	1	9	8	86
Total	1,944	505	11	87

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Ingot Street	
Number of Approach Lanes	4	2	<u>NO</u>
Traffic Volume (VPH) *	2,449	87	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Fremont Boulevard
 Minor Street Ingot Street

Project Warm Springs Community Plan
 Scenario Existing No Project
 Peak Hour AM

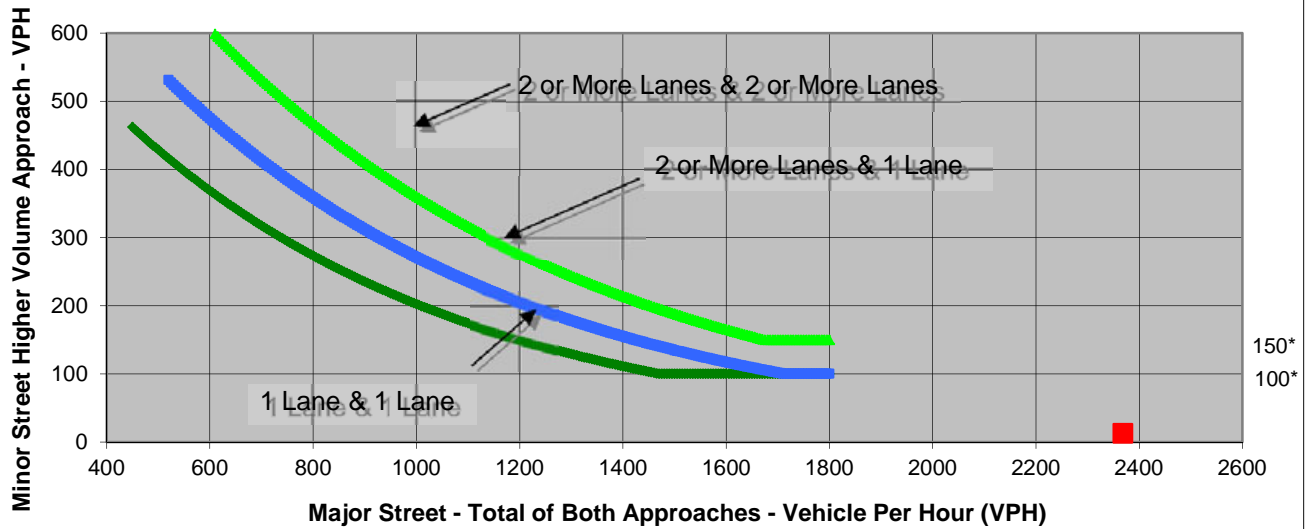
Turn Movement Volumes

	NB	SB	EB	WB
Left	24	110		10
Through	400	1,826		0
Right	1	7	6	3
Total	425	1,943	6	13

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Ingot Street	
Number of Approach Lanes	4	2	<u>NO</u>
Traffic Volume (VPH) *	2,368	13	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street Paseo Padre Parkway

Project Warm Springs Community Plan
 Scenario Background
 Peak Hour AM

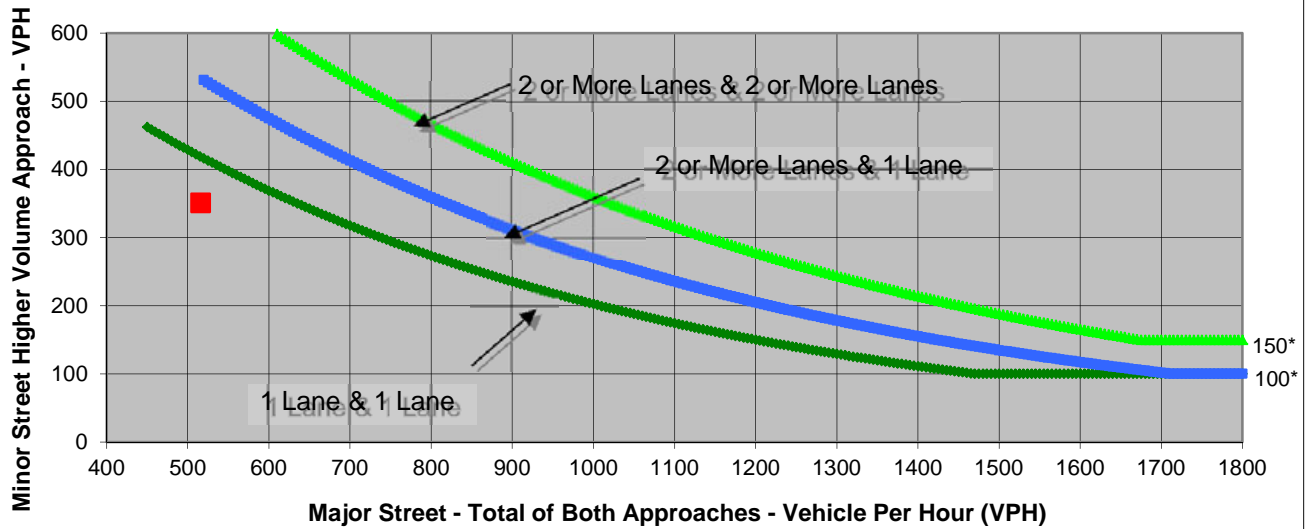
Turn Movement Volumes

	NB	SB	EB	WB
Left	109	101	16	4
Through	69	130	129	231
Right	4	120	53	83
Total	182	351	198	318

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	Paseo Padre Parkway	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	516	351	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street Paseo Padre Parkway

Project Warm Springs Community Plan
 Scenario Background
 Peak Hour PM

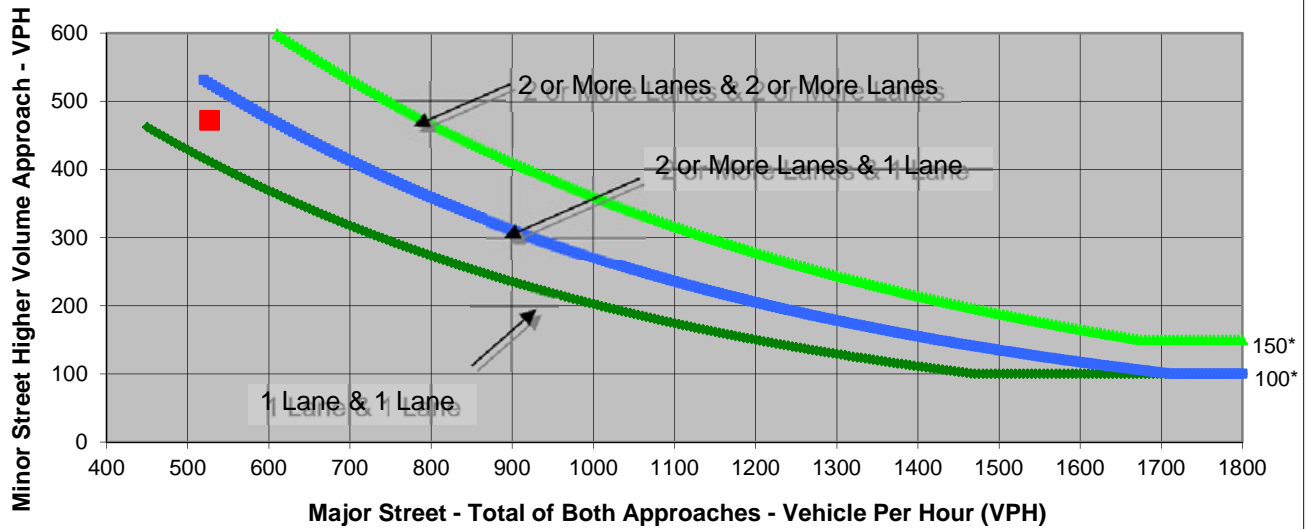
Turn Movement Volumes

	NB	SB	EB	WB
Left	71	26	166	9
Through	390	68	141	71
Right	11	23	70	70
Total	472	117	377	150

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	Paseo Padre Parkway	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	527	472	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Old Warm Springs**

Project **Warm Springs Community Plan**
 Scenario **Background**
 Peak Hour **AM**

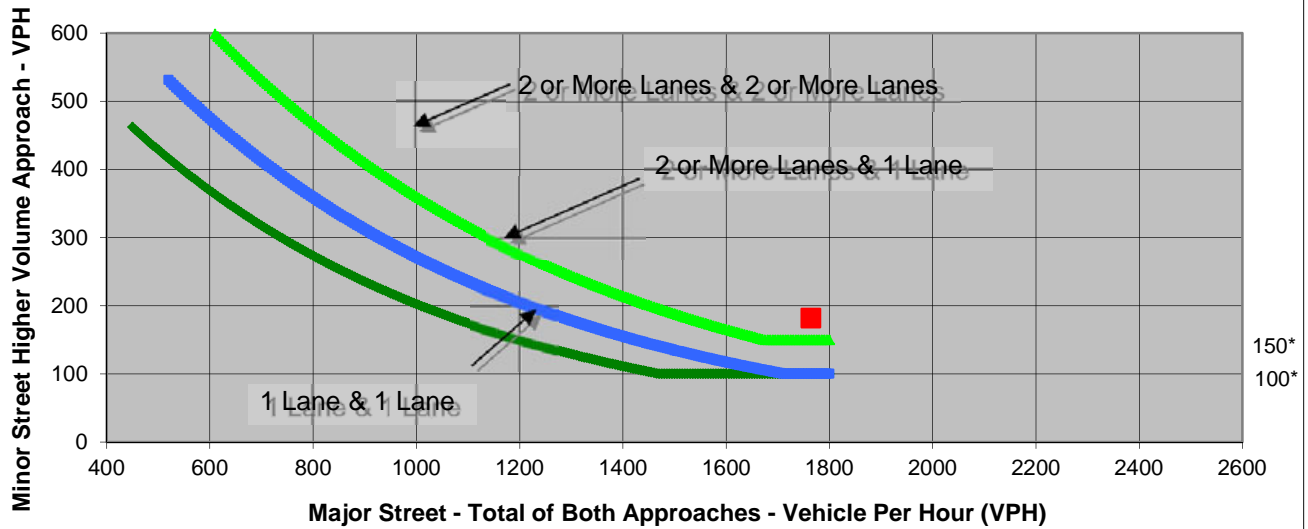
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	367	0	10
Through	165	1,200	0	
Right	19	3	0	172
Total	194	1,570	0	182

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Old Warm Springs	
Number of Approach Lanes	3	1	<u>YES</u>
Traffic Volume (VPH) *	1,764	182	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Ingot Street**

Project **Warm Springs Community Plan**
 Scenario **Background**
 Peak Hour **PM**

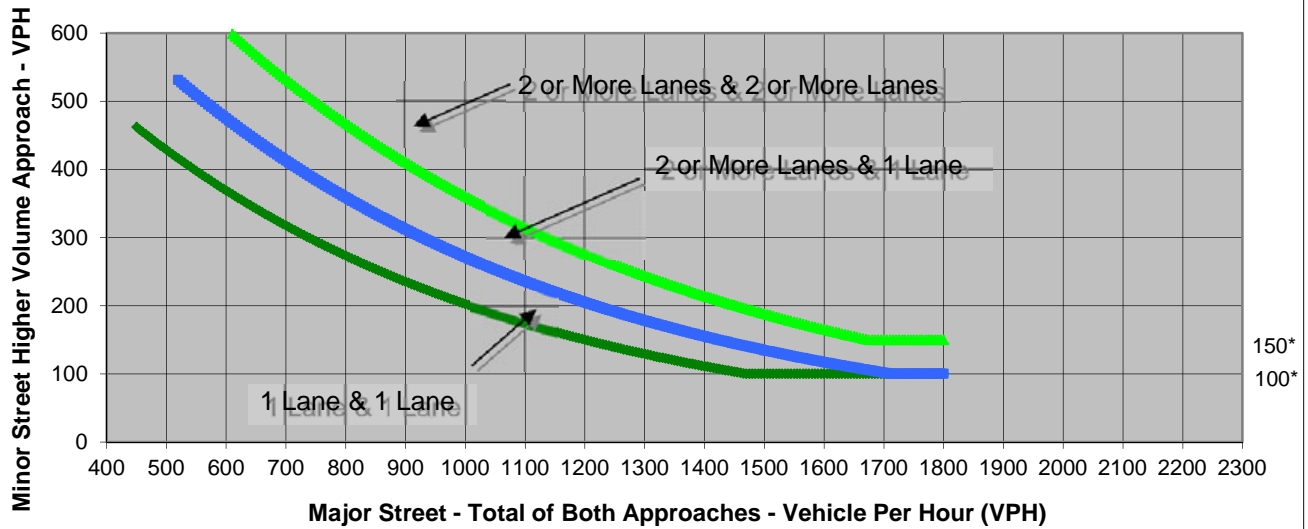
Turn Movement Volumes

	NB	SB	EB	WB
Left	36	12	2	1
Through	1,966	493	1	
Right	1	9	8	86
Total	2,003	514	11	87

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Ingot Street	
Number of Approach Lanes	4	2	<u>NO</u>
Traffic Volume (VPH) *	2,517	87	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Ingot Street**

Project **Warm Springs Community Plan**
 Scenario **Background**
 Peak Hour **AM**

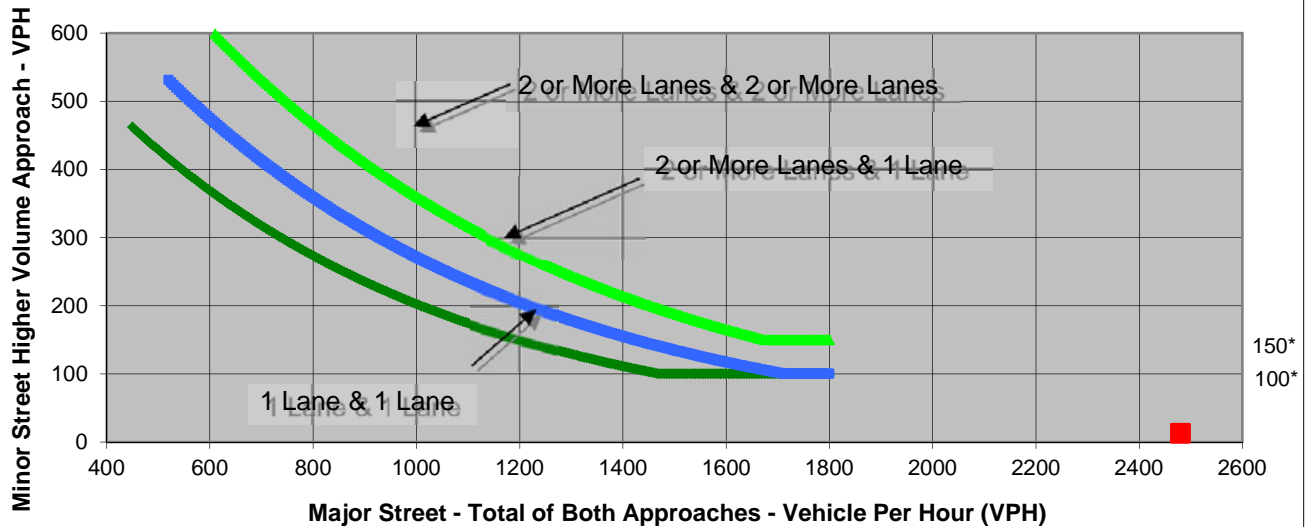
Turn Movement Volumes

	NB	SB	EB	WB
Left	24	110	0	10
Through	458	1,880	0	
Right	1	7	6	3
Total	483	1,997	6	13

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Ingot Street	
Number of Approach Lanes	4	2	<u>NO</u>
Traffic Volume (VPH) *	2,480	13	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street Paseo Padre Parkway

Project Warm Springs Community Plan
 Scenario Background Plus Project
 Peak Hour AM

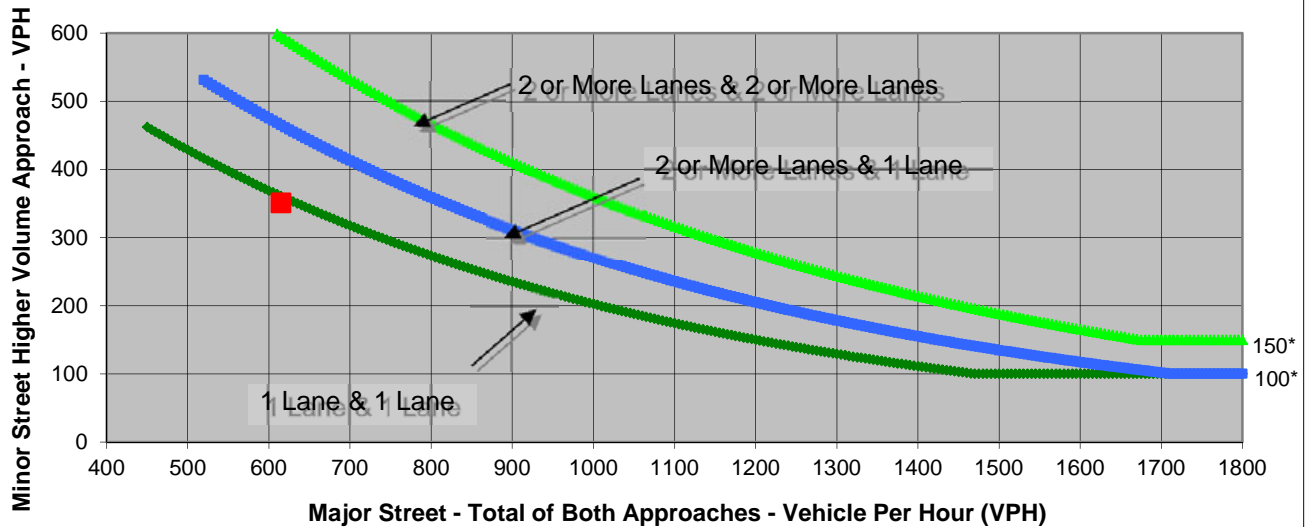
Turn Movement Volumes

	NB	SB	EB	WB
Left	109	101	16	4
Through	69	130	160	299
Right	4	120	53	83
Total	182	351	229	386

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	Paseo Padre Parkway	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	615	351	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street Paseo Padre Parkway

Project Warm Springs Community Plan
 Scenario Background Plus Project
 Peak Hour PM

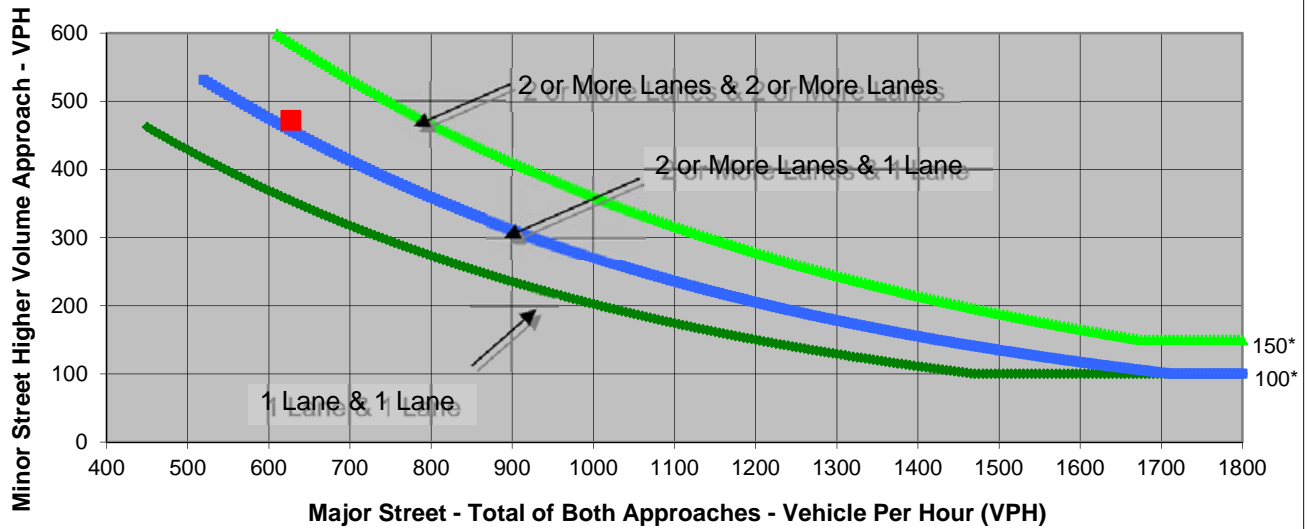
Turn Movement Volumes

	NB	SB	EB	WB
Left	71	26	166	9
Through	390	68	210	102
Right	11	23	70	70
Total	472	117	446	181

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	Paseo Padre Parkway	
Number of Approach Lanes	1	2	<u>YES</u>
Traffic Volume (VPH) *	627	472	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Old Warm Springs**

Project **Warm Springs Community Plan**
 Scenario **Background Plus Project**
 Peak Hour **AM**

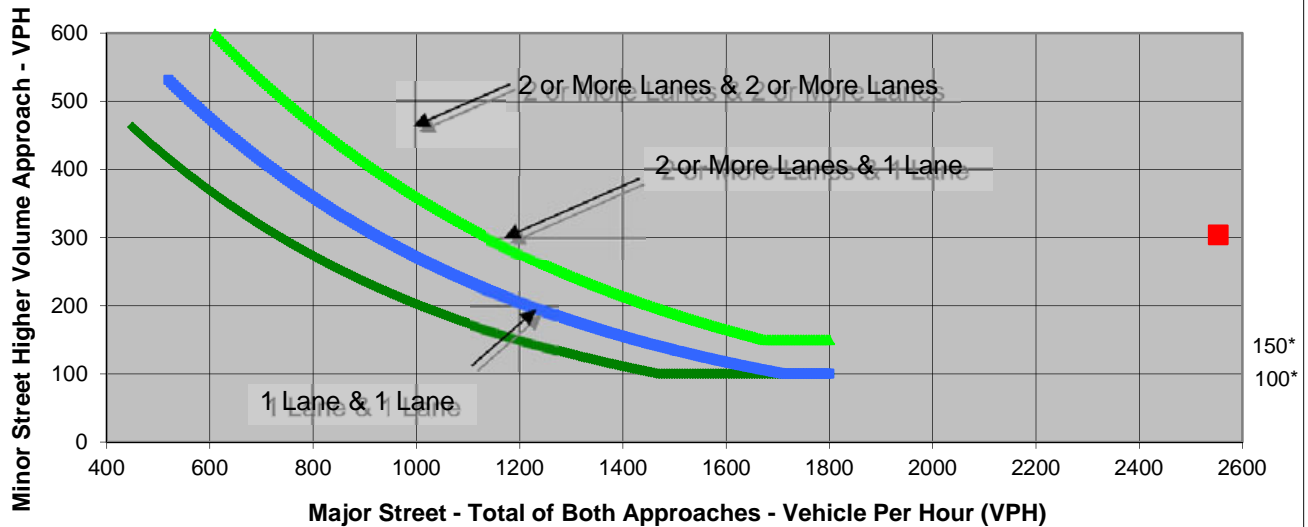
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	576	0	10
Through	353	1,592	0	0
Right	19	3	0	294
Total	382	2,171	0	304

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Old Warm Springs	
Number of Approach Lanes	3	1	<u>YES</u>
Traffic Volume (VPH) *	2,553	304	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Fremont Boulevard
 Minor Street Old Warm Springs

Project Warm Springs Community Plan
 Scenario Background Plus Project
 Peak Hour PM

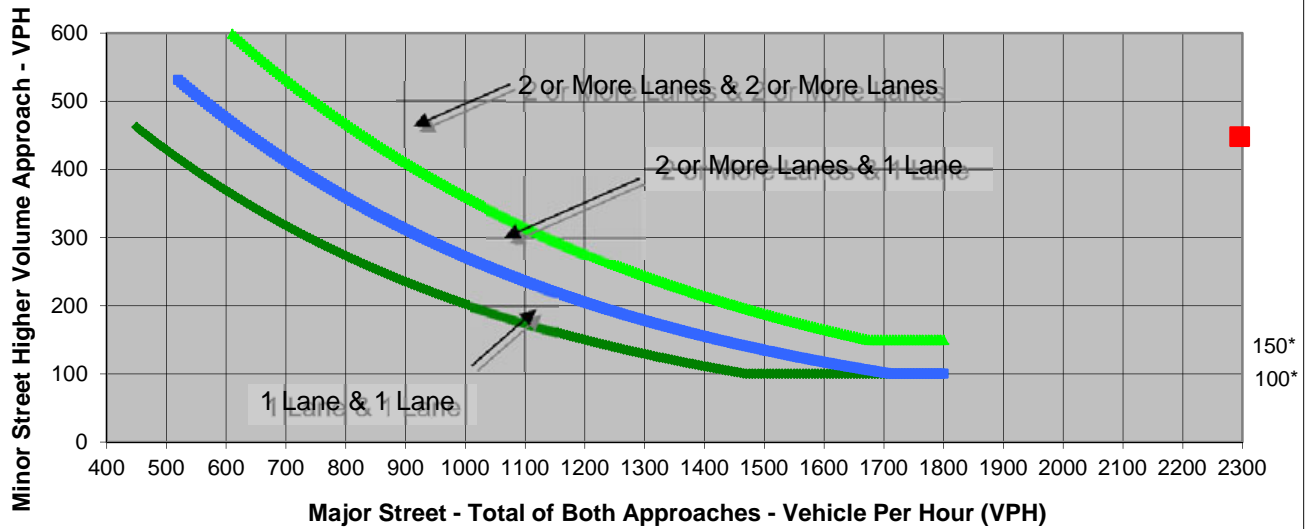
Turn Movement Volumes

	NB	SB	EB	WB
Left	18	221	5	8
Through	1,653	389	0	0
Right	12	2	2	440
Total	1,683	612	7	448

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Old Warm Springs	
Number of Approach Lanes	3	1	<u>YES</u>
Traffic Volume (VPH) *	2,295	448	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street New Roadway

Project Warm Springs Community Plan
 Scenario Background Plus Project
 Peak Hour PM

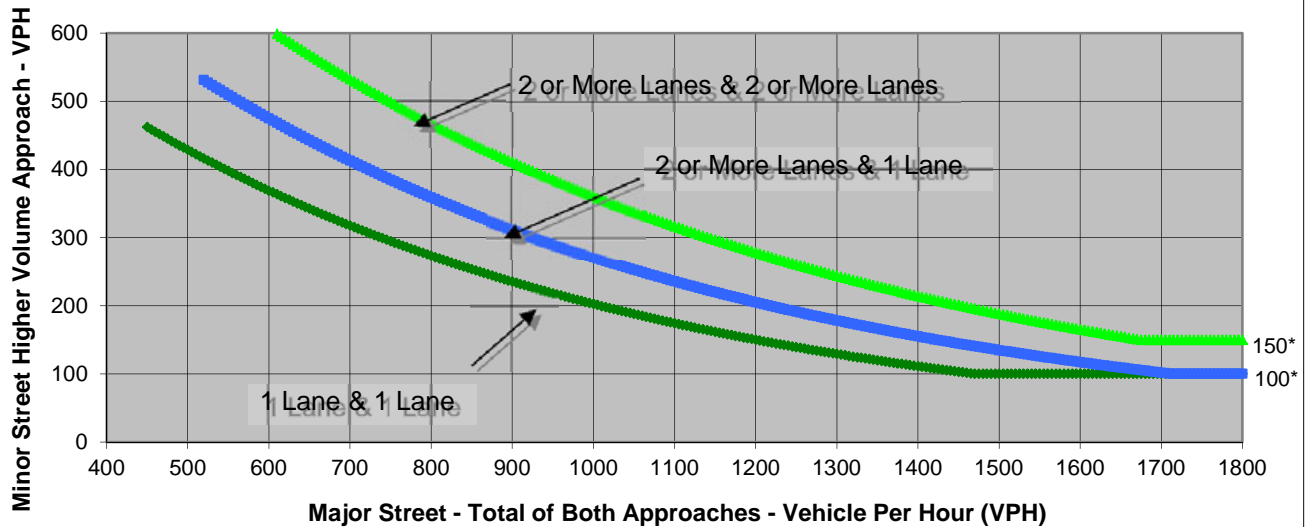
Turn Movement Volumes

	NB	SB	EB	WB
Left	300	17	6	80
Through	20	20	824	960
Right	289	31	162	4
Total	609	68	992	1,044

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Grimmer Boulevard	Minor Street New Roadway	Warrant Met
Number of Approach Lanes	4	2	<u>YES</u>
Traffic Volume (VPH) *	2,036	609	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Grimmer Boulevard**
 Minor Street **New Roadway**

Project **Warm Springs Community Plan**
 Scenario **Background Plus Project**
 Peak Hour **AM**

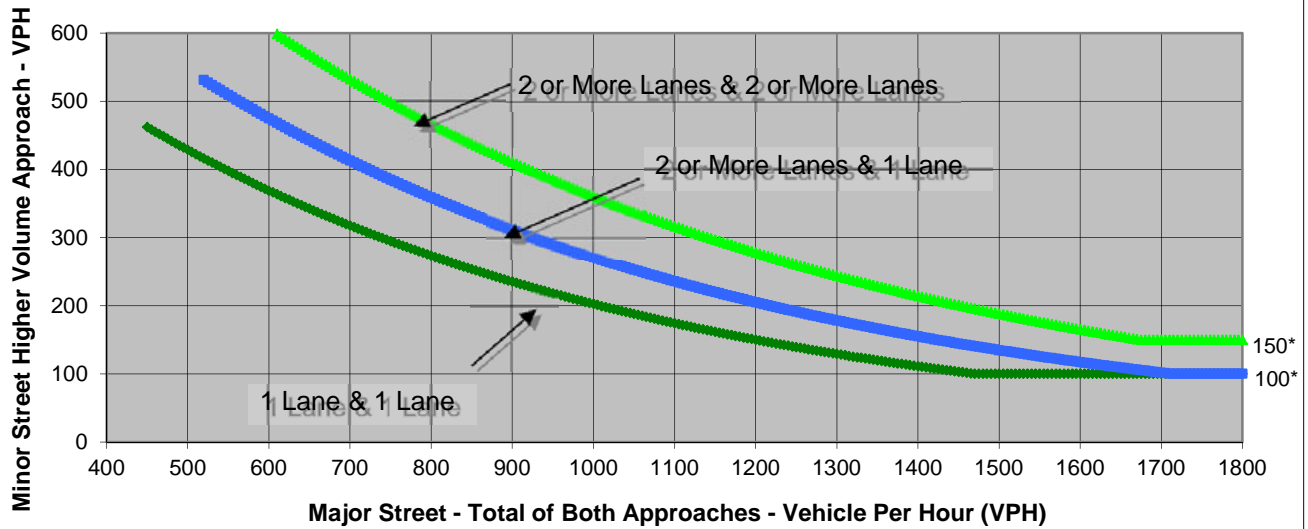
Turn Movement Volumes

	NB	SB	EB	WB
Left	130	6	59	330
Through	20	20	635	801
Right	47	10	544	16
Total	197	36	1,238	1,147

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Grimmer Boulevard	Minor Street New Roadway	Warrant Met
Number of Approach Lanes	4	2	<u>YES</u>
Traffic Volume (VPH) *	2,385	197	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Ingot Street**

Project **Warm Springs Community Plan**
 Scenario **Background Plus Project**
 Peak Hour **PM**

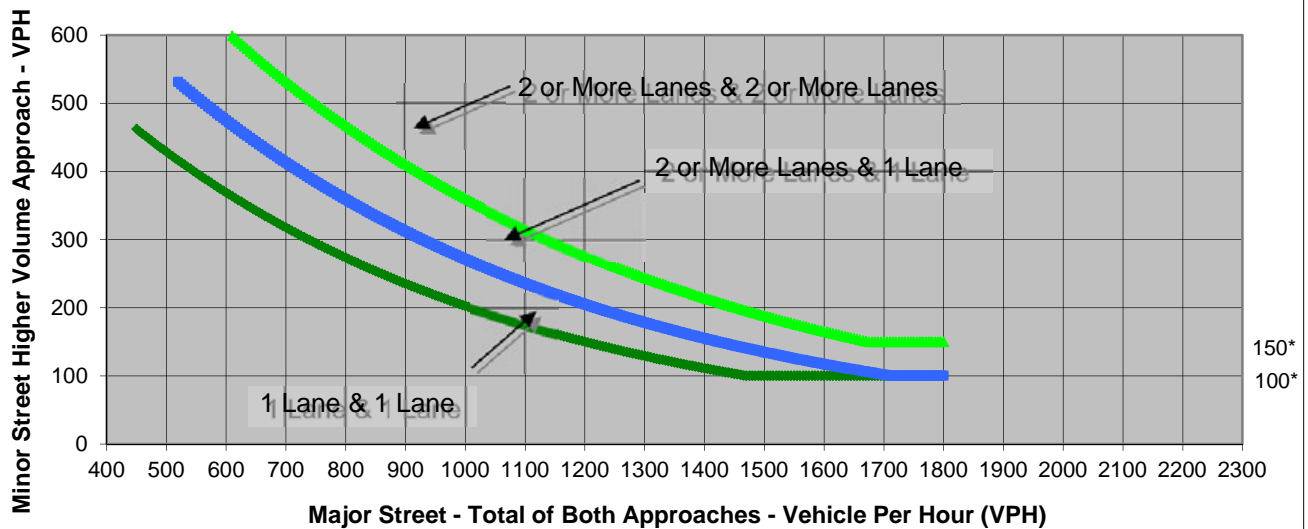
Turn Movement Volumes

	NB	SB	EB	WB
Left	36	21	2	689
Through	2,180	1,030	1	0
Right	201	9	8	144
Total	2,417	1,060	11	833

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Ingot Street	
Number of Approach Lanes	4	2	<u>YES</u>
Traffic Volume (VPH) *	3,477	833	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Ingot Street**

Project **Warm Springs Community Plan**
 Scenario **Background Plus Project**
 Peak Hour **AM**

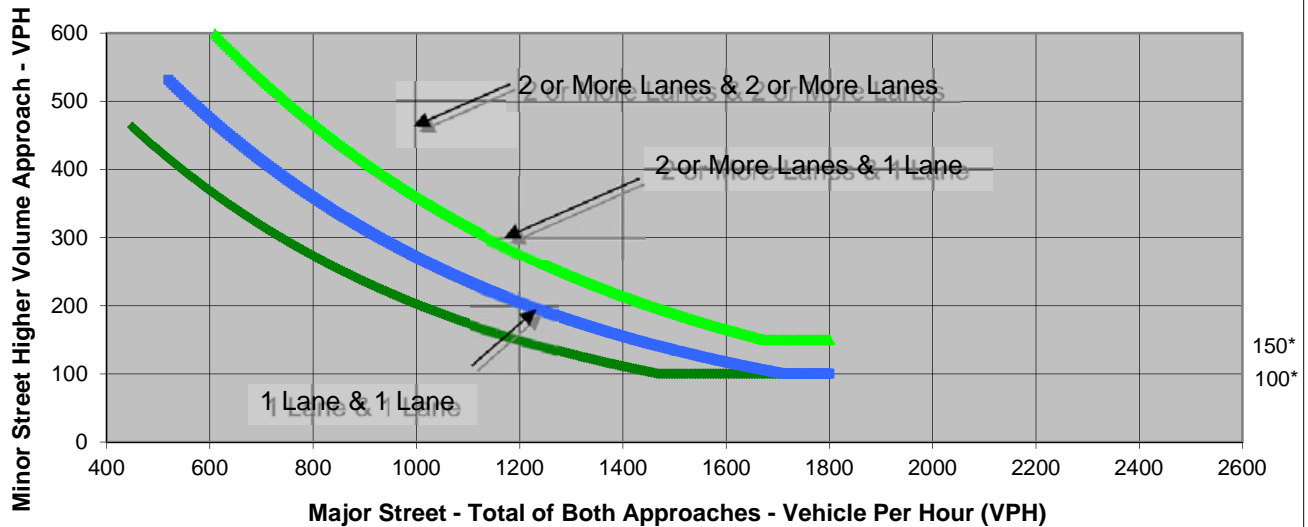
Turn Movement Volumes

	NB	SB	EB	WB
Left	24	170		226
Through	993	2,090		0
Right	706	7	6	15
Total	1,723	2,267	6	241

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Ingot Street	
Number of Approach Lanes	4	2	<u>YES</u>
Traffic Volume (VPH) *	3,990	241	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street Paseo Padre Parkway

Project Warm Springs Community Plan
 Scenario Cumulative
 Peak Hour AM

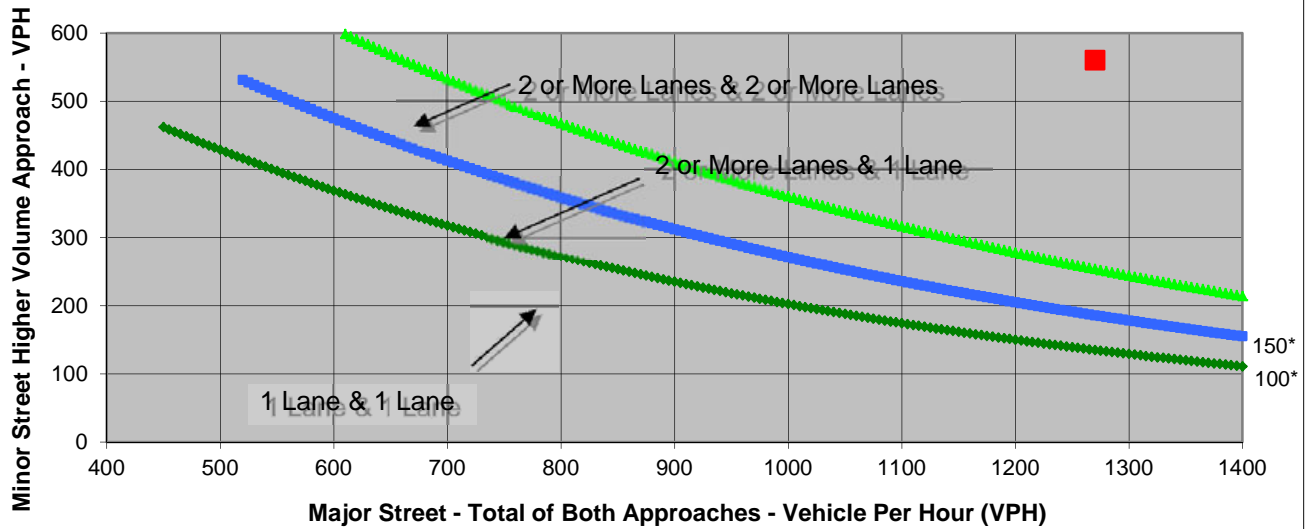
Turn Movement Volumes

	NB	SB	EB	WB
Left	120	150	10	20
Through	10	290	260	720
Right		120	150	110
Total	130	560	420	850

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	Paseo Padre Parkway	
Number of Approach Lanes	1	2	<u>YES</u>
Traffic Volume (VPH) *	1,270	560	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Fremont Boulevard
 Minor Street Old Warm Springs

Project Warm Springs Community Plan
 Scenario Cumulative
 Peak Hour AM

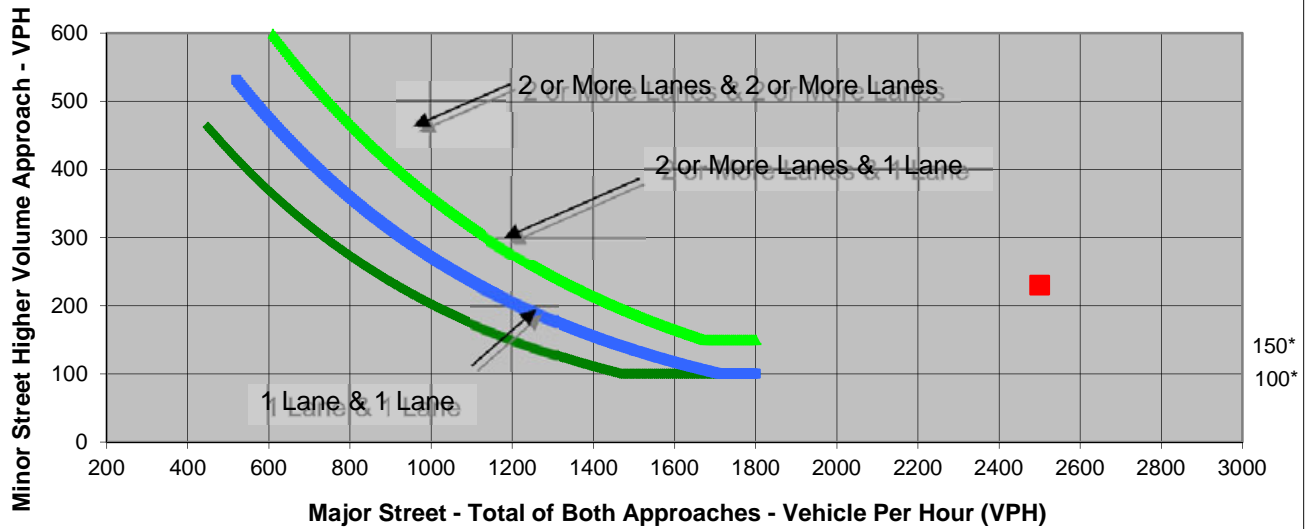
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	590		10
Through	350	1,500		
Right	50			220
Total	410	2,090	0	230

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Fremont Boulevard	Minor Street Old Warm Springs	Warrant Met
Number of Approach Lanes	3	1	<u>YES</u>
Traffic Volume (VPH) *	2,500	230	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street New Roadway

Project Warm Springs Community Plan
 Scenario Cumulative
 Peak Hour PM

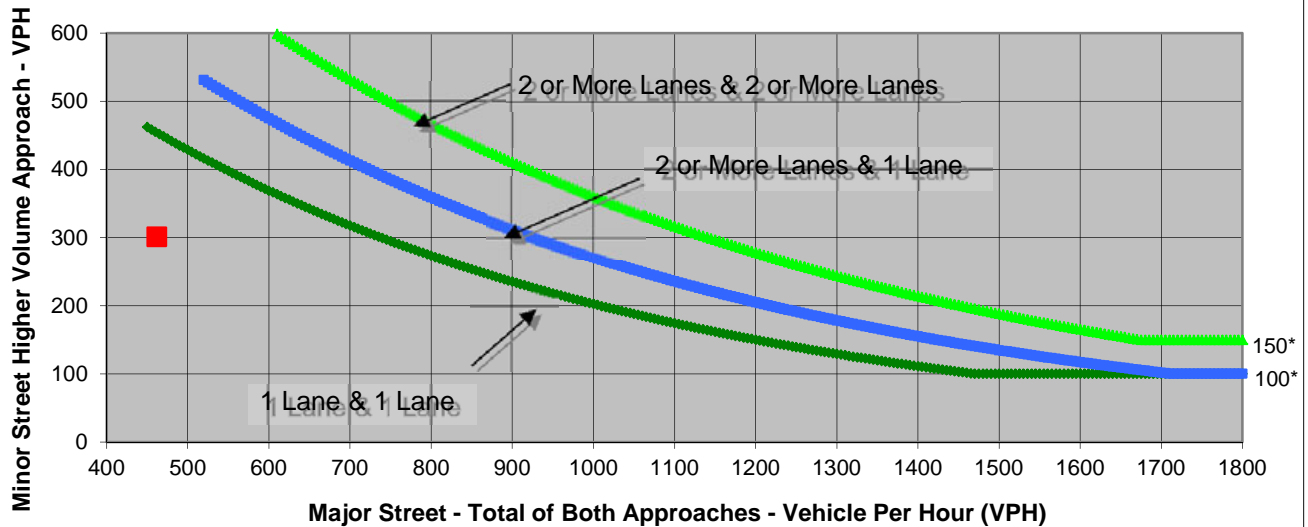
Turn Movement Volumes

	NB	SB	EB	WB
Left	121	13	3	53
Through	20	20	111	201
Right	160	19	83	11
Total	301	52	197	265

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	New Roadway	
Number of Approach Lanes	4	2	<u>NO</u>
Traffic Volume (VPH) *	462	301	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street New Roadway

Project Warm Springs Community Plan
 Scenario Cumulative
 Peak Hour AM

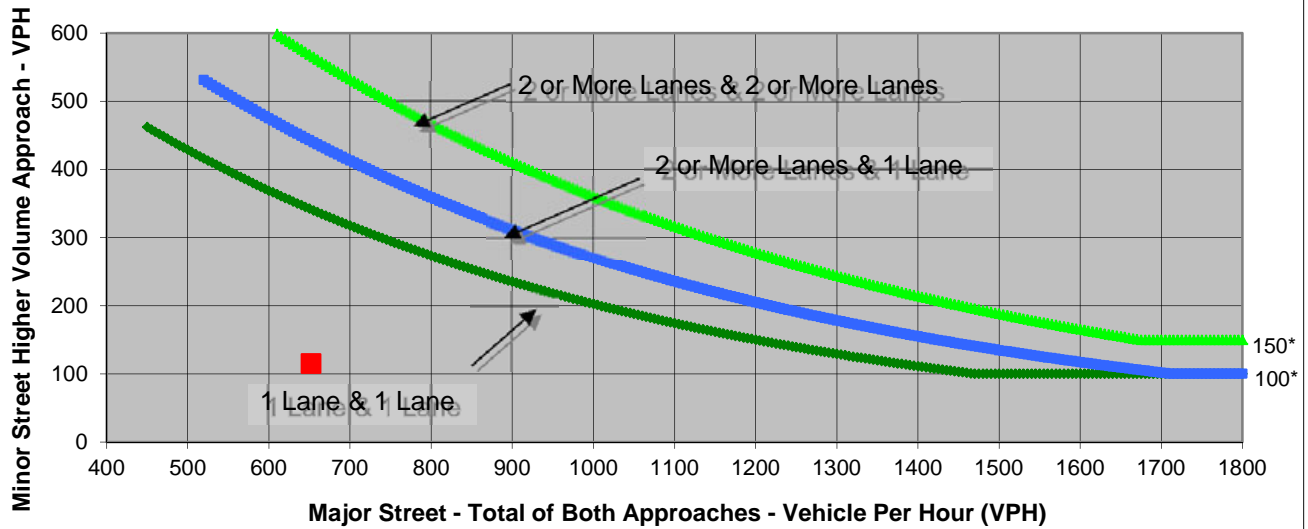
Turn Movement Volumes

	NB	SB	EB	WB
Left	67	21	14	190
Through	20	20	143	106
Right	28	28	192	7
Total	115	69	349	303

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	New Roadway	
Number of Approach Lanes	4	2	<u>NO</u>
Traffic Volume (VPH) *	652	115	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Fremont Boulevard
 Minor Street Ingot Street

Project Warm Springs Community Plan
 Scenario Cumulative
 Peak Hour PM

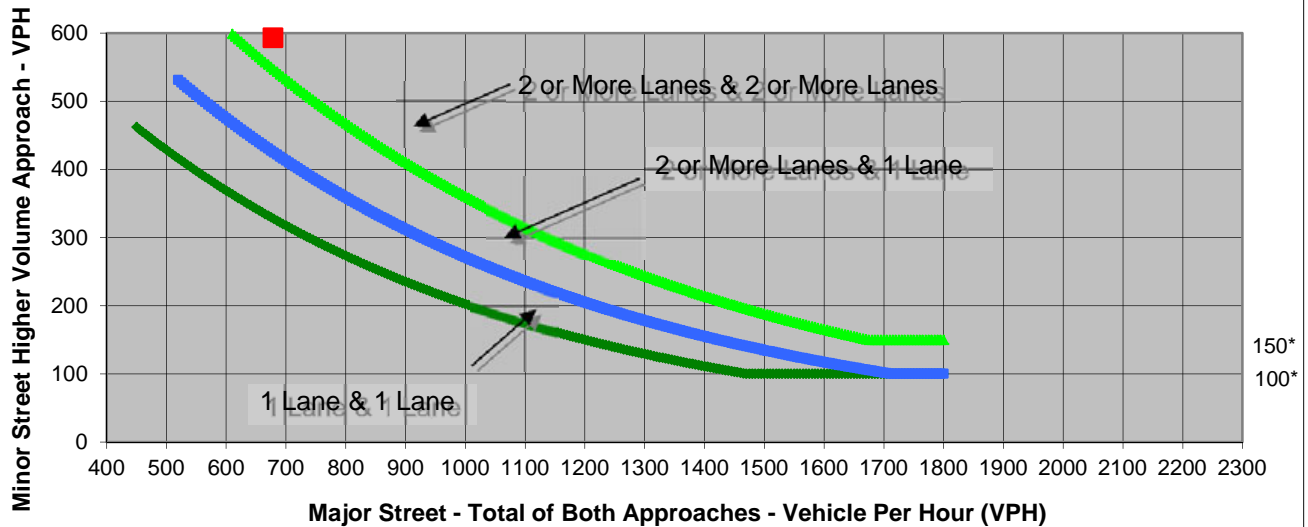
Turn Movement Volumes

	NB	SB	EB	WB
Left		18		519
Through	206	300		
Right	154			74
Total	360	318	0	593

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Ingot Street	
Number of Approach Lanes	4	2	<u>YES</u>
Traffic Volume (VPH) *	678	593	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Grimmer Boulevard**
 Minor Street **Paseo Padre Parkway**

Project **Warm Springs Community Plan**
 Scenario **Cumulative Plus Project**
 Peak Hour **PM**

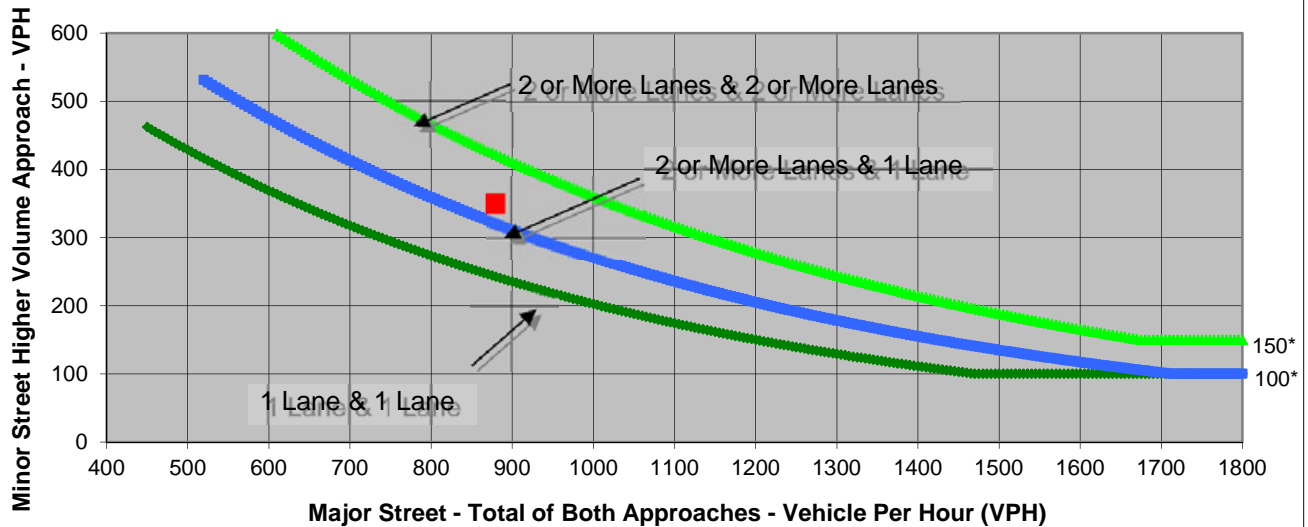
Turn Movement Volumes

	NB	SB	EB	WB
Left	40	70	240	0
Through	290	20	480	70
Right	20	20	20	70
Total	350	110	740	140

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	Paseo Padre Parkway	
Number of Approach Lanes	1	2	<u>YES</u>
Traffic Volume (VPH) *	880	350	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Fremont Boulevard
 Minor Street Old Warm Springs

Project Warm Springs Community Plan
 Scenario Cumulative Plus Project
 Peak Hour PM

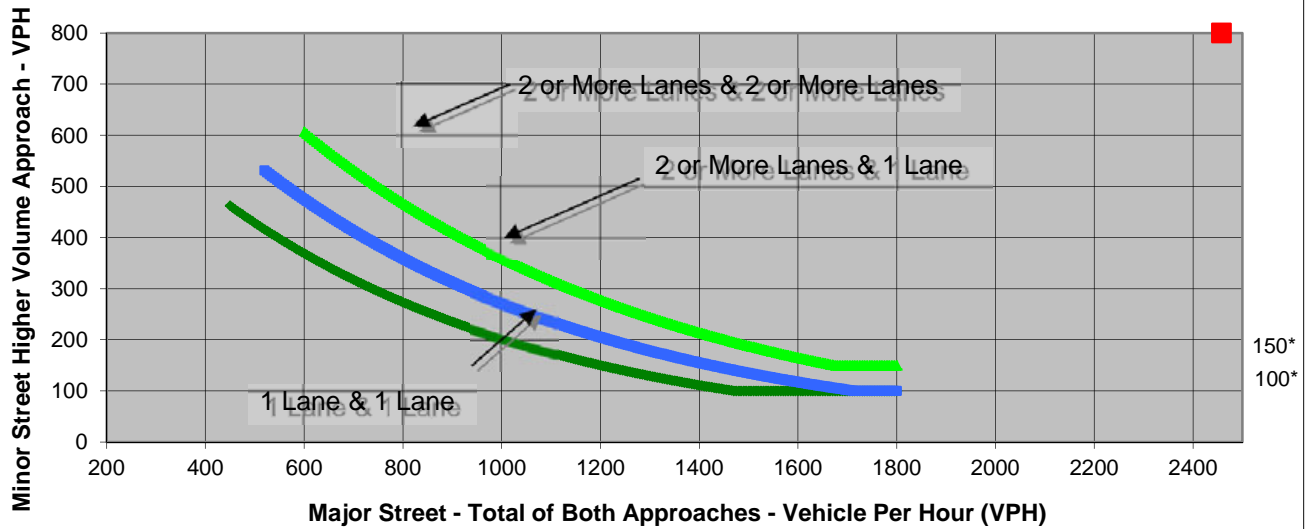
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	274	10	30
Through	1,624	529	0	0
Right	10	0	0	770
Total	1,654	803	10	800

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Old Warm Springs	
Number of Approach Lanes	3	1	<u>YES</u>
Traffic Volume (VPH) *	2,457	800	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Grimmer Boulevard
 Minor Street New Roadway

Project Warm Springs Community Plan
 Scenario Cumulative Plus Project
 Peak Hour AM

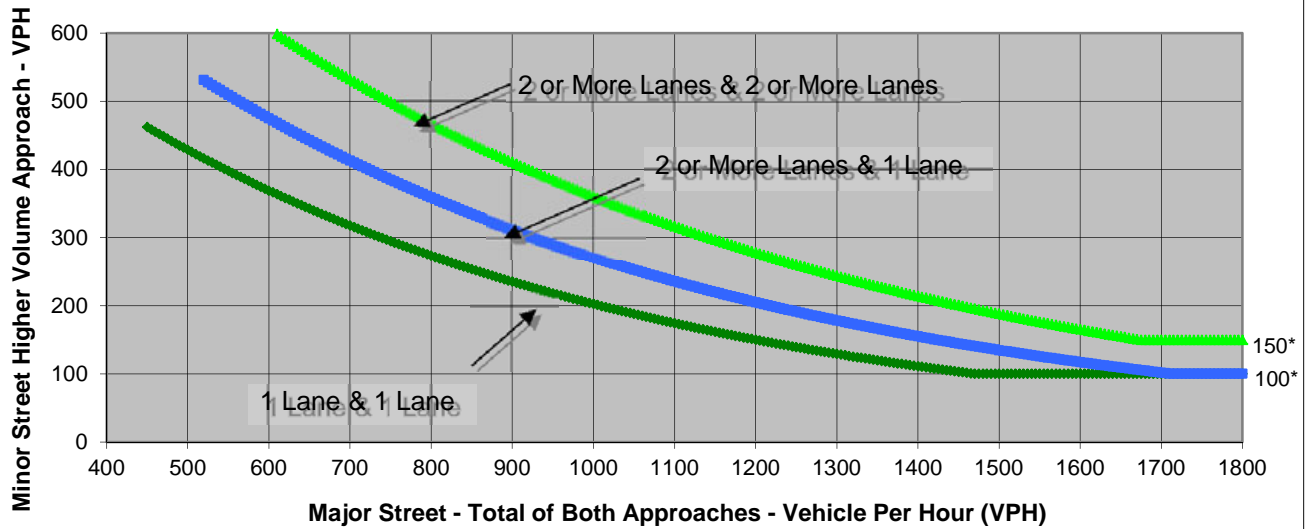
Turn Movement Volumes

	NB	SB	EB	WB
Left	155	50	84	330
Through	30	30	1,369	667
Right	47	40	582	66
Total	232	120	2,035	1,063

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Grimmer Boulevard	New Roadway	
Number of Approach Lanes	4	2	<u>YES</u>
Traffic Volume (VPH) *	3,098	232	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Fremont Boulevard**
 Minor Street **Ingot Street**

Project **Warm Springs Community Plan**
 Scenario **Cumulative Plus Project**
 Peak Hour **AM**

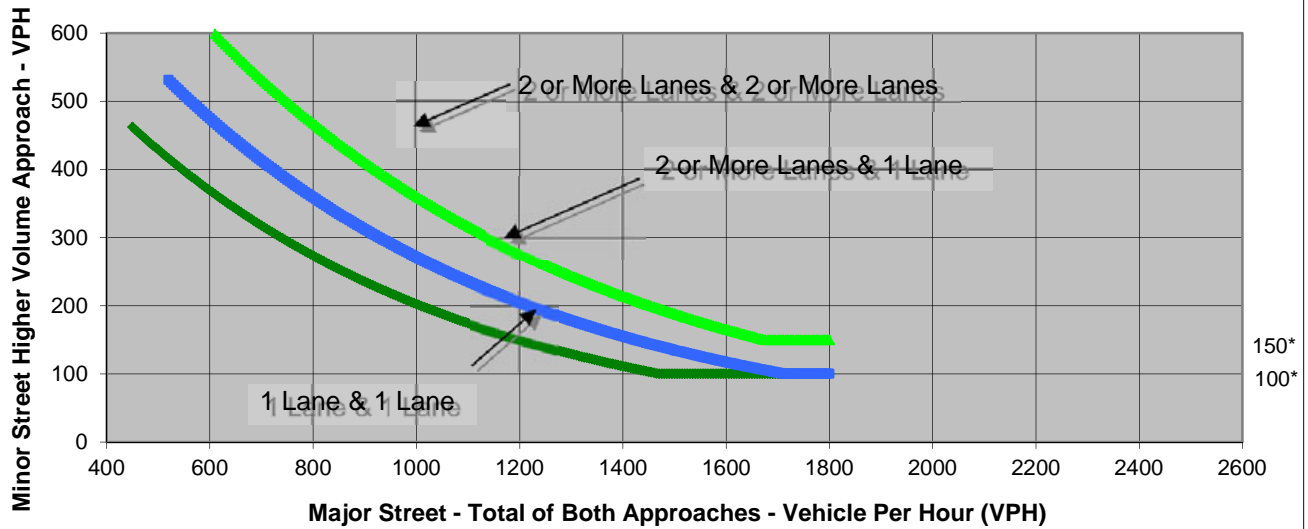
Turn Movement Volumes

	NB	SB	EB	WB
Left	30	170		226
Through	809	3,583	10	10
Right	706	10	10	15
Total	1,545	3,763	20	251

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

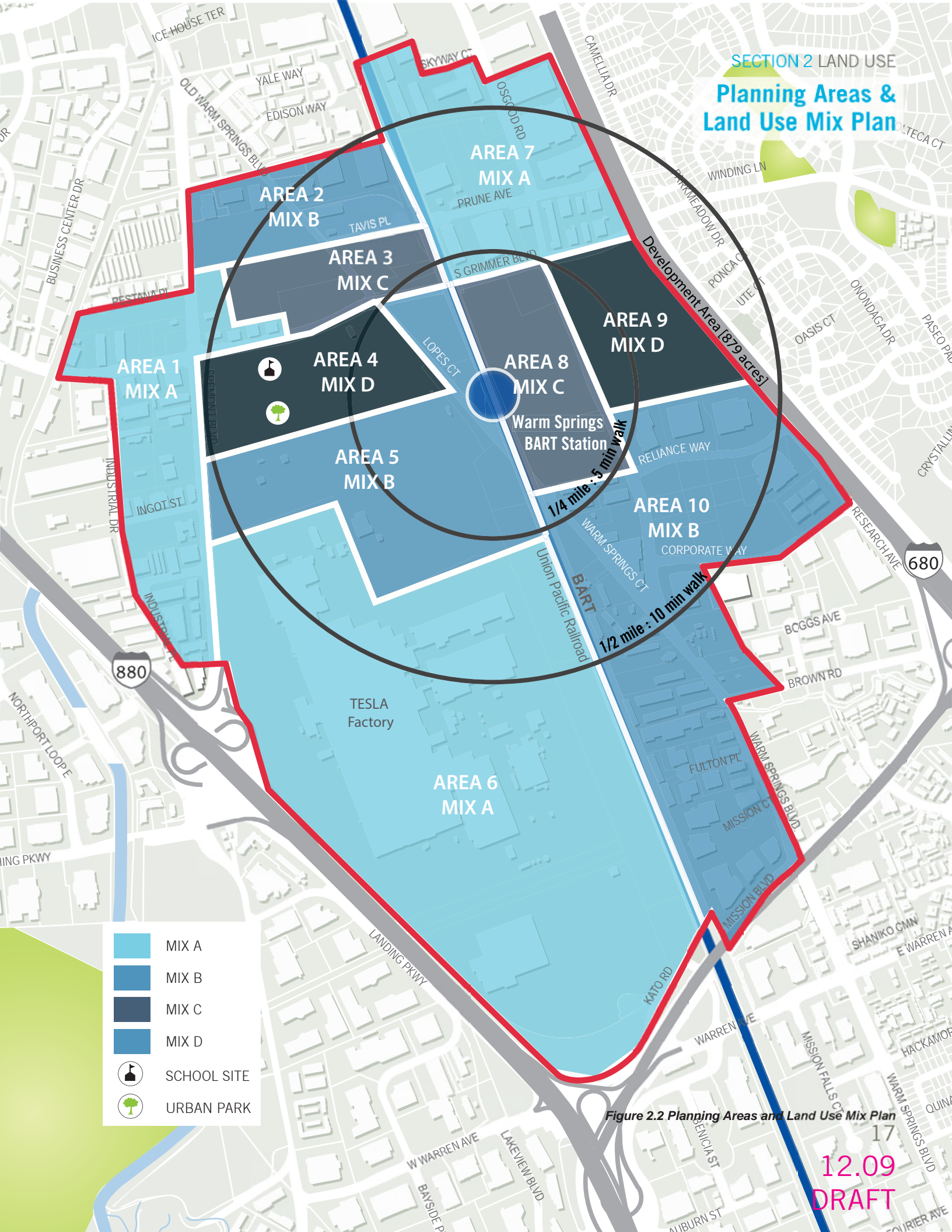
	Major Street	Minor Street	Warrant Met
	Fremont Boulevard	Ingot Street	
Number of Approach Lanes	4	2	<u>YES</u>
Traffic Volume (VPH) *	5,308	251	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Trip Generation Calculations

Background Scenarios

SECTION 2 LAND USE
**Planning Areas &
 Land Use Mix Plan**



- MIX A
- MIX B
- MIX C
- MIX D
- 🏫 SCHOOL SITE
- 🌳 URBAN PARK

Figure 2.2 Planning Areas and Land Use Mix Plan

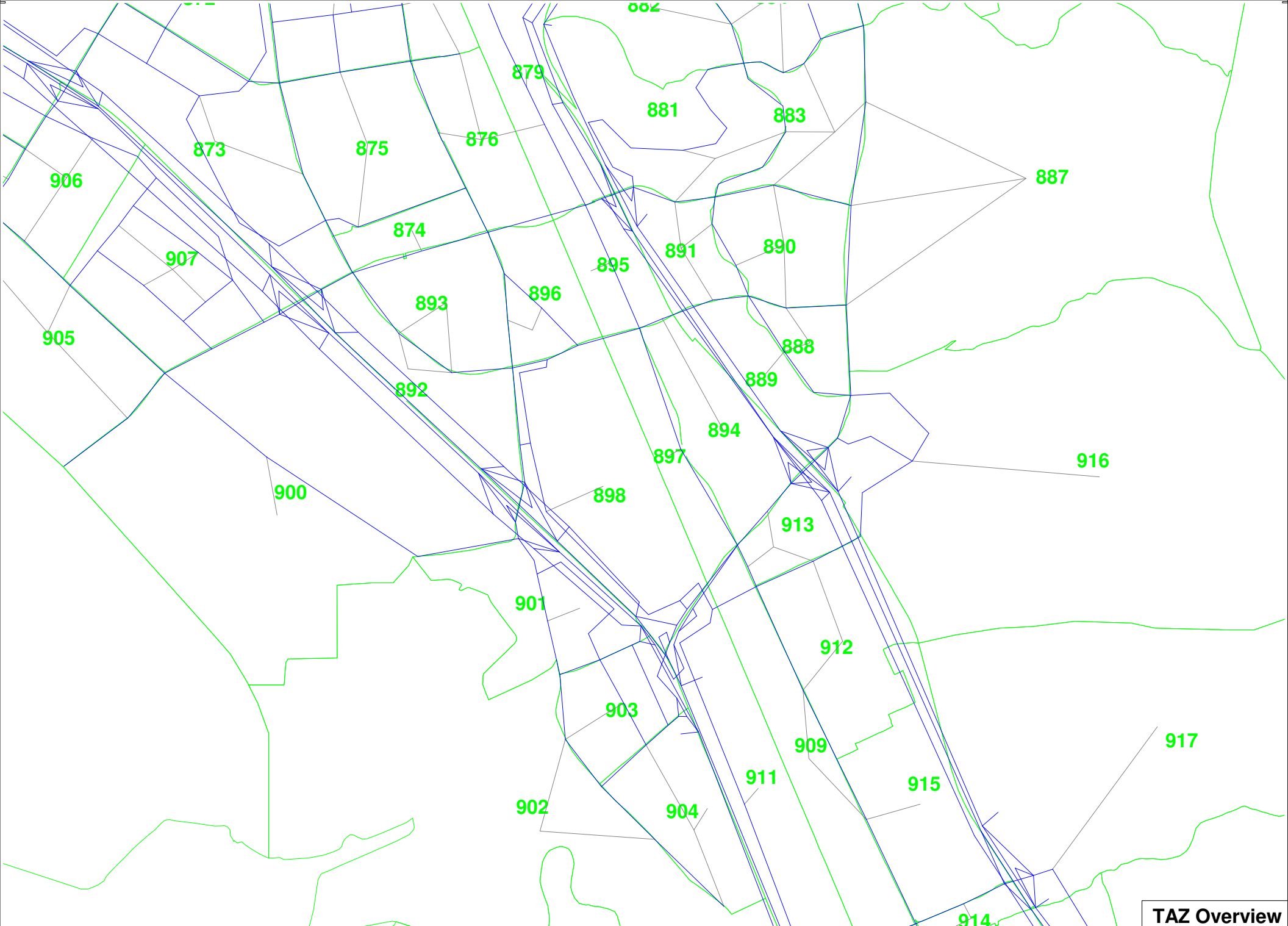
Table: Trip Generation by Area and Land Use

Area	Size	Unit	Daily				AM Peak Hour				PM Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
1														
Industrial/Manuf. (Light Industrial)	1241	emp	2.96	1,836	1,836	3,673	0.29	301	62	363	0.31	80	302	383
R&D	175	emp	1.90	166	166	332	0.28	42	7	49	0.28	5	43	48
Internal Trip Capture Reduction from MXD+ Model			16%	320	320	641	13%	45	9	54	19%	16	66	82
External Trips after Internalization Reduction				1,682	1,682	3,365		299	60	358		69	280	349
Ped/Bike Reduction to External Trips			3%	50	50	101	4%	12	2	14	3%	2	8	10
Bus Reduction to External Trips			3%	50	50	101	3%	9	2	11	3%	2	8	10
BART Reduction to External (Residential) Trips			15%	n/a	n/a	n/a	15%	n/a	n/a	n/a	15%	n/a	n/a	n/a
BART Reduction to External (Office) Trips			12%	202	202	404	12%	36	7	43	12%	8	34	42
Net Added External Vehicle Trips				1,379	1,379	2,759		242	48	290		57	230	286
2														
R&D	837	emp	1.90	795	795	1,590	0.28	202	33	235	0.28	23	208	231
Internal Trip Capture Reduction from MXD+ Model			16%	127	127	254	13%	26	4	31	19%	4	39	44
External Trips after Internalization Reduction				668	668	1,336		176	29	204		19	168	187
Ped/Bike Reduction to External Trips			3%	20	20	40	4%	7	1	8	3%	1	5	6
Bus Reduction to External Trips			3%	20	20	40	3%	5	1	6	3%	1	5	6
BART Reduction to External (Residential) Trips			15%	n/a	n/a	n/a	15%	n/a	n/a	n/a	15%	n/a	n/a	n/a
BART Reduction to External (Office) Trips			12%	80	80	160	12%	21	3	25	12%	2	20	22
Net Added External Vehicle Trips				548	548	1,095		142	23	166		15	138	153
3														
R&D	952	emp	1.90	904	904	1,809	0.28	230	37	267	0.28	26	236	262
High Rise Condominiums	100	emp	4.02	201	201	402	0.32	6	26	32	0.36	22	14	36
Apartments	900	DU	6.10	2,745	2,745	5,490	0.49	88	354	442	0.56	325	175	500
Internal Trip Capture Reduction from MXD+ Model			16%	616	616	1,232	13%	42	54	96	19%	71	81	152
External Trips after Internalization Reduction				3,234	3,234	6,468		282	363	645		302	344	646
Ped/Bike Reduction to External Trips			3%	97	97	194	4%	11	15	26	3%	9	10	19
Bus Reduction to External Trips			3%	97	97	194	3%	8	11	19	3%	9	10	19
BART Reduction to External (Residential) Trips			15%	371	371	742	15%	12	50	62	15%	42	23	65
BART Reduction to External (Office) Trips			12%	91	91	182	12%	24	4	28	12%	3	23	25
Net Added External Vehicle Trips				2,578	2,578	5,156		226	284	510		240	277	517
4														
High Rise Condominiums	250	DU	4.02	502	502	1,005	0.32	15	65	81	0.36	55	34	89
Apartments	1250	DU	6.10	3,812	3,812	7,625	0.49	123	491	614	0.56	452	243	695
Elementary School	700	students	1.29	452	452	903	0.45	173	142	315	0.15	51	54	105
Internal Trip Capture Reduction from MXD+ Model			16%	763	763	1,525	13%	40	91	131	19%	106	63	169
External Trips after Internalization Reduction				4,004	4,004	8,007		271	607	878		452	268	720
Ped/Bike Reduction to External Trips			3%	120	120	240	4%	11	24	35	3%	14	8	22
Bus Reduction to External Trips			3%	120	120	240	3%	8	18	26	3%	14	8	22
BART Reduction to External (Residential) Trips			15%	544	544	1,087	15%	18	73	91	15%	62	34	95
BART Reduction to External (Office) Trips			12%	n/a	n/a	n/a	12%	n/a	n/a	n/a	12%	n/a	n/a	n/a
Net Added External Vehicle Trips				3,220	3,220	6,440		234	492	726		364	218	582
5														
R&D	2923	emp	1.90	2,777	2,777	5,553	0.28	706	115	821	0.28	81	725	805
General Office	6650	emp	2.18	7,258	7,258	14,516	0.36	2,093	285	2,378	0.38	426	2,081	2,507
Retail (Shopping Center)	31	ksf	89.81	1,407	1,407	2,813	2.13	41	25	67	7.80	117	127	244
Internal Trip Capture Reduction from MXD+ Model			16%	1,831	1,831	3,661	13%	369	55	425	19%	119	557	676
External Trips after Internalization Reduction				9,611	9,611	19,222		2,471	370	2,841		505	2,375	2,881
Ped/Bike Reduction to External Trips			3%	288	288	577	4%	99	15	114	3%	15	71	86
Bus Reduction to External Trips			3%	288	288	577	3%	74	11	85	3%	15	71	86
BART Reduction to External (Residential) Trips			15%	n/a	n/a	n/a	15%	n/a	n/a	n/a	15%	n/a	n/a	n/a
BART Reduction to External (Office) Trips			12%	1,012	1,012	2,023	12%	292	42	334	12%	49	273	322
Net Added External Vehicle Trips				8,023	8,023	16,045		2,006	303	2,308		426	1,960	2,386
6 (TESLA)														
7														
Industrial/Manuf. (Light Industrial)	1000	emp	2.96	1,480	1,480	2,960	0.29	243	50	292	0.31	65	244	308
R&D	634	emp	1.90	602	602	1,205	0.28	153	25	178	0.28	17	157	175
Internal Trip Capture Reduction from MXD+ Model			16%	333	333	666	13%	51	10	61	19%	16	76	92
External Trips after Internalization Reduction				1,749	1,749	3,498		344	65	409		67	325	391
Ped/Bike Reduction to External Trips			3%	52	52	105	4%	14	3	16	3%	2	10	12
Bus Reduction to External Trips			3%	52	52	105	3%	10	2	12	3%	2	10	12
BART Reduction to External (Residential) Trips			15%	n/a	n/a	n/a	15%	n/a	n/a	n/a	15%	n/a	n/a	n/a
BART Reduction to External (Office) Trips			12%	210	210	420	12%	41	8	49	12%	8	39	47
Net Added External Vehicle Trips				1,434	1,434	2,868		279	53	331		55	266	321
8														
General Office	1300	emp	2.18	1,419	1,419	2,838	0.36	409	56	465	0.38	83	407	490
R&D	653	emp	1.90	620	620	1,241	0.28	158	26	183	0.28	18	162	180
Hotel	600	rooms	8.17	2,451	2,451	4,902	0.53	188	130	318	0.60	184	176	360
Retail (Shopping Center)	8	ksf	89.81	339	339	677	2.13	10	6	16	7.80	28	31	59
Apartments	0	DU	6.10	0	0	0	0.49	0	0	0	0.56	0	0	0

High Rise Condominiums	200	DU	4.02	402	402	804	0.32	12	52	64	0.36	44	27	71
Internal Trip Capture Reduction from MXD+ Model			16%	837	837	1,674	13%	101	35	136	19%	68	153	220
External Trips after Internalization Reduction				4,394	4,394	8,788		676	235	911		290	650	940
Ped/Bike Reduction to External Trips			3%	132	132	264	4%	27	9	36	3%	9	20	28
Bus Reduction to External Trips			3%	132	132	264	3%	20	7	27	3%	9	20	28
BART Reduction to External (Residential) Trips			15%	51	51	101	15%	2	7	8	15%	5	3	9
BART Reduction to External (Office) Trips			12%	206	206	411	12%	59	9	68	12%	10	55	65
Net Added External Vehicle Trips				3,874	3,874	7,748		568	203	771		257	553	810
9														
Retail (Shopping Center)	6	ksf	89.81	275	275	551	2.13	8	5	13	7.80	23	25	48
High Rise Condominiums	350	DU	4.02	703	703	1,406	0.32	21	91	113	0.36	78	48	125
Apartments	950	DU	6.10	2,897	2,897	5,795	0.49	93	373	467	0.56	343	185	528
Internal Trip Capture Reduction from MXD+ Model			16%	620	620	1,240	13%	16	61	77	19%	84	49	133
External Trips after Internalization Reduction				3,256	3,256	6,512		107	409	515		359	208	568
Ped/Bike Reduction to External Trips			3%	98	98	195	4%	4	16	21	3%	11	6	17
Bus Reduction to External Trips			3%	98	98	195	3%	3	12	15	3%	11	6	17
BART Reduction to External (Residential) Trips			15%	454	454	907	15%	15	61	76	15%	51	28	79
BART Reduction to External (Office) Trips			12%	n/a	n/a	n/a	12%	n/a	n/a	n/a	12%	n/a	n/a	n/a
Net Added External Vehicle Trips				2,607	2,607	5,214		84	319	404		287	168	454
10														
Industrial/Manuf. (Light Industrial)	932	emp	2.96	1,379	1,379	2,758	0.29	226	46	272	0.31	60	227	287
R&D	1093	emp	1.90	1,038	1,038	2,077	0.28	264	43	307	0.28	30	271	301
General Office	640	emp	2.18	699	699	1,397	0.36	201	27	229	0.38	41	200	241
Internal Trip Capture Reduction from MXD+ Model			16%	499	499	997	13%	90	15	105	19%	25	133	158
External Trips after Internalization Reduction				2,617	2,617	5,235		601	102	703		106	566	672
Ped/Bike Reduction to External Trips			3%	79	79	157	4%	24	4	28	3%	3	17	20
Bus Reduction to External Trips			3%	79	79	157	3%	18	3	21	3%	3	17	20
BART Reduction to External (Residential) Trips			15%	n/a	n/a	n/a	15%	n/a	n/a	n/a	15%	n/a	n/a	n/a
BART Reduction to External (Office) Trips			12%	314	314	628	12%	72	12	84	12%	13	68	81
Net Added External Vehicle Trips				2,146	2,146	4,293		487	82	569		87	464	551
TOTALS without Reductions				37,161	37,161	74,321		6,007	2,573	8,581		2,679	6,400	9,078
TOTALS with Reductions				25,809	25,809	51,617		4,268	1,808	6,076		1,786	4,273	6,059

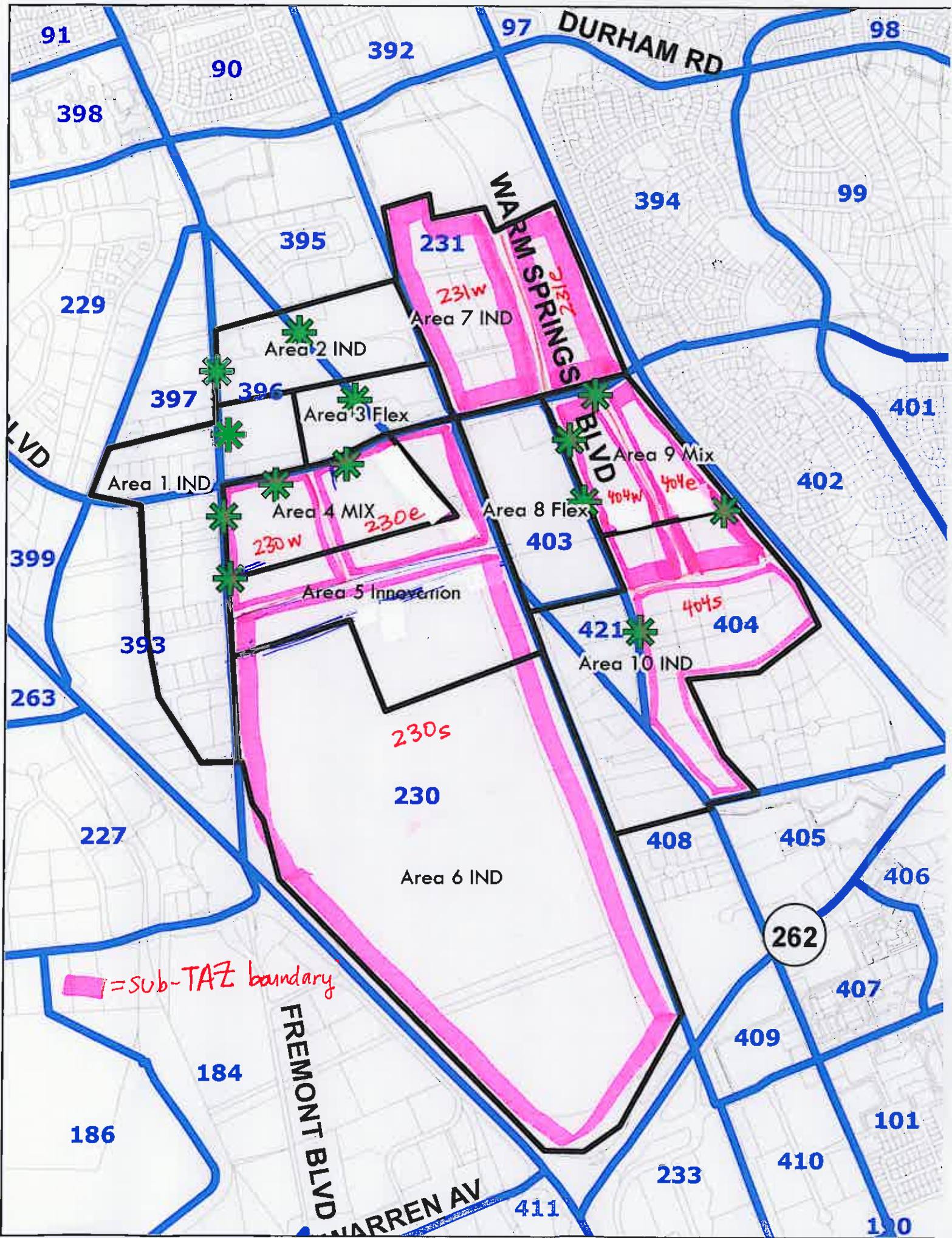
Trip Generation Calculations

Cumulative Scenarios



TAZ Overview

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A. TAZ Data from the Warm Springs Community Plan Project

B. Convert to Model Data Inputs***

Model ZONE	WS Comm Plan Area	WS Comm Plan Study TAZ	Apts & Hi Rise Condos (DU)	Retail* (emp) (given)	Office (emp)	Industrial/ Mfg (emp)	R&D (emp)	School (students)	School** (emp)	Hotel (emp)	MFHH	RET	SVC	OTH	MAN
892	1	393				784					0	0	0	0	784
893	1	397				457					0	0	0	0	457
894	9,10	404	1,200	122	640	932					1,200	122	640	0	932
895	7	231				1,000	634				0	0	634	0	1,000
896	1,2,3	395, 396	800				1,964				800	0	1,964	0	0
897	8,10	403, 421	200	150	974		1,308			75	200	150	2,282	75	0
898	4,5,6	230	1,500	623	6,587		2,895	700	67		1,500	623	9,482	67	0
<i>Totals</i>			3,700	895	8,201	3,173	6,801	700	67	75	3,700	895	15,002	142	3,173

Notes:

*45 ksf of Retail/Restaurant

**School employees was estimated using a conversion factor (10.5 students for every 1 staff member in California) (NCES).

***Assumptions:

<u>Model category</u>	=	<u>WS Comm Plan category</u>
MFHH	=	Apts, Hi Rise Condos
Ret (retail)	=	Retail
SVC (service)	=	Office, R&D
Oth (other)	=	Hotel, School
Man (manufacturing)	=	Industrial/Manufacturing

City of Fremont General Plan

Table 1: 2005 Land Use Projections [A]							
ZONE	SFHH	MFHH	RET	SVC	OTH	MAN	WHOLE
892	0	0	0	679	0	2759	451
893	0	0	192	449	0	2789	298
894	133	68	294	800	544	0	531
895	0	0	194	452	307	1493	300
896	0	0	111	260	0	1961	173
897	0	0	57	296	201	634	196
898	0	0	0	797	0	3926	529
TOTAL	133	68	848	3733	1052	13562	2478

Table 2: 2035 Land Use Projections [B]							
ZONE	SFHH	MFHH	RET	SVC	OTH	MAN	WHOLE
892	0	0	145	365	1385	1273	436
893	0	0	345	578	974	1095	327
894	814	421	425	2741	1111	3043	685
895	0	500	561	191	720	960	397
896	0	0	295	1860	716	1529	242
897	0	500	117	438	546	895	276
898	0	0	407	5294	261	2172	125
TOTAL	814	1421	2295	11467	5713	10967	2488

Table 3: Difference [C=B-A]							
ZONE	SFHH	MFHH	RET	SVC	OTH	MAN	WHOLE
892	0	0	145	-314	1385	-1486	-15
893	0	0	153	129	974	-1694	29
894	681	353	131	1941	567	3043	154
895	0	500	367	-261	413	-533	97
896	0	0	184	1600	716	-432	69
897	0	500	60	142	345	261	80
898	0	0	407	4497	261	-1754	-404
TOTAL	681	1353	1447	7734	4661	-2595	10

- SFHH Single Family Households
- MFHH Multi Family Households
- RET Retail Employment
- SVC Service Employment
- OTH Other Employment
- MAN Manufacturing Employment
- WHOLE Wholesale Employment

Warm Springs Community Plan Project

Table 4: 2035 Land Use Projections [D]							
ZONE	SFHH	MFHH	RET	SVC	OTH	MAN	WHOLE
892	-	0	0	0	0	784	-
893	-	0	0	0	0	457	-
894	-	1,200	122	640	0	932	-
895	-	0	0	634	0	1,000	-
896	-	800	0	1,964	0	0	-
897	-	200	150	2,282	75	0	-
898	-	1,500	623	9,482	67	0	-
TOTAL	-	3,700	895	15,002	142	3,173	-

Table 5: Net Increment Over General Plan Buildout [D-C]							
ZONE	SFHH	MFHH	RET	SVC	OTH	MAN	WHOLE
892	-	0	0	0	0	784	-
893	-	0	0	0	0	457	-
894	-	847	0	0	0	0	-
895	-	0	0	634	0	1000	-
896	-	800	0	364	0	0	-
897	-	0	90	2140	0	0	-
898	-	1500	216	4985	0	0	-
TOTAL	-	3147	306	8123	0	2241	-

Calculation Rules:

- * If C < 0, then D
- * If D-C < 0, then 0
- * If D-C > 0, then D-C

Table: Disaggregation of SVC into R&D and Office

SVC	=	R&D		Office	
		%	emp	%	emp
634	=	100%	634	0%	0
364	=	100%	364	0%	0
2140	=	57%	1220	43%	920
4985	=	31%	1545	69%	3440
TOTAL			3763		4360

Table: Trip Generation under Cumulative by Land Use (Net increment over General Plan buildout) - Summary

Land Use (ITE code)	Size	Unit	Daily				AM Peak Hour				PM Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
Apartments (220) ¹	2571	DU	6.11	7,852	7,852	15,704	0.49	253	1,011	1,264	0.56	931	501	1,432
High Rise Condominiums (232) ¹	576	DU	4.16	1,198	1,198	2,395	0.34	37	159	196	0.37	131	80	211
Ind./Mfg. (Light Ind.) (110)	2241	emp	2.96	3,321	3,321	6,642	0.30	561	115	676	0.32	149	559	708
General Office (710)	4360	emp	2.43	5,304	5,304	10,608	0.39	1,509	206	1,715	0.38	284	1,389	1,673
R&D (760)	3763	emp	2.17	4,077	4,077	8,155	0.32	1,023	166	1,189	0.31	117	1,057	1,175
Retail/Restaurant (820)	16	ksf	128.97	1,032	1,032	2,064	3.19	32	19	51	10.97	84	91	175
TOTALS				22,784	22,784	45,567		3,414	1,676	5,090		1,696	3,678	5,374
Trip Reductions														
Internal Trip Capture Reduction from MXD+ Model			16%	3,645	3,645	7,291	13%	444	218	662	19%	322	699	1,021
External Trips after Internalization Reduction				19,138	19,138	38,277		2,970	1,458	4,428		1,374	2,979	4,353
Ped/Bike Reduction to External Trips			3%	574	574	1,148	4%	119	58	177	3%	41	89	131
Bus Reduction to External Trips			3%	574	574	1,148	3%	89	44	133	3%	41	89	131
BART Reduction to External (Residential) Trips			15%	1,140	1,140	2,280	15%	38	153	190	15%	129	71	200
BART Reduction to External (Office) Trips			12%	1,280	1,280	2,561	12%	323	51	374	12%	54	292	346
Net Added External Vehicle Trips				15,569	15,569	31,139		2,401	1,153	3,554		1,109	2,438	3,547

Note: All land uses are based on fitted curve equations.

1. "Apartments" and "High Rise Condominiums" are ITE categories which encompass the types of residential development expected in the project area.

Source: Fehr & Peers, 2013.

Table: Project Trips (Net increment over General Plan buildout)

Traffic Zone	Model Category			ITE Category			Daily				AM Peak Hour				PM Peak Hour			
	Land Use	Size	Unit	Land Use	Size	Unit	Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
393	892																	
	MAN	784	emp	Light Industrial	784	emp	2.96	1,162	1,162	2,323	0.30	196	40	236	0.32	52	196	248
				Internal Trip Capture Reduction from MXD+ Model			16%	186	186	372	13%	26	5	31	19%	10	37	47
				External Trips after Internalization Reduction				976	976	1,952		171	35	206		42	158	201
				Ped/Bike Reduction to External Trips			3%	29	29	59	4%	7	1	8	3%	1	5	6
				Bus Reduction to External Trips			3%	29	29	59	3%	5	1	6	3%	1	5	6
				BART Reduction to External (Residential) Trips			15%	n/a	n/a	n/a	15%	n/a	n/a	n/a	15%	n/a	n/a	n/a
				BART Reduction to External (Office) Trips			12%	117	117	234	12%	20	4	25	12%	5	19	24
				Net Added External Vehicle Trips				800	800	1,600		138	28	167		35	130	164
				Employee Trips				800	800	1,600		138	28	167		35	130	164
			Hotel + Residential Trips				0	0	0		0	0	0		0	0	0	
			Retail + School Trips				0	0	0		0	0	0		0	0	0	
397	893																	
	MAN	457	emp	Light Industrial	457	emp	2.96	677	677	1,354	0.30	114	23	138	0.32	30	114	144
				Internal Trip Capture Reduction from MXD+ Model			16%	108	108	217	13%	15	3	18	19%	6	22	27
				External Trips after Internalization Reduction				569	569	1,138		99	20	120		25	92	117
				Ped/Bike Reduction to External Trips			3%	17	17	34	4%	4	1	5	3%	1	3	4
				Bus Reduction to External Trips			3%	17	17	34	3%	3	1	4	3%	1	3	4
				BART Reduction to External (Residential) Trips			15%	n/a	n/a	n/a	15%	n/a	n/a	n/a	15%	n/a	n/a	n/a
				BART Reduction to External (Office) Trips			12%	68	68	137	12%	12	2	14	12%	3	11	14
				Net Added External Vehicle Trips				466	466	933		81	17	97		20	76	96
				Employee Trips				466	466	933		81	17	97		20	76	96
			Hotel + Residential Trips				0	0	0		0	0	0		0	0	0	
			Retail + School Trips				0	0	0		0	0	0		0	0	0	
40411	894																	
	MFHH	847	DU	Apartments	671	DU	6.11	2,049	2,049	4,099	0.49	66	264	330	0.56	243	131	374
				High-Rise Condominiums	176	DU	4.16	366	366	732	0.34	11	48	60	0.37	40	25	65
				Internal Trip Capture Reduction from MXD+ Model			16%	386	386	773	13%	10	41	51	19%	54	30	83
				External Trips after Internalization Reduction				2,029	2,029	4,058		67	272	339		229	126	355
				Ped/Bike Reduction to External Trips			3%	61	61	122	4%	3	11	14	3%	7	4	11
				Bus Reduction to External Trips			3%	61	61	122	3%	2	8	10	3%	7	4	11
				BART Reduction to External (Residential) Trips			15%	304	304	609	15%	10	41	51	15%	34	19	53
				BART Reduction to External (Office) Trips			12%	n/a	n/a	n/a	12%	n/a	n/a	n/a	12%	n/a	n/a	n/a
				Net Added External Vehicle Trips				1,603	1,603	3,205		52	212	264		181	99	280
			Employee Trips				0	0	0		0	0	0		0	0	0	
			Hotel + Residential Trips				1,603	1,603	3,205		52	212	264		181	99	280	
			Retail + School Trips				0	0	0		0	0	0		0	0	0	
231	895																	
	SVC	634	emp	General Office	0	emp	2.43	0	0	0	0.39	0	0	0	0.38	0	0	0
				R&D	634	emp	2.17	687	687	1,374	0.32	172	28	200	0.31	20	178	198
	MAN	1000	emp	Light Industrial	1000	emp	2.96	1,482	1,482	2,964	0.30	250	51	301	0.32	66	250	316
				Internal Trip Capture Reduction from MXD+ Model			16%	347	347	694	13%	55	10	65	19%	16	81	98
				External Trips after Internalization Reduction				1,822	1,822	3,644		368	69	437		70	346	416
				Ped/Bike Reduction to External Trips			3%	55	55	109	4%	15	3	17	3%	2	10	12
				Bus Reduction to External Trips			3%	55	55	109	3%	11	2	13	3%	2	10	12
				BART Reduction to External (Residential) Trips			15%	0	0	0	15%	0	0	0	15%	0	0	0
				BART Reduction to External (Office) Trips			12%	219	219	437	12%	44	8	52	12%	8	42	50
			Net Added External Vehicle Trips				1,494	1,494	2,988		298	56	354		57	284	341	
			Employee Trips				1,494	1,494	2,988		298	56	354		57	284	341	
			Hotel + Residential Trips				0	0	0		0	0	0		0	0	0	
			Retail + School Trips				0	0	0		0	0	0		0	0	0	
3961 3962	896																	
	MFHH	800	DU	Apartments	800	DU	6.11	2,443	2,443	4,886	0.49	79	315	393	0.56	290	156	445
				High-Rise Condominiums	0	DU	4.16	0	0	0	0.34	0	0	0	0.37	0	0	0
	SVC	364	emp	R&D	364	emp	2.17	394	394	789	0.32	99	16	115	0.31	11	102	114
				General Office	0	emp	2.43	0	0	0	0.39	0	0	0	0.38	0	0	0
				Internal Trip Capture Reduction from MXD+ Model			16%	454	454	908	13%	23	43	66	19%	57	49	106
				External Trips after Internalization Reduction				2,384	2,384	4,767		154	288	442		244	209	453
				Ped/Bike Reduction to External Trips			3%	72	72	143	4%	6	12	18	3%	7	6	14
				Bus Reduction to External Trips			3%	72	72	143	3%	5	9	13	3%	7	6	14
				BART Reduction to External (Residential) Trips			15%	308	308	616	15%	10	41	51	15%	35	19	54
			BART Reduction to External (Office) Trips			12%	40	40	80	12%	10	2	12	12%	1	10	11	
			Net Added External Vehicle Trips				1,893	1,893	3,786		123	225	348		193	168	361	
			Employee Trips				272	272	543		70	11	81		8	68	75	
			Hotel + Residential Trips				1,621	1,621	3,243		53	213	267		185	100	285	
			Retail + School Trips				0	0	0		0	0	0		0	0	0	
3961 3962	897																	
	MFHH	0	DU	Apartments	0	DU	6.11	0	0	0	0.49	0	0	0	0.56	0	0	0
				High-Rise Condominiums	0	DU	4.16	0	0	0	0.34	0	0	0	0.37	0	0	0
	RET	90	emp	Retail/Restaurant	5	ksf	128.97	322	322	645	3.19	10	6	16	10.97	26	29	55
	SVC	2140	emp	R&D	1220	emp	2.17	1,322	1,322	2,644	0.32	332	54	386	0.31	38	343	381
				General Office	920	emp	2.43	1,119	1,119	2,238	0.39	318	43	362	0.38	60	293	353
				Internal Trip Capture Reduction from MXD+ Model			16%	442	442	884	13%	86	13	99	19%	24	126	150
				External Trips after Internalization Reduction				2,321	2,321	4,643		574	90	664		101	538	639
				Ped/Bike Reduction to External Trips			3%	70	70	139	4%	23	4	27	3%	3	16	19
				Bus Reduction to External Trips			3%	70	70	139	3%	17	3	20	3%	3	16	19
			BART Reduction to External (Residential) Trips			15%	0	0	0	15%	0	0	0	15%	0	0	0	
			BART Reduction to External (Office) Trips			12%	246	246	492	12%	68	10	78	12%	10	62	71	
			Net Added External Vehicle Trips				1,936	1,936	3,872		466	74	540		85	444	529	

421			Employee Trips				1,681	1,681	3,363		458	69	527		65	422	487			
4032			Hotel + Residential Trips				0	0	0		0	0	0		0	0	0			
4033			Retail + School Trips				255	255	509		8	5	13		20	22	42			
898																				
			MFHH	1500	DU	Apartment	1100	DU	6.11	3,359	3,359	6,719	0.49	108	432	541	0.56	398	214	613
						High-Rise Condominiums	400	DU	4.16	832	832	1,663	0.34	26	110	136	0.37	91	56	147
			RET	216	emp	Retail/Restaurant	11	ksf	128.97	709	709	1,419	3.19	22	13	35	10.97	58	63	121
						R&D	1545	emp	2.17	1,674	1,674	3,348	0.32	420	68	488	0.31	48	434	482
			SVC	4985	emp	General Office	3440	emp	2.43	4,185	4,185	8,370	0.39	1,191	162	1,353	0.38	224	1,096	1,320
			Internal Trip Capture Reduction from MXD+ Model				16%	1,722	1,722	3,443	13%	230	102	332	19%	156	354	510		
			External Trips after Internalization Reduction					9,038	9,038	18,076		1,537	684	2,221		664	1,509	2,173		
			Ped/Bike Reduction to External Trips				3%	271	271	542	4%	61	27	89	3%	20	45	65		
			Bus Reduction to External Trips				3%	271	271	542	3%	46	21	67	3%	20	45	65		
			BART Reduction to External (Residential) Trips				15%	528	528	1,056	15%	17	71	88	15%	59	33	92		
			BART Reduction to External (Office) Trips				12%	591	591	1,181	12%	168	24	192	12%	27	149	175		
			Net Added External Vehicle Trips					7,377	7,377	14,754		1,243	542	1,785		538	1,237	1,775		
2303						Employee Trips														
(50%),							4,036	4,036	8,071		1,135	163	1,297		181	1,016	1,197			
23021						Hotel + Residential Trips														
(50%),							2,781	2,781	5,562		91	368	459		313	173	486			
23011						Retail + School Trips														
(50%),							560	560	1,120		18	11	28		44	48	92			
23023																				
(50%),																				
23012																				
(50%)																				
TOTALS without Reductions							22,784	22,784	45,567		3,414	1,676	5,090		1,696	3,678	5,374			
TOTALS with Reductions							15,569	15,569	31,139		2,401	1,153	3,554		1,109	2,438	3,547			

Model Land Use Category to ITE Land Use Category Assumptions:

Manufacturing = Light Industrial

Service = General Office

Multi Family Households = Apartments and High-Rise Condominiums, partitioned here based on proportion in the corresponding TAZ in the WS Community Plan.

Retail = Retail (Shopping Center)

*Retail was converted from employees to ksf by using the ratio of 895 employees per 45 ksf which are Retail estimates provided in the WS Community Plan.