

**APPENDIX B**

**Traffic Impact Analyses**



Final Report

# General Plan EIR

Traffic Impact Analysis

Prepared for:



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TRANSPORTATION SOLUTIONS

June 30, 2011

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## City of Fremont – General Plan TRANSPORTATION AND CIRCULATION

### 1 EXECUTIVE SUMMARY

This section provides an evaluation of traffic and transportation issues related to the proposed City of Fremont General Plan.

To evaluate traffic conditions, as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the street system, intersection Level of Service (LOS) analysis was evaluated at 68 study intersections and 54 roadway segments throughout the City and neighboring Santa Clara County. The impacts of the proposed General Plan were estimated using the current LOS methodologies set forth by the City of Fremont and the Alameda County Transportation Commission (ACTC); and the Santa Clara County Valley Transportation Authority (VTA).

#### 1.1 Intersection Level of Service Analysis

**Figure 1** illustrates the location of each study intersection along with the roadway network which is comprised of arterials, parkways, collector streets and local streets. Regional access to Fremont is provided via Interstates 880 and 680 and State Routes 238 and 84.

**Table 1** lists the study intersections as well as the traffic control and date of which traffic counts were conducted. These intersections were chosen based mostly on their locations and the likelihood of future traffic impacts as well as from input by City of Fremont staff. The operation of these intersections was evaluated during the typical weekday A.M. (7:00 A.M. – 9:00 A.M.) and P.M. (4:00 P.M. – 6:00 P.M.) peak periods for the following scenarios:

**Scenario 1:** Existing Condition. LOS based on existing traffic volumes, lane geometry and traffic control.

**Scenario 2:** Year 2035 Project Condition. LOS based on the year 2035 General Plan Baseline Condition. Forecasted growth is derived from the City of Fremont 2035 Travel Demand model, based on growth attributable to the City. Lane geometries are revised based on planned roadway improvements. The BART extension to Santa Clara County is assumed, with stations at Irvington and Warm Springs. Other Capital Improvements such as intersection and roadway projects are also assumed to be completed by 2035.

**Scenario 3:** Year 2035 Project Reduced Condition. LOS based on the year 2035 Growth Trend Alternative Condition. Forecasted growth is derived from the City of Fremont 2035 Travel Demand model, based on growth attributable to the City. Lane geometries are revised based on planned roadway improvements. The BART extension to Santa Clara County is assumed, with stations at Irvington and Warm Springs. Other Capital Improvements such as intersection and roadway projects are also assumed to be completed by 2035.

**TABLE 1 STUDY INTERSECTIONS**

#	Intersection Description	Traffic Control	Count Month/Year
1.	Alvarado Blvd / Deep Creek Rd	Signalized	2/2008
2.	Fremont Blvd / I-880 NB Off-Ramp	Signalized	2/2008
3.	Fremont Blvd / Paseo Padre Pkwy	Signalized	4/2007
4.	Paseo Padre Pkwy / Decoto Rd	Signalized	2/2008
5.	Fremont Blvd / Decoto Rd	Signalized	4/2007
6.	I-880 NB Ramps / Decoto Rd	Signalized	4/2007
7.	I-880 SB Ramps / Decoto Rd	Signalized	2/2008
8.	Ardenwood Blvd / WB SR-84 Ramps	Signalized	4/2007
9.	Paseo Padre Pkwy / SR-84 WB Ramps	Signalized	4/2007
10.	Thornton Ave / SR-84 EB Ramps	Signalized	4/2007
11.	Paseo Padre Pkwy / Isherwood Way	Signalized	2/2008
12.	Paseo Padre Pkwy / Thornton Ave	Signalized	5/2007
13.	Fremont Blvd / Thornton Ave	Signalized	11/2007
14.	I-880 NB off-ramp/Thornton Ave	Signalized	2/2008
15.	Fremont Blvd / Peralta Blvd	Signalized	11/2007
16.	Fremont Blvd / Central Ave	Signalized	4/2007
17.	Central Ave / Blacow Rd	Signalized	5/2007
18.	Paseo Padre Pkwy / Peralta Blvd	Signalized	5/2007
19.	Peralta Blvd / Mowry Ave	Signalized	2/2008
20.	Civic Center Dr / Mowry Ave	Signalized	2/2008
21.	Paseo Padre Pkwy / Mowry Ave	Signalized	5/2007
22.	Fremont Blvd / Mowry Ave	Signalized	2/2008
23.	Argonaut Way / Mowry Ave	Signalized	2/2008
24.	Blacow Rd / Mowry Ave	Signalized	2/2008
25.	Farwell Dr / Mowry Ave	Signalized	2/2008
26.	I-880 NB off-ramp / Mowry Ave	Signalized	2/2008
27.	I-880 SB off ramp / Mowry Ave	Signalized	2/2008
28.	Mission Blvd / Niles Canyon Rd	Signalized	11/2007
29.	Mission Blvd / Mowry Ave	Signalized	2/2008
30.	Mission Blvd / Walnut Ave	Signalized	2/2008
31.	Civic Center Dr / Walnut Ave	Signalized	2/2008
32.	Paseo Padre Pkwy / Walnut Ave	Signalized	6/2007
33.	Fremont Blvd / Walnut Ave	Signalized	2/2008
34.	Mission Blvd / Stevenson Blvd	Signalized	2/2008

**TABLE 1 CONTINUED**

#	Intersection Description	Traffic Control	Count Month/Year
35.	Paseo Padre Pkwy / Stevenson Blvd	Signalized	4/2007
36.	Fremont Blvd / Stevenson Blvd	Signalized	2/2008
37.	Blacow Rd / Stevenson Blvd	Signalized	2/2008
38.	I-880 NB Ramps / Stevenson Blvd	Signalized	1/2008
39.	I-880 SB Ramps / Stevenson Blvd	Signalized	1/2008
40.	Albrae St / Stevenson Blvd	Signalized	1/2008
41.	Cherry St - Boyce Rd / Stevenson Blvd	Signalized	10/2007
42.	Fremont Blvd / Grimmer Blvd	Signalized	11/2007
43.	Blacow Rd / Grimmer Blvd	Signalized	11/2007
44.	S. Grimmer Blvd / Auto Mall Pkwy	Signalized	2/2008
45.	I-880 NB Ramps / Auto Mall Pkwy	Signalized	11/2007
46.	I-880 SB Ramps / Auto Mall Pkwy	Signalized	11/2007
47.	Christy St / Auto Mall Pkwy	Signalized	11/2007
48.	Union St-Fremont Blvd / Washington Blvd	Signalized	11/2007
49.	Fremont Blvd / Blacow Rd	Signalized	11/2007
50.	Fremont Blvd / Auto Mall Pkwy	Signalized	2/2008
51.	Fremont Blvd / S. Grimmer Blvd	Signalized	11/2007
52.	I-880 NB Ramps / Fremont Blvd (S)	Signalized	12/2007
53.	I-880 SB Ramps / Fremont Blvd (S)	Signalized	12/2007
54.	Fremont Blvd / Cushing Pkwy	Signalized	11/2007
55.	Paseo Padre Pkwy / Driscoll Rd	Signalized	2/2008
56.	Osgood Rd / Auto Mall Pkwy	Signalized	2/2008
57.	I-680 SB Ramps / Durham Rd	Signalized	1/2008
58.	I-680 NB Ramps / Durham Rd	Signalized	1/2008
59.	Mission Blvd (north) / I-680 SB Ramps	Signalized	2/2008
60.	Mission Blvd (north) / I-680 NB Ramps	Signalized	2/2008
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	Signalized	2/2008
62.	Warm Springs Blvd / Mission Blvd (SR-262)	Signalized	2/2008
63.	Warm Springs Blvd / E. Warren Ave	Signalized	11/2007
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	Signalized	11/2007
65.	I-680 SB Ramps / Scott Creek Rd	Unsignalized	11/2007
66.	I-680 NB Ramps / Scott Creek Rd	Unsignalized	10/2007
67.	Ardenwood Blvd / Paseo Padre Pkwy	Signalized	4/2007
68.	Fremont Blvd-McCarthy Blvd / Dixon Landing Rd	Signalized	6/2007

## 1.2 Roadway Segment Analysis

### Alameda County Transportation Commission (ACTC) – Metropolitan Transportation System (MTS)

The ACTC requires the evaluation and assessment of regional roadways within the study area that are designated as Congestion Management Program (CMP) and Metropolitan Transportation System (MTS) facilities. CMP facilities are used to monitor conformance with the LOS Standards of the CMA while the MTS network is used for the land use analysis. Since the proposed project would generate more than 100 “net-new” PM peak hours trips, the ACTC requires the use of the ACTC Countywide Travel Demand Model to assess the project impacts on regional roadways within the project study area during the A.M. and P.M. peak hours. **Table 2** shows the CMP roadway system facilities identified for analysis within the study area.

**TABLE 2 STUDY FREEWAY SEGMENTS (ALAMEDA COUNTY)**

#	Freeway Segment	From	To
1.	I-680 - NB	Scott Creek Rd	Mission Blvd (SR-262)
2.	I-680 - NB	Mission Blvd (SR-262)	Durham Road
3.	I-680 - NB	Durham Rd	Washington Blvd
4.	I-680 - NB	Washington Blvd	Mission Blvd (SR-238)
5.	I-680 - SB	Mission Blvd (SR-238)	Washington Blvd
6.	I-680 - SB	Washington Blvd	Durham Rd
7.	I-680 - SB	Durham Rd	Mission Blvd (SR-262)
8.	I-680 - SB	Mission Blvd (SR-262)	Scott Creek Rd
9.	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR-262)
10.	I-880 - NB	Mission Blvd (SR-262)	Auto Mall Pkwy
11.	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd
12.	I-880 - NB	Stevenson Blvd	Decoto Rd
13.	I-880 - NB	Decoto Rd	Alvarado Blvd
14.	I-880 - SB	Alvarado Blvd	Decoto Rd
15.	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd
16.	I-880 - SB	Decoto Rd	Stevenson Blvd
17.	I-880 - SB	Stevenson Blvd	Auto Mall Parkway
18.	I-880 - SB	Auto Mall Parkway	Mission Blvd (SR-262)
19.	I-880 - SB	Mission Blvd (SR-262)	Dixon Landing Rd off-ramp
20.	SR-84 - EB	Thornton Ave	Ardenwood Blvd
21.	SR-84 - EB	Toll Plaza	Thornton Ave
22.	SR-84 - WB	Thornton Ave	Toll Plaza

**Santa Clara County – Congestion Management Agency**

The proposed project would also add traffic to facilities in Santa Clara County. The Congestion Management Agency in Santa Clara County is the Santa Clara Valley Transportation Authority’s (VTA) Congestion Management Program (CMP). The VTA CMP defines methodologies and procedures for determining the impact of a potential project on their facilities. A freeway segment is required to be included in the transportation impact analysis if it meets any of the following requirements:

1. The proposed development project is adjacent to one of the freeway segment’s access or egress points; or
2. Based on engineering judgment, lead agency staff determines that the freeway segment should be included in the analysis.

**Table 3** lists the VTA CMP facilities identified for analysis within the study area.

**TABLE 3 STUDY FREEWAY SEGMENTS (SANTA CLARA COUNTY)**

#	Roadway Segment Description	From	To
1.	I-680 - NB	Calaveras Blvd/SR-237	Jacklin Rd
2.	I-680 - SB	Jacklin Rd	Calaveras Blvd/SR-237
3.	I-680 - NB	Jacklin Rd	Scott Creek Rd
4.	I-680 - SB	Scott Creek Rd	Jacklin Rd
5.	SR-237 - WB	I-880	McCarthy Blvd
6.	SR-237 - EB	McCarthy Blvd	I-880
7.	SR-237 - WB	McCarthy Blvd	Zanker Rd
8.	SR-237 - EB	Zanker Rd	McCarthy Blvd
9.	SR-237 - WB	Zanker Rd	N. First St
10.	SR-237 - EB	N. First St	Zanker Rd
11.	I-880 - NB	SR-237	Dixon Landing Rd
12.	I-880 - SB	Dixon Landing Rd	SR-237

**City of Fremont Arterial Roadway Segment Analysis**

In addition, a roadway segment analysis was also conducted for several arterial segments in Fremont. **Table 4** shows the arterial roadway segments identified for analysis within the study area.

**TABLE 4 STUDY ARTERIAL SEGMENTS (CITY OF FREMONT)**

#	Roadway Segment	From	To
1.	Mowry Ave - EB	I-880	Farwell Dr
2.	Mowry Ave - EB	Farwell Dr	SR-84
3.	Mowry Ave - WB	SR-84	Farwell Dr
4.	Mowry Ave - WB	Farwell Dr	I-880
5.	SR-84 / Mowry Ave (Fre) - WB	SR-238	Peralta Blvd
6.	SR-84 / Peralta Blvd (Fre) - WB	Mowry Ave	Fremont Blvd
7.	SR-84 / Fremont Blvd (Fre) - WB	Peralta Blvd	Thornton Ave
8.	SR-84 / Thornton Ave - WB	Fremont Blvd	I-880 SB
9.	SR-84 / Thornton Ave - EB	I-880 SB Ramps	Fremont Blvd
10.	SR-84 / Fremont Blvd (Fre) - EB	Thornton Ave	Peralta Blvd
11.	SR-84 / Peralta Blvd (Fre) - EB	Fremont Blvd	Mowry Ave
12.	SR-84 / Mowry Ave (Fre) - EB	Peralta Blvd	SR-238
13.	SR-238 (Mission Blvd) - SB	Nursery Ave	Stevenson Blvd
14.	SR-238 (Mission Blvd) - SB	Stevenson Blvd	I-680 NB Ramp
15.	SR-262 (Mission Blvd) - EB	I-880 NB Ramps	I-680 NB Ramps
16.	SR-262 (Mission Blvd) - WB	I-680 NB Ramps	I-880 SB Ramps
17.	Decoto Rd – WB	Fremont City Limits	I-880 NB Ramps
18.	Decoto Rd – EB	I-880 NB Ramps	Fremont City Limits
19.	SR-238 (Mission Blvd) – NB	I-680 NB Ramps	Stevenson Blvd
20.	SR-238 (Mission Blvd) – NB	Stevenson Blvd	Nursery Ave





- LEGEND**
- - Signalized Study Intersection & Number
  - - Unsignalized Study Intersection & Number
  - - Future Road



**Figure 1**

**Citywide Roadway Network and Study Intersections**

**Table ES 1** summarizes the intersection operation for all signalized studied intersections under the A.M. and P.M. peak hours. **Table ES 2** summarizes the intersection operations for all unsignalized studied intersections under the A.M. and P.M. peak hours. **Tables ES 3 through ES 5** summarizes the LOS operation for study roadway segments.

**TABLE ES 1 SIGNALIZED INTERSECTION LOS SUMMARY**

#	Intersection	Peak	Existing		2035 General Plan		2035 Growth Trend Alternative	
			Delay	LOS	Delay	LOS	Delay	LOS
1.	Alvarado Blvd / Deep Creek Rd	A.M.	25.3	C	<b>76.9</b>	<b>E</b>	<b>65.4</b>	<b>E</b>
		P.M.	26.1	B	46.3	D	45.0	D
2.	Fremont Blvd / I-880 NB Off-Ramp	A.M.	17.5	B	21.0	C	23.4	C
		P.M.	21.6	C	19.0	B	17.7	B
3.	Fremont Blvd / Paseo Padre Pkwy	A.M.	40.3	D	35.4	D	33.7	C
		P.M.	42.4	D	<b>80.3</b>	<b>F</b>	<b>60.3</b>	<b>E</b>
4.	Paseo Padre Pkwy / Decoto Rd	A.M.	44.2	D	<b>156.9</b>	<b>F</b>	<b>146.5</b>	<b>F</b>
		P.M.	45.3	D	<b>123.5</b>	<b>F</b>	<b>123.8</b>	<b>F</b>
5.	Fremont Blvd / Decoto Rd	A.M.	43.8	D	<b>105.4</b>	<b>F</b>	<b>101.9</b>	<b>F</b>
		P.M.	41.7	D	<b>107.1</b>	<b>F</b>	<b>107.6</b>	<b>F</b>
6.	I-880 NB Ramps / Decoto Rd	A.M.	35.5	D	<b>167.1</b>	<b>F</b>	<b>147.6</b>	<b>F</b>
		P.M.	19.8	B	<b>67.4</b>	<b>E</b>	<b>60.8</b>	<b>E</b>
7.	I-880 SB Ramps / Decoto Rd	A.M.	25.5	C	<b>94.9</b>	<b>F</b>	<b>71.9</b>	<b>E</b>
		P.M.	14.2	B	14.7	B	14.0	B
8.	Ardenwood Blvd / WB SR-84 Ramps	A.M.	23.1	C	20.1	C	23.9	C
		P.M.	17.0	B	18.1	B	17.9	B
9.	Paseo Padre Pkwy / SR-84 WB Ramps	A.M.	N/A	N/A	16.2	B	18.4	B
		P.M.	N/A	N/A	8.8	A	10.3	B
10.	Thornton Ave / SR-84 EB Ramps	A.M.	N/A	N/A	38.8	D	32.6	C
		P.M.	N/A	N/A	28.6	C	23.1	C
11.	Paseo Padre Pkwy / Isherwood Way	A.M.	31.9	C	<b>143.5</b>	<b>F</b>	<b>121.0</b>	<b>F</b>
		P.M.	31.3	C	<b>152.5</b>	<b>F</b>	<b>107.7</b>	<b>F</b>
12.	Paseo Padre Pkwy / Thornton Ave	A.M.	50.3	D	<b>217.5</b>	<b>F</b>	<b>222.8</b>	<b>F</b>
		P.M.	38.8	D	<b>146.0</b>	<b>F</b>	<b>119.1</b>	<b>F</b>
13.	Fremont Blvd / Thornton Ave	A.M.	34.3	C	28.2	C	29.2	C
		P.M.	38.0	D	32.3	C	30.7	C
14.	I-880 NB off-ramp/Thornton Ave	A.M.	7.2	A	7.9	A	7.5	A
		P.M.	35.9	D	37.1	D	33.7	C
15.	Fremont Blvd / Peralta Blvd	A.M.	26.6	C	23.5	C	20.7	C
		P.M.	32.4	C	<b>72.7</b>	<b>E</b>	<b>57.4</b>	<b>E</b>
16.	Fremont Blvd / Central Ave	A.M.	28.9	C	<b>121.5</b>	<b>F</b>	<b>123.9</b>	<b>F</b>
		P.M.	35.0	C	<b>109.9</b>	<b>F</b>	<b>60.3</b>	<b>E</b>
17.	Central Ave / Blacow Rd	A.M.	29.1	C	36.1	D	38.5	D
		P.M.	31.8	C	32.7	C	31.2	C
18.	Paseo Padre Pkwy / Peralta Blvd	A.M.	40.3	D	<b>68.8</b>	<b>E</b>	<b>65.0</b>	<b>E</b>
		P.M.	51.3	D	<b>164.7</b>	<b>F</b>	<b>137.9</b>	<b>F</b>

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold    na: not applicable

**TABLE ES 1 CONTINUED**

#	Intersection	Peak	Existing		2035 General Plan		2035 Growth Trend Alternative	
			Delay	LOS	Delay	LOS	Delay	LOS
19.	Peralta Blvd / Mowry Ave	A.M.	15.1	B	11.0	B	10.8	B
		P.M.	15.4	B	13.1	B	12.8	B
20.	Civic Center Dr / Mowry Ave	A.M.	29.2	C	21.4	C	19.7	B
		P.M.	30.0	C	26.4	C	19.4	B
21.	Paseo Padre Pkwy / Mowry Ave	A.M.	40.3	D	<b>107.0</b>	<b>F</b>	<b>79.2</b>	<b>E</b>
		P.M.	38.4	D	<b>94.1</b>	<b>F</b>	<b>55.3</b>	<b>E</b>
22.	Fremont Blvd / Mowry Ave	A.M.	38.0	D	<b>71.2</b>	<b>E</b>	<b>60.1</b>	<b>E</b>
		P.M.	48.3	D	<b>123.1</b>	<b>F</b>	<b>87.7</b>	<b>F</b>
23.	Argonaut Way / Mowry Ave	A.M.	21.1	C	19.3	B	18.0	B
		P.M.	32.7	C	36.5	D	27.2	C
24.	Blacow Rd / Mowry Ave	A.M.	31.0	C	<b>81.7</b>	<b>F</b>	<b>83.7</b>	<b>F</b>
		P.M.	33.7	C	<b>93.4</b>	<b>F</b>	<b>71.4</b>	<b>E</b>
25.	Farwell Dr / Mowry Ave	A.M.	27.2	C	<b>59.5</b>	<b>E</b>	<b>56.0</b>	<b>E</b>
		P.M.	35.3	D	49.1	D	34.7	C
26.	I-880 NB off-ramp / Mowry Ave	A.M.	12.7	B	9.9	A	10.7	B
		P.M.	15.7	B	26.5	C	23.8	C
27.	I-880 SB off ramp / Mowry Ave	A.M.	12.5	B	39.3	D	40.3	D
		P.M.	16.2	B	25.0	C	22.6	C
28.	Mission Blvd / Niles Canyon Rd	A.M.	50.3	D	<b>307.7</b>	<b>F</b>	<b>298.2</b>	<b>F</b>
		P.M.	<b>58.3</b>	<b>E</b>	<b>215.2</b>	<b>F</b>	<b>247.9</b>	<b>F</b>
29.	Mission Blvd / Mowry Ave	A.M.	<b>104.7</b>	<b>F</b>	<b>250.0</b>	<b>F</b>	<b>254.2</b>	<b>F</b>
		P.M.	<b>89.5</b>	<b>F</b>	<b>242.3</b>	<b>F</b>	<b>210.6</b>	<b>F</b>
30.	Mission Blvd / Walnut Ave	A.M.	32.7	C	<b>107.2</b>	<b>F</b>	<b>122.4</b>	<b>F</b>
		P.M.	27.6	C	<b>91.1</b>	<b>F</b>	<b>64.6</b>	<b>E</b>
31.	Civic Center Dr / Walnut Ave	A.M.	30.2	C	21.7	C	21.6	C
		P.M.	31.8	C	31.7	C	27.1	C
32.	Paseo Padre Pkwy / Walnut Ave	A.M.	33.3	C	29.3	C	26.5	C
		P.M.	42.0	D	41.8	D	46.7	D
33.	Fremont Blvd / Walnut Ave	A.M.	39.2	D	21.8	C	22.8	C
		P.M.	50.8	D	33.4	C	30.0	C
34.	Mission Blvd / Stevenson Blvd	A.M.	30.3	C	<b>106.0</b>	<b>F</b>	<b>101.8</b>	<b>F</b>
		P.M.	27.4	C	<b>130.5</b>	<b>F</b>	<b>102.0</b>	<b>F</b>
35.	Paseo Padre Pkwy / Stevenson Blvd	A.M.	43.2	D	35.0	C	35.0	C
		P.M.	43.7	D	34.5	C	27.6	C
36.	Fremont Blvd / Stevenson Blvd	A.M.	37.6	D	32.9	C	30.3	C
		P.M.	39.8	D	29.2	C	28.5	C

Notes: Delay: in seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable LOS D are in bold na: not applicable

**TABLE ES 1 CONTINUED**

#	Intersection	Peak	Existing		2035 General Plan		2035 Growth Trend Alternative	
			Delay	LOS	Delay	LOS	Delay	LOS
37.	Blacow Rd / Stevenson Blvd	A.M.	<b>57.9</b>	<b>E</b>	<b>83.7</b>	<b>F</b>	<b>79.2</b>	<b>E</b>
		P.M.	<b>119.9</b>	<b>F</b>	<b>131.5</b>	<b>F</b>	<b>141.5</b>	<b>F</b>
38.	I-880 NB Ramps / Stevenson Blvd	A.M.	13.0	B	7.7	A	7.7	A
		P.M.	14.5	B	12.6	B	13.3	B
39.	I-880 SB Ramps / Stevenson Blvd	A.M.	13.7	B	8.5	A	8.9	A
		P.M.	14.8	B	9.5	A	9.0	A
40.	Albrae St / Stevenson Blvd	A.M.	25.2	C	27.9	C	23.5	C
		P.M.	36.0	D	42.3	D	40.6	D
41.	Cherry St - Boyce Rd / Stevenson Blvd	A.M.	39.0	D	28.4	C	26.4	C
		P.M.	26.9	C	20.9	C	22.3	C
42.	Fremont Blvd / Grimmer Blvd	A.M.	38.3	D	47.0	D	32.8	C
		P.M.	37.6	D	<b>56.7</b>	<b>E</b>	50.7	D
43.	Blacow Rd / Grimmer Blvd	A.M.	<b>96.2</b>	<b>F</b>	<b>157.1</b>	<b>F</b>	<b>164.0</b>	<b>F</b>
		P.M.	49.6	D	<b>80.1</b>	<b>F</b>	<b>60.8</b>	<b>E</b>
44.	S. Grimmer Blvd / Auto Mall Pkwy	A.M.	38.8	D	47.7	D	45.3	D
		P.M.	43.1	D	<b>103.4</b>	<b>F</b>	<b>87.6</b>	<b>F</b>
45.	I-880 NB Ramps / Auto Mall Pkwy	A.M.	9.3	A	4.9	A	4.2	A
		P.M.	8.6	A	10.9	B	9.4	A
46.	I-880 SB Ramps / Auto Mall Pkwy	A.M.	12.8	B	9.4	A	7.8	A
		P.M.	12.3	B	11.8	B	11.5	B
47.	Christy St / Auto Mall Pkwy	A.M.	25.5	C	25.4	C	24.1	C
		P.M.	36.1	D	40.3	D	36.7	D
48.	Union St-Fremont Blvd / Washington Blvd	A.M.	25.2	C	<b>143.7</b>	<b>F</b>	<b>143.7</b>	<b>F</b>
		P.M.	30.8	C	<b>204.6</b>	<b>F</b>	<b>204.6</b>	<b>F</b>
49.	Fremont Blvd / Blacow Rd	A.M.	41.4	D	10.8	B	10.8	B
		P.M.	32.5	C	17.5	B	17.5	B
50.	Fremont Blvd / Auto Mall Pkwy	A.M.	40.5	D	<b>90.3</b>	<b>F</b>	<b>99.5</b>	<b>F</b>
		P.M.	<b>55.8</b>	<b>E</b>	<b>175.1</b>	<b>F</b>	<b>161.6</b>	<b>F</b>
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	43.3	D	<b>186.8</b>	<b>F</b>	<b>186.8</b>	<b>F</b>
		P.M.	38.2	D	32.4	C	32.4	C
52.	I-880 NB Ramps / Fremont Blvd (S)	A.M.	19.2	B	29.9	C	29.9	C
		P.M.	8.7	A	4.7	A	4.7	A
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.	10.7	B	<b>94.2</b>	<b>F</b>	<b>94.2</b>	<b>F</b>
		P.M.	6.6	A	7.3	A	7.3	A
54.	Fremont Blvd / Cushing Pkwy	A.M.	21.6	C	27.8	C	27.8	C
		P.M.	18.9	B	13.6	B	13.6	B

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold    na: not applicable

**TABLE ES 1 CONTINUED**

#	Intersection	Peak	Existing		2035 General Plan		2035 Growth Trend Alternative	
			Delay	LOS	Delay	LOS	Delay	LOS
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.	34.3	C	<b>65.1</b>	<b>E</b>	<b>68.0</b>	<b>E</b>
		P.M.	30.6	C	<b>61.2</b>	<b>E</b>	47.7	D
56.	Osgood Rd / Auto Mall Pkwy	A.M.	<b>67.2</b>	<b>E</b>	<b>182.6</b>	<b>F</b>	<b>182.6</b>	<b>F</b>
		P.M.	<b>100.1</b>	<b>F</b>	<b>252.9</b>	<b>F</b>	<b>252.9</b>	<b>F</b>
57.	I-680 SB Ramps / Durham Rd	A.M.	31.7	C	37.1	D	37.1	D
		P.M.	11.5	B	<b>129.2</b>	<b>F</b>	<b>129.2</b>	<b>F</b>
58.	I-680 NB Ramps / Durham Rd	A.M.	17.3	B	20.7	C	20.7	C
		P.M.	16.5	B	16.7	B	16.7	B
59.	Mission Blvd (north) / I-680 SB Ramps	A.M.	12.5	C	1.3	A	1.3	A
		P.M.	10.9	B	35.6	D	28.2	C
60.	Mission Blvd (north) / I-680 NB Ramps	A.M.	21.5	C	34.2	C	35.6	D
		P.M.	23.4	C	38.6	D	37.1	D
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.	<b>83.0</b>	<b>F</b>	<b>352.3</b>	<b>F</b>	<b>352.3</b>	<b>F</b>
		P.M.	34.3	C	<b>410.5</b>	<b>F</b>	<b>410.5</b>	<b>F</b>
62.	Warm Springs Blvd / Mission Blvd (SR-262)	A.M.	<b>73.3</b>	<b>E</b>	<b>405.9</b>	<b>F</b>	<b>405.9</b>	<b>F</b>
		P.M.	41.3	D	<b>395.0</b>	<b>F</b>	<b>395.0</b>	<b>F</b>
63.	Warm Springs Blvd / E. Warren Ave	A.M.	26.8	C	<b>69.0</b>	<b>E</b>	<b>69.1</b>	<b>E</b>
		P.M.	40.0	D	45.8	D	43.4	D
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.	38.9	D	<b>167.6</b>	<b>F</b>	<b>154.3</b>	<b>F</b>
		P.M.	51.5	D	<b>195.8</b>	<b>F</b>	<b>166.2</b>	<b>F</b>
67.	Ardenwood Blvd / Paseo Padre Pkwy	A.M.	23.1	C	23.2	C	24.4	C
		P.M.	25.9	C	20.5	C	19.9	B
68.	Fremont Blvd-McCarthy Blvd / Dixon Landing Rd	A.M.	11.6	B	<b>62.5</b>	<b>E</b>	<b>62.4</b>	<b>E</b>
		P.M.	15.4	B	<b>68.3</b>	<b>E</b>	<b>77.1</b>	<b>E</b>

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold    na: not applicable

**TABLE ES 2 UNSIGNALIZED INTERSECTION LOS SUMMARY**

#	Intersection	Peak	Existing		2035 General Plan		2035 Growth Trend Alternative	
			Delay	LOS	Delay	LOS	Delay	LOS
9.	Paseo Padre Pkwy / SR-84 WB Ramps	A.M.	12.9	B	N/A	N/A	N/A	N/A
		P.M.	17.7	C	N/A	N/A	N/A	N/A
10.	Thornton Ave / SR-84 EB Ramps	A.M.	24.1	C	N/A	N/A	N/A	N/A
		P.M.	21.0	C	N/A	N/A	N/A	N/A
65.	I-680 SB Ramps / Scott Creek Rd	A.M.	<b>49.9</b>	<b>F</b>	<b>690.1</b>	<b>F</b>	<b>416.6</b>	<b>F</b>
		P.M.	10.3	C	<b>200.6</b>	<b>F</b>	<b>247.1</b>	<b>F</b>
66.	I-680 NB Ramps / Scott Creek Rd	A.M.	2.6	A	3.0	B	2.3	B
		P.M.	6.1	B	<b>272.5</b>	<b>F</b>	<b>452.6</b>	<b>F</b>

Notes: Delay: in seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable LOS D are in bold na: not applicable  
<sup>1</sup> A four-way stop controlled intersection, the LOS rating is based on the average control delay experiences on all approaches. Delay is based on seconds per vehicle.  
<sup>2</sup> A two-way stop controlled intersection, the LOS rating is based on the worst approach.

Under the 2035 General Plan Condition, 34 of the 68 study intersections would operate at a LOS below LOS D. Of these 34 intersections, 29 would experience significant and unavoidable impacts.

Under the 2035 Growth Trend Alternative Condition, 31 of the 68 study intersections would operate at a LOS below LOS D. Of these 31 intersections, 19 would experience significant and unavoidable impacts.

**TABLE ES 3 ALAMEDA COUNTY FREEWAY SEGMENTS LOS SUMMARY**

#	Freeway Segment	From	To	Peak Period	Existing		2035 General Plan		2035 Growth Trend Alternative	
					V/C	LOS	V/C	LOS	V/C	LOS
1.	I-680 - NB	Scott Creek Rd	Mission Blvd (SR-262)	A.M.	0.65	C	0.70	C	0.68	C
				P.M.	<b>1.10</b>	<b>F</b>	<b>1.24</b>	<b>F</b>	<b>1.23</b>	<b>F</b>
2.	I-680 - NB	Mission Blvd (SR-262)	Durham Road	A.M.	0.71	C	0.69	C	0.70	C
				P.M.	<b>1.03</b>	<b>F</b>	<b>1.24</b>	<b>F</b>	<b>1.22</b>	<b>F</b>
3.	I-680 - NB	Durham Rd	Washington Blvd	A.M.	0.62	C	0.60	C	0.59	C
				P.M.	<b>1.08</b>	<b>F</b>	<b>1.23</b>	<b>F</b>	<b>1.21</b>	<b>F</b>
4.	I-680 - NB	Washington Blvd	Mission Blvd (SR-238)	A.M.	0.65	C	0.60	C	0.59	C
				P.M.	<b>1.04</b>	<b>F</b>	<b>1.21</b>	<b>F</b>	<b>1.20</b>	<b>F</b>
5.	I-680 - SB	Mission Blvd (SR-238)	Washington Blvd	A.M.	<b>1.06</b>	<b>F</b>	<b>1.50</b>	<b>F</b>	<b>1.50</b>	<b>F</b>
				P.M.	0.48	B	0.76	D	0.76	D
6.	I-680 - SB	Washington Blvd	Durham Rd	A.M.	<b>1.06</b>	<b>F</b>	<b>1.23</b>	<b>F</b>	<b>1.23</b>	<b>F</b>
				P.M.	0.48	B	0.63	C	0.62	C
7.	I-680 - SB	Durham Rd	Mission Blvd (SR-262)	A.M.	<b>1.06</b>	<b>F</b>	<b>1.25</b>	<b>F</b>	<b>1.25</b>	<b>F</b>
				P.M.	0.57	B	0.72	C	0.71	C
8.	I-680 - SB	Mission Blvd (SR-262)	Scott Creek Rd	A.M.	<b>1.06</b>	<b>F</b>	<b>1.34</b>	<b>F</b>	<b>1.36</b>	<b>F</b>
				P.M.	0.48	B	0.73	C	0.71	C
9.	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR-262)	A.M.	0.49	B	0.70	C	0.67	C
				P.M.	0.79	D	<b>1.13</b>	<b>F</b>	<b>1.12</b>	<b>F</b>
10.	I-880 - NB	Mission Blvd (SR-262)	Auto Mall Pkwy	A.M.	0.55	B	0.77	D	0.75	C
				P.M.	<b>1.02</b>	<b>F</b>	<b>1.45</b>	<b>F</b>	<b>1.42</b>	<b>F</b>
11.	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	A.M.	0.59	C	0.87	D	0.86	D
				P.M.	<b>1.05</b>	<b>F</b>	<b>1.50</b>	<b>F</b>	<b>1.47</b>	<b>F</b>
12.	I-880 - NB	Stevenson Blvd	Decoto Rd	A.M.	0.67	C	0.83	D	0.83	D
				P.M.	0.98	E	<b>1.02</b>	<b>F</b>	<b>0.99</b>	<b>E</b>
13.	I-880 - NB	Decoto Rd	Alvarado Blvd	A.M.	0.55	B	0.84	D	0.85	D
				P.M.	<b>0.92</b>	<b>E</b>	<b>1.12</b>	<b>F</b>	<b>1.10</b>	<b>F</b>
14.	I-880 - SB	Alvarado Blvd	Decoto Rd	A.M.	<b>1.03</b>	<b>F</b>	<b>1.36</b>	<b>F</b>	<b>1.34</b>	<b>F</b>
				P.M.	0.70	C	0.90	D	<b>0.91</b>	<b>E</b>
15.	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	A.M.	0.86	D	<b>0.94</b>	<b>E</b>	<b>0.94</b>	<b>E</b>
				P.M.	<b>1.14</b>	<b>F</b>	<b>1.12</b>	<b>F</b>	<b>1.10</b>	<b>F</b>
16.	I-880 - SB	Decoto Rd	Stevenson Blvd	A.M.	0.90	D	<b>1.08</b>	<b>F</b>	<b>1.07</b>	<b>F</b>
				P.M.	0.69	C	0.88	D	0.86	D
17.	I-880 - SB	Stevenson Blvd	Auto Mall Parkway	A.M.	<b>0.98</b>	<b>E</b>	<b>1.36</b>	<b>F</b>	<b>1.35</b>	<b>F</b>
				P.M.	0.62	C	0.72	C	0.73	C
18.	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR-262)	A.M.	<b>0.96</b>	<b>E</b>	<b>1.32</b>	<b>F</b>	<b>1.33</b>	<b>F</b>
				P.M.	0.51	B	0.56	B	0.57	B
19.	I-880 - SB	Mission Blvd (SR-262)	Dixon Landing Rd off-ramp	A.M.	0.76	D	0.87	D	0.88	D
				P.M.	0.49	B	0.45	B	0.43	B
20.	SR 84 - EB	Thornton Ave	Ardenwood Blvd	A.M.	0.18	A	0.40	B	0.38	B
				P.M.	0.86	D	<b>1.11</b>	<b>F</b>	<b>1.10</b>	<b>F</b>
21.	SR 84 - EB	Toll Plaza	Thornton Ave	A.M.	0.24	A	0.50	B	0.48	B
				P.M.	<b>1.09</b>	<b>F</b>	<b>1.35</b>	<b>F</b>	<b>1.35</b>	<b>F</b>
22.	SR 84 - WB	Thornton Ave	Toll Plaza	A.M.	0.82	D	<b>1.17</b>	<b>F</b>	<b>1.18</b>	<b>F</b>
				P.M.	0.27	A	0.49	B	0.47	B

Notes: V/C: Volume:Capacity Ratio LOS: Level of Service E/F Intersections operating below acceptable LOS E are in bold. V/C based Link Volumes directly from Travel Demand Models.

**TABLE ES 4 SANTA CLARA FREEWAY SEGMENTS LOS SUMMARY**

#	Freeway Segment	From	To	Lane Type	Peak Period	Existing		2035 General Plan		2035 Growth Trend Alternative	
						Density	LOS	Density	LOS	Density	LOS
1.	I-680 - NB	Calaveras Blvd/SR-237	Jacklin Rd	Mixed	A.M.	23.0	C	30.0	D	28.5	D
					P.M.	26.0	D	31.7	D	32.0	D
2.	I-680 - SB	Jacklin Rd	Calaveras Blvd/SR-237	Mixed	A.M.	24.0	C	<b>76.2</b>	<b>F</b>	<b>81.8</b>	<b>F</b>
					P.M.	32.0	D	27.4	D	27.1	D
				HOV	A.M.	20.0	C	43.5	D	43.2	D
					P.M.	11.0	A	2.4	A	2.4	A
3.	I-680 - NB	Jacklin Rd	Scott Creek Rd	Mixed	A.M.	27.8	D	23.8	C	22.7	C
					P.M.	25.0	C	35.6	D	35.9	D
4.	I-680 - SB	Scott Creek Rd	Jacklin Rd	Mixed	A.M.	26.0	D	<b>46.3</b>	<b>E</b>	<b>47.7</b>	<b>E</b>
					P.M.	24.0	C	27.5	D	27.1	D
				HOV	A.M.	18.1	C	43.2	D	42.2	D
					P.M.	8.0	A	2.1	A	2.1	A
5.	SR-237 - WB	I-880	McCarthy Blvd	Mixed	A.M.	<b>126.3</b>	<b>F</b>	24.7	C	25.5	C
					P.M.	27.8	D	11.1	B	10.5	A
6.	SR-237 - EB	McCarthy Blvd	I-880	Mixed	A.M.	20.9	C	17.6	B	17.1	B
					P.M.	<b>225.0</b>	<b>F</b>	31.7	D	32.2	D
				HOV	A.M.	N/A	N/A	N/A	N/A	N/A	N/A
					P.M.	N/A	N/A	N/A	N/A	N/A	N/A
7.	SR-237 - WB	McCarthy Blvd	Zanker Rd	Mixed	A.M.	<b>114.0</b>	<b>F</b>	35.4	D	35.8	D
					P.M.	31.2	D	18.6	C	17.8	B
				HOV	A.M.	25.0	C	31.3	D	33.0	D
					P.M.	8.0	A	9.0	A	8.5	A
8.	SR-237 - EB	Zanker Rd	McCarthy Blvd	Mixed	A.M.	23.0	C	29.1	D	28.3	D
					P.M.	<b>73.0</b>	<b>F</b>	<b>72.7</b>	<b>F</b>	<b>75.1</b>	<b>F</b>
				HOV	A.M.	9.1	A	8.6	A	7.8	A
					P.M.	30.0	D	<b>46.1</b>	<b>E</b>	<b>48.9</b>	<b>E</b>
9.	SR-237 - WB	Zanker Rd	N. First St	Mixed	A.M.	<b>55.0</b>	<b>E</b>	39.9	D	41.1	D
					P.M.	<b>49.1</b>	<b>E</b>	21.4	C	20.9	C
				HOV	A.M.	39.1	D	37.0	D	38.2	D
					P.M.	16.0	B	8.8	A	8.5	A
10.	SR-237 - EB	N. First St	Zanker Rd	Mixed	A.M.	32.0	D	14.7	B	14.4	B
					P.M.	<b>75.0</b>	<b>F</b>	31.3	D	32.3	D
				HOV	A.M.	20.0	C	8.8	A	8.0	A
					P.M.	35.0	D	32.4	D	32.9	D
11.	I-880 - NB	SR-237	Dixon Landing Rd	Mixed	A.M.	16.2	B	19.4	C	18.4	C
					P.M.	39.1	D	<b>46.6</b>	<b>E</b>	<b>47.3</b>	<b>E</b>
				HOV	A.M.	12.1	B	20.5	C	19.6	C
					P.M.	18.0	B	31.4	D	31.6	D
12.	I-880 - SB	Dixon Landing Rd	SR-237	Mixed	A.M.	42.5	D	38.6	D	39.7	D
					P.M.	18.7	C	11.8	B	11.4	B
				HOV	A.M.	44.0	D	33.5	D	32.5	D
					P.M.	11.0	A	15.0	B	14.9	B

Notes: LOS: Level of Service Published results E/F Intersections operating below acceptable LOS D are in bold. Existing LOS based on 2009 VTA CMP



**TABLE ES 5 CITY OF FREMONT STUDY ARTERIAL SEGMENTS**

#	Roadway Segment	From	To	Peak Period	Existing		2035 General Plan		2035 Growth Trend Alternative	
					Speed	LOS	Speed	LOS	Speed	LOS
1.	Mowry Ave - EB	I-880	Farwell Dr	A.M.	35	A	35	A	35	A
				P.M.	31	A	12	E	13	E
2.	Mowry Ave - EB	Farwell Dr	SR-84	A.M.	35	A	34	A	35	A
				P.M.	32	A	<b>5</b>	<b>F</b>	<b>10</b>	<b>E</b>
3.	Mowry Ave - WB	SR-84	Farwell Dr	A.M.	35	A	23	C	30	A
				P.M.	34	A	33	A	34	A
4.	Mowry Ave - WB	Farwell Dr	I-880	A.M.	35	A	11	E	<b>7</b>	<b>F</b>
				P.M.	35	A	33	A	34	A
5.	SR 84 / Mowry Ave (Fre) - WB	SR-238	Peralta Blvd	A.M.	39	A	25	C	37	A
				P.M.	40	A	28	C	23	C
6.	SR 84 / Peralta Blvd (Fre) - WB	Mowry Ave	Fremont Blvd	A.M.	33	B	40	A	40	A
				P.M.	37	A	39	A	40	A
7.	SR 84 / Fremont Blvd (Fre) - WB	Peralta Blvd	Thornton Ave	A.M.	34	A	35	A	35	A
				P.M.	12	E	34	A	34	A
8.	SR 84 / Thornton Ave - WB	Fremont Blvd	I-880 SB	A.M.	34	A	35	A	32	A
				P.M.	35	A	31	A	35	A
9.	SR 84 / Thornton Ave - EB	I-880 SB Ramps	Fremont Blvd	A.M.	35	A	34	A	26	B
				P.M.	33	A	34	A	34	A
10.	SR 84 / Fremont Blvd (Fre) - EB	Thornton Ave	Peralta Blvd	A.M.	35	A	34	A	35	A
				P.M.	24	C	35	A	35	A
11.	SR 84 / Peralta Blvd (Fre) - EB	Fremont Blvd	Mowry Ave	A.M.	40	A	40	A	40	A
				P.M.	40	A	39	A	39	A
12.	SR 84 / Mowry Ave (Fre) - EB	Peralta Blvd	SR-238	A.M.	40	A	37	A	28	B
				P.M.	39	A	18	D	20	D
13.	SR 238 (Mission Blvd ) - SB	Nursery Ave	Stevenson Blvd	A.M.	31	B	18	D	19	D
				P.M.	39	A	<b>12</b>	<b>F</b>	<b>1</b>	<b>F</b>
14.	SR 238 (Mission Blvd ) - SB	Stevenson Blvd	I-680 NB Ramp	A.M.	23	C	<b>6</b>	<b>F</b>	<b>7</b>	<b>F</b>
				P.M.	39	A	13	E	18	D
15.	SR 262 (Mission Blvd ) - EB	I-880 NB Ramps	I-680 NB Ramps	A.M.	32	B	23	C	22	D
				P.M.	26	C	<b>8</b>	<b>F</b>	<b>8</b>	<b>F</b>
16.	SR 262 (Mission Blvd ) - WB	I-680 NB Ramps	I-880 SB Ramps	A.M.	<b>10</b>	<b>F</b>	22	D	23	C
				P.M.	32	B	39	A	39	A
17.	Decoto Rd – WB	Fremont City Limits	I-880 NB Ramps	A.M.	38	A	34	B	34	B
				P.M.	39	A	39	A	38	A
18.	Decoto Rd – EB	I-880 NB Ramps	Fremont City Limits	A.M.	40	A	38	A	36	A
				P.M.	21	D	19	D	20	D
19.	SR 238 (Mission Blvd) – NB	I-680 NB Ramps	Stevenson Blvd	A.M.	42	A	<b>2</b>	<b>F</b>	<b>2</b>	<b>F</b>
				P.M.	44	A	<b>9</b>	<b>F</b>	<b>11</b>	<b>F</b>
20.	SR 238 (Mission Blvd) – NB	Stevenson Blvd	Nursery Ave	A.M.	44	A	<b>1</b>	<b>F</b>	<b>1</b>	<b>F</b>
				P.M.	35	A	<b>8</b>	<b>F</b>	<b>10</b>	<b>F</b>

Notes: Speed: MPH LOS: Level of Service E/F Intersections operating below acceptable LOS E are in bold. V/C based Link Volumes directly from Travel Demand Models.

## 2 ANALYSIS METHODOLOGY

Per the City of Fremont requirements, traffic conditions for the study intersections were evaluated using the methodologies provided in the 2000 Highway Capacity Manual (HCM). For reference purposes, LOS as defined in the HCM, is a quality measure describing operating conditions within a traffic stream. It is generally described in terms such as service measures like speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. The LOS at study intersections was calculated using TRAFFIX 7.9 software for signalized and unsignalized intersections. Assumptions for intersection lane geometry are provided in the Appendices. **Figures 2 through 4** show the intersection geometry and traffic control used for analysis.

The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of roadway and intersection performance. LOS can range from “A” representing free-flow conditions, to “F” representing extremely long delays. LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for a peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity.

### 2.1 Signalized Intersections

At signalized intersections, LOS is evaluated on the basis of average stopped delay for all vehicles at the intersection. **Table 5** defines the levels of service for signalized intersections.

**TABLE 5 SIGNALIZED INTERSECTIONS – LOS THRESHOLDS**

Level of Service	Average Stopped Delay (seconds/vehicle)	Description
A	Delay ≤ 10.0	Free flow; minimal to no delay
B	10.0 < Delay ≤ 20.0	Stable flow, but speeds are beginning to be restricted by traffic Condition; slight delays.
C	20.0 < Delay ≤ 35.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
D	35.0 < Delay ≤ 55.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
E	55.0 < Delay ≤ 80.0	Unstable flow with stop and go; delays
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Chapter 16-Signalized Intersections, 2000.  
Notes: <sup>1</sup> Control Delay per vehicle (in average seconds per vehicle)

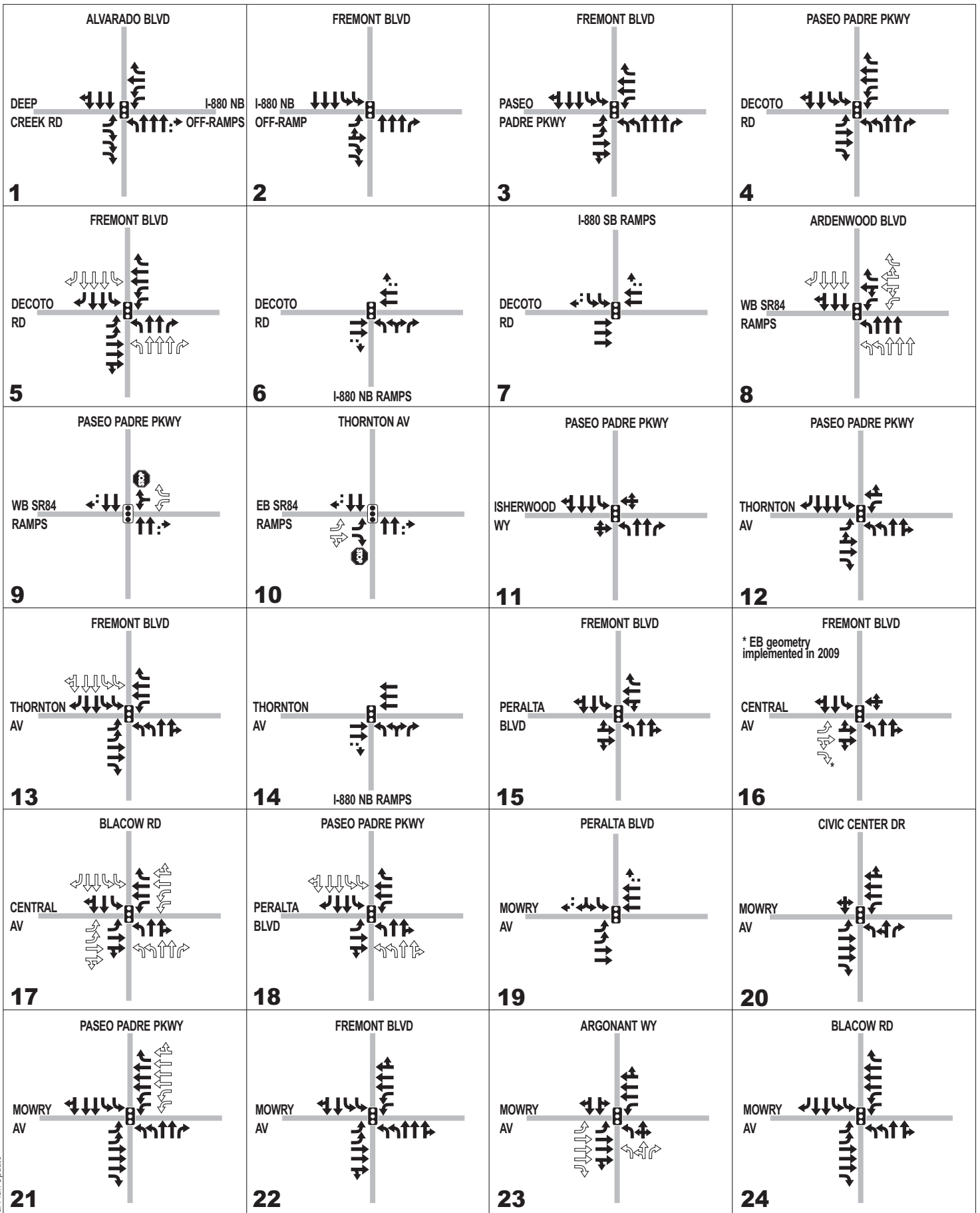
## 2.2 Unsignalized Intersections

At unsignalized intersections each approach to the intersection is evaluated separately and assigned a LOS. The LOS is based on the delay at the worst approach for two-way stop controlled intersections. Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue position to the first-in queue position. **Table 6** provides definitions of LOS for unsignalized intersections.

**TABLE 6 UNSIGNALIZED INTERSECTION – LOS THRESHOLDS**

Level of Service	Average Stopped Delay (seconds/vehicle)	Description
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short traffic delay
C	> 15 and ≤ 25	Average traffic delays
D	> 25 and ≤ 35	Long traffic delays
E	> 35 and ≤ 50	Very long traffic delays
F	> 50	Extreme delays potentially affecting other traffic movements in the intersection

Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Chapter 17-Unsignalized Intersections, 2000.  
Notes: Worst Approach Delay (in seconds per vehicle)



LEGEND	
00 - Study Intersection Number	⊞ - Signalized Intersection
← - Existing Geometry	⊞ - Signalized in 2009
↗ - Free Right Turn	○ - Unsignalized Intersection
↔ - Assumed 2035 Geometry	⊞ - Stop Sign Controlled

Fremont General Plan

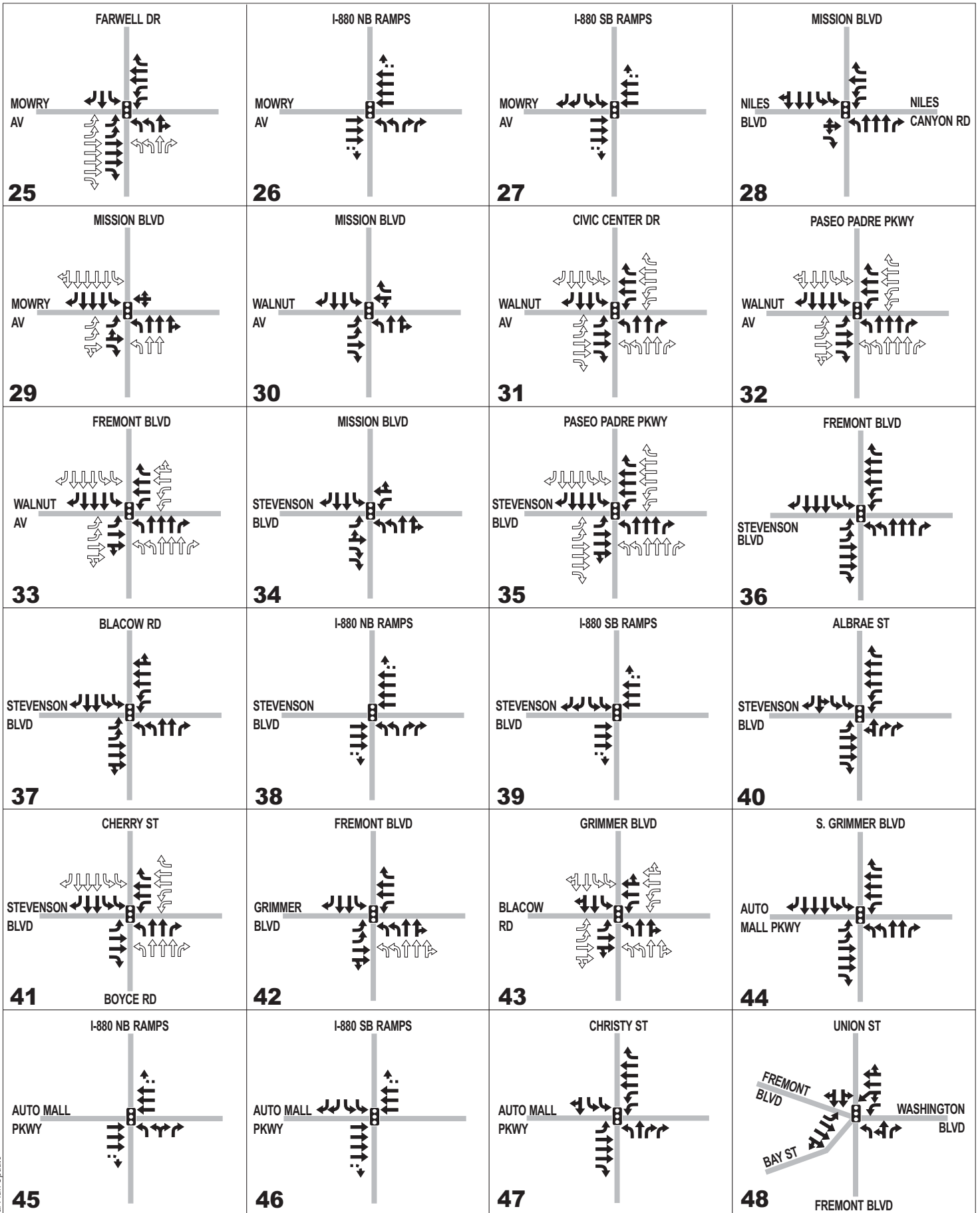
Schematic - Not to Scale

DKS Associates  
TRANSPORTATION SOLUTIONS

Figure 2

## Intersection Geometry and Traffic Control

07034-000 - Fremont General Plan Update



**LEGEND**

- 00 - Study Intersection Number
- ← - Existing Geometry
- ↗ - Free Right Turn
- ↔ - Assumed 2035 Geometry

- ⊞ - Signalized Intersection
- ⊞ - Signalized in 2009
- - Unsignalized Intersection
- ⊞ - Stop Sign Controlled

Fremont General Plan

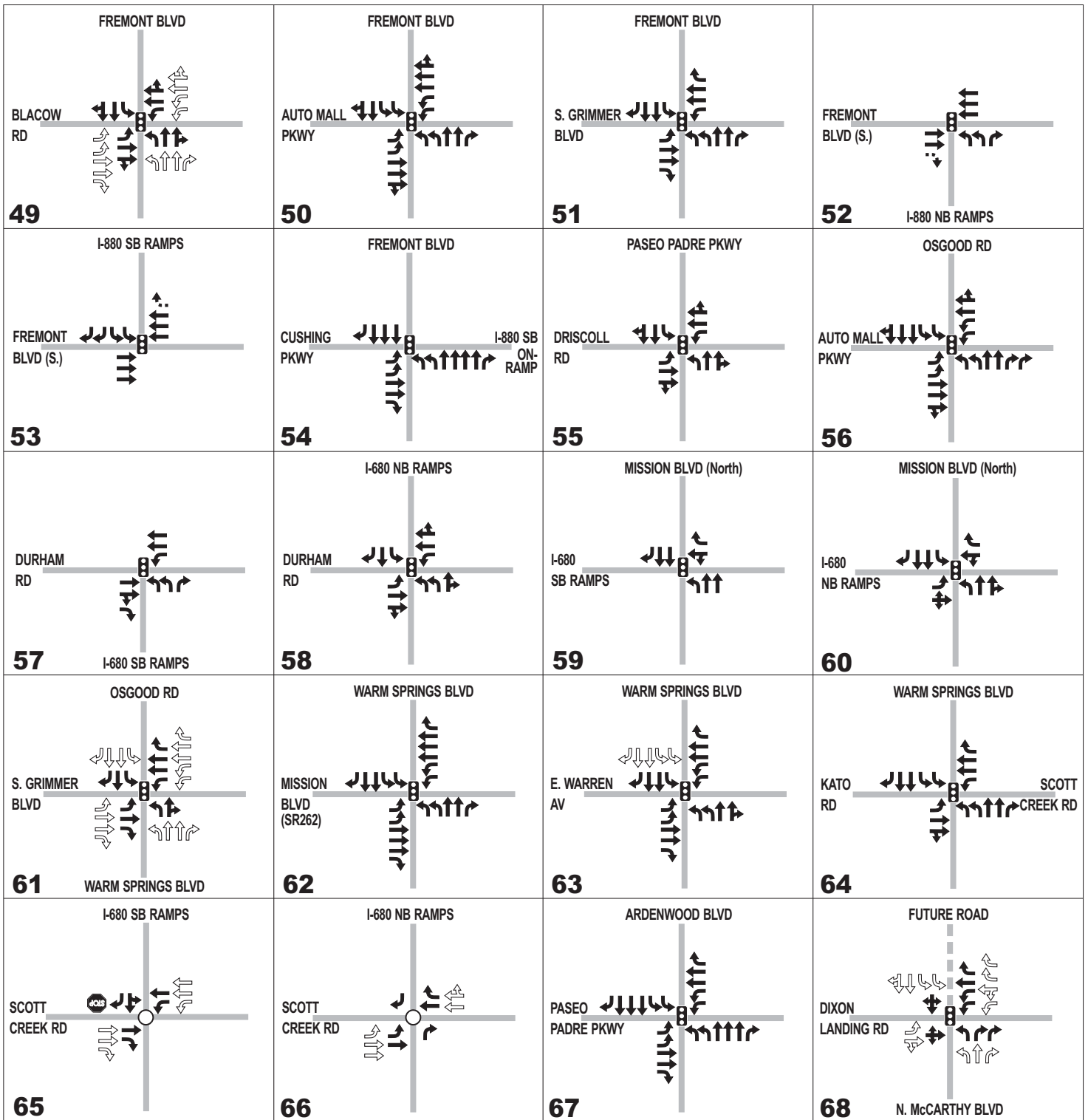


Schematic - Not to Scale

DKS Associates  
TRANSPORTATION SOLUTIONS

Figure 3

**Intersection Geometry and Traffic Control**



07/03/2000 - Fremont General Plan Update

LEGEND	
00	- Study Intersection Number
←	- Existing Geometry
↗	- Free Right Turn
↔	- Assumed 2035 Geometry
⊠	- Signalized Intersection
⊠ (with 2009)	- Signalized in 2009
○	- Unsignalized Intersection
⊠ (with STOP)	- Stop Sign Controlled
---	- Future Road

**Fremont General Plan**

**CITY OF Fremont**

Schematic - Not to Scale

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TRANSPORTATION SOLUTIONS

**Figure 4**

**Intersection Geometry and Traffic Control**

## 2.3 Roadway/Arterial Segment Analysis

### 2.3.1 Alameda County Roadway Segments - Level of Service

The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of roadway performance. LOS can range from “A” representing free-flow conditions, to “F” representing extremely low speeds. LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity with very low speeds, long delays and average speeds of less than half of the uncongested or free-flow speed.

The correlation between average travel speed (mph), volume-to-capacity (v/c) ratio and LOS is contained in **Table 7** for freeway segments. The relationship between arterial class, average speed and LOS for arterials within Alameda County is contained in **Table 8**.

**TABLE 7 FREEWAY SEGMENT LOS THRESHOLDS (ALAMEDA COUNTY)**

Level of Service	Average Travel Speed (mph)	Volume to Capacity (V/C) Ratio	Maximum Traffic Volume (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 <sup>1</sup>	<30	Variable	-

Source: Alameda County Transportation Commission. 2007 Congestion Management Program. Table 5. Thresholds based on the Transportation Research Board, Highway Capacity Manual, 1985.  
Notes: <sup>1</sup> Range for LOS F for Freeway Segments: F30-Average Travel Speed < 30 mph; F20-Average Travel Speed <20 mph; F10-Average Travel Speed < 10 mph.

**TABLE 8 ARTERIAL SEGMENT LOS THRESHOLDS (ALAMEDA COUNTY)**

Arterial Class	I	II	III
Range of Free Flow Speeds (mph)	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	40	33	27
<b>Level of Service</b>	<b>Average Travel Speed (mph)</b>		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F <sup>1</sup>	< 13	< 10	< 7

Source: Alameda County Transportation Commission. 2007 Congestion Management Program. Table 5. Thresholds based on the Transportation Research Board, Highway Capacity Manual, 1985.

**2.3.2 Santa Clara County Freeway Segments - Level of Service**

Because some of the potentially impacted freeway segments are in Santa Clara County, this analysis applied the procedures of the Santa Clara County CMP for those segments. To evaluate the existing freeway traffic conditions, as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the freeway system, the LOS was evaluated at segments along nearby freeway facilities using the operational analysis procedures from the Transportation Research Board’s 2000 Highway Capacity Manual, as required by the Santa Clara County Congestion Management Program.



As described in the 2000 Highway Capacity Manual, the determination of LOS for freeway segments is based on density, with density calculated as:

$$d = \frac{V}{N \times S}$$

where, d: density (vehicles per mile per lane, vpmpl)

V: peak hour volume (vehicles per hour, vph)

N: number of travel lanes (lanes)

S: average travel speed (miles per hour, mph)

**Table 9** identifies the ranges of density used to define levels of service for freeway segments. LOS ranges from LOS A, or free-flow conditions, to LOS F, or highly congested conditions. The density values from the LOS A/B, B/C and C/D thresholds are based on values from HCM 2000. The LOS D/E and E/F thresholds are modified from the values in HCM 2000 to reflect Santa Clara County conditions.

**TABLE 9 FREEWAY SEGMENT LOS THRESHOLDS (SANTA CLARA COUNTY)**

Level of Service	Density <sup>1</sup>	Speed (miles/hr)	Description of Traffic Condition
A	Density ≤ 11.0	67.0 ≤ speed	Free flow operations
B	11.0 < density ≤ 18.0	66.5 ≤ speed < 67.0	Reasonably free-flow, and free-flow speeds are maintained.
C	18.0 < density ≤ 26.0	66.0 ≤ speed < 66.5	Flow with speeds and or near the free-flow speed
D	26.0 < density ≤ 46.0	46.0 ≤ speed < 46.0	Level at which speed begin to decline with increasing flow
E	46.0 < density ≤ 58.0	35.0 ≤ speed < 46.0	Operation at capacity
F <sup>1</sup>	58.0 < density	Speed < 35.0	Breakdowns in vehicular flow

Source: Santa Clara County Congestion Management Program – Traffic LOS Analysis Guideline, December 1, 2006.  
<sup>1</sup>Density based on passenger cars per mile per lane (pcpml)

## 2.4 Standards of Significance

### Intersections

The City of Fremont identifies an acceptable intersection operating LOS as LOS D or better at all signalized intersections during the peak hours. A LOS E is a common condition for facilities with high volumes of regional traffic.

### ACTC – MTS Facilities

According to the ACTC, the performance standard of a CMP facility is LOS E. An exception is made for roadways that operated at LOS F under the 1991 “baseline” conditions. These roadways were “grandfathered” at LOS F.

For example, the roadway segment of I-880 from Dixon Landing Road to State Route 262/Mission Boulevard is a grandfathered segment<sup>1</sup> in the vicinity of the project. The SR-84 (Fremont Boulevard) westbound segment between Peralta Boulevard and Thornton Avenue that was found to operate at LOS in 1991 is a grandfathered principal arterial and thus except from CMP requirements.

The Metropolitan Transportation System designated by MTC includes Interstate 880 and Interstate 680. **Appendix E** shows the Metropolitan Transportation System Map. The designated CMP<sup>2</sup> system within the City of Fremont is listed in **Tables 2** and **4**.

### Santa Clara County CMP Facilities

According to the Santa Clara Valley Transportation Authority (VTA), the performance standard for Congestion Management Program (CMP) facilities is LOS E.

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<sup>1</sup> Alameda County Congestion Management Agency-2010 Congestion Management Program.

<sup>2</sup> Source: Alameda County Congestion Management Agency. 2010 Congestion Management Program.

### 3 CITYWIDE TRANSPORTATION SYSTEM

The City of Fremont roadway network is comprised of freeways, arterials, parkways, collector streets and local streets. **Figure 1** illustrates the City of Fremont roadway network.

**Freeways** are high speed (50+ mph); high capacity facilities with grade separated intersections intended to meet the need for long distance trips.

**Arterials** are medium speed (30-40 mph) high capacity local facilities which meet the demand for longer, through trips within a community between major commercial centers, residential facilities and regional highways.

**Collector streets** are relatively low speed (25-30 mph) low capacity streets which provide both access and movement within residential, commercial and industrial areas. These roads serve relatively short trips and are intended to collect vehicles from local streets and distribute them to the arterial network.

**Local streets** are low speed (15-25 mph), low volume streets whose primary function is land access. Movement on local streets is incidental and involves traveling to or from a collector street. Most local streets provide vehicle, pedestrian and utility access.

Regional and local access to the City of Fremont is provided via Interstate 880, Interstate 680, Highway 237, State Route 84/Decoto Road, Mission Boulevard (State Route 238/262), Mowry Avenue, Thornton Avenue, Paseo Padre Parkway, Warms Springs Road, Osgood Road, Driscoll Road, Stevenson Boulevard, Grimmer Boulevard, Auto Mall Parkway and Fremont Boulevard.

### 3.1 Alameda-Contra Costa Transit District (AC Transit)

The Alameda-Contra Costa County (AC) Transit provides bus service within Alameda County and provides connection to the VTA transit facilities in the City of Milpitas. AC Transit operates approximately 175 routes throughout the East Bay including several routes which have destinations at major transit hubs in neighboring Santa Clara, San Mateo, Contra Costa and San Francisco Counties.

### 3.2 Valley Transportation Authority (VTA)

VTA operates four express bus routes (Route 120, 140, 180 and 181) that connect between the Fremont BART Station and destinations within Santa Clara County.

### 3.3 Bay Area Rapid Transit (BART)

The BART System provides regional rail service and operates trains along five routes in the Bay Area: (1) Fremont - Richmond; (2) Fremont-Daly City; (3) Richmond – Millbrae/Daly City; (4) Dublin/Pleasanton – Millbrae/Daly City and (5) SFO - Pittsburg/Bay Point. The Richmond – Millbrae line runs between Daly City and Millbrae on weekdays only. The Fremont BART station is located near Mowry Avenue and Civic Center Drive.

There are two planned BART Stations (Irvington, Warm Springs) and 5.4 miles of new track currently being constructed in Fremont. The Warm Springs BART Station and tracks are anticipated to be completed by the year 2015.

### 3.4 Capitol Corridor and Altamont Commuter Express (ACE)

The Amtrak “Capitol Corridor” and the Altamont Commuter Express (ACE) serve the Fremont Centerville Train Station with passenger rail service. The Capitol Corridor provides daily service between San Jose and the Sacramento area, with intermediate stops in Hayward, Oakland, Richmond, Martinez, Suisun-Fairfield, and Davis. On weekdays and weekends, three trains provide service to Santa Clara and continuing to San Jose. In addition, three trains also provide service to Oakland and continue to Berkeley, Emeryville, Davis and Sacramento.

ACE provides weekday commute-hour service between Stockton and San Jose, with intermediate stops in Tracy, Livermore, Pleasanton, and Santa Clara. On weekdays, three morning and evening trains provide service to Santa Clara continuing to San Jose. Three additional trains provide service to Pleasanton, Livermore, Tracy, Lathrop and Stockton. ACE does not provide service on weekends.

### 3.5 Amtrak

Amtrak is a passenger rail system which operates in the whole country. In California, the route “Capitol Corridor” serves between Auburn and San Jose through Fremont.

### 3.6 Bicycle & Pedestrian Facilities

The City of Fremont most recently revised the Pedestrian Master Plan<sup>3</sup> in 2007 and the City Bicycle Master Plan<sup>4</sup> in 2005. These documents summarize the planned bicycle and pedestrian improvements which are designed to specifically improve the mobility and safety for bicyclists and pedestrians.

#### **Bicycle Facilities**

The 2005 City of Fremont Bicycle Master Plan<sup>5</sup> indicates existing bicycle facilities within the City. The existing system consists mainly of three classifications of bicycle facilities:

- Class I facilities (bike path) – are completely separated, with paved right-of-way (shared with pedestrians) which excludes general motor vehicle traffic. Examples of existing Class I facilities can be found at the Quarry Lakes Regional Recreation Area and Coyote Hills Regional Park.
- Class II facilities (bike lane) – provide a striped and stenciled lane for one-way bike travel on a street or highway. Examples of an existing Class II facility can be found along Paseo Padre Parkway, Ardenwood Blvd, Thornton Ave Deep Creek Rd, Mission Blvd and Cushing Parkway.
- Class III facilities (bike route) – a shared use roadway with motor vehicle traffic and is only identified by signage. Examples of an existing Class II facility can be found along Stevenson Blvd and E. Warren Ave.
  - Class III Frontage – Examples of an existing Class III Frontage can be found along Blacow Rd and Stevenson Blvd (between Davis St and Besco Dr).

In the City of Fremont bicycles are permitted on all roads with the exception of access-controlled freeways (i.e. I-880, I-680, etc.). **Appendix G** illustrates the current bicycle facilities network.

The Bicycle Master Plan provides recommendations on safe and accessible routes and is intended to improve and enhance bicycle transportation in the City of Fremont. The Recommended Bikeway Network includes Class I Bike Path Projects, Arterial Bikeway Projects, Intersection/Interchange Improvement Projects, and other bicycle network enhancement projects.

The City of Fremont follows California Green building code requirements for bicycle parking. Additionally the Zoning Code allows reduction in vehicle parking when bicycle parking is provided. **Appendix H** includes the proposed bicycle network.

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<sup>3</sup> City of Fremont – Pedestrian Master Plan. Adopted by City Council December 4<sup>th</sup>, 2007. Prepared by Alta Planning + Design.  
<http://www.fremont.gov/index.aspx?NID=649>

<sup>4</sup> City of Fremont Bicycle Master Plan. September 27, 2005.

<sup>5</sup> City of Fremont Bicycle Master Plan. September 27, 2005.

### **Recommended Improvements**

The plan identifies capital projects that should be implemented on a citywide basis including:

- Infill of sidewalk gaps
- Curb Ramp Improvements: install curb ramps where missing, truncated domes, and perpendicular curb ramps
- Signalized intersection improvements: revise pedestrian signal timing, install audible pedestrian signals
- Uncontrolled crosswalk improvements: construct high-visibility crosswalk markings, and curb extensions

## 4 EXISTING CONDITIONS

Turning movement counts were conducted at all study intersections during recent typical weekday A.M. and P.M. peak periods. The intersection turning movement count consisted of counting each vehicle at each study intersection location by turning movement, and included documenting intersection geometry diagrams and signal phasing. **Appendix A** includes the detailed intersection count sheets for the A.M. and P.M. peak periods.

Note that since the time the intersection turning movement counts were collected, traffic signals have been installed at the intersections of Thornton Ave/SR-84 Eastbound Ramps and Paseo Padre Pkwy/SR-84 Westbound Ramps. The signal installation for these two intersections was in the design stage when the intersection counts were collected; thus, the existing condition does not reflect the signalized operation.

Signal timing plans were obtained from the City of Fremont and Caltrans and supplemented with field observations. Existing roadway segment volumes were obtained from publically available Caltrans traffic counts databases.

**Figures 2 through 4** illustrate the intersection geometry and traffic control. **Appendix B** illustrates the Existing Conditions and 2035 General Plan traffic volumes at each study intersection.

The intersections and their corresponding existing levels of service are presented in **Table 10** for signalized intersections and **Table 11** for unsignalized intersections. **Appendices C and D** include the detailed calculation LOS analysis sheets for signalized and unsignalized intersections, including the weekday A.M. and P.M. peak hours.

The existing LOS for study roadway segments in Alameda County and Santa Clara County is presented in **Table 12**. The existing LOS for arterial segments in Fremont is presented in **Table 13**.

#### 4.1 Existing Intersection Level of Service

According to City of Fremont intersection level of service standards for signalized intersections, almost all of the 66 signalized study intersections currently operate at acceptable levels of service under the existing conditions, with the exception of the following intersections:

- 22. Fremont Blvd / Mowry Ave, LOS E (PM Peak Hr)
- 28. Mission Blvd / Niles Canyon Rd, LOS E (PM Peak Hr)
- 29. Mission Blvd / Mowry Ave, LOS F,F (AM,PM Peak Hr)
- 37. Blacow Rd / Stevenson Blvd, LOS E,F (AM,PM Peak Hr)
- 43. Blacow Rd / Grimmer Blvd, LOS F (AM Peak Hr)
- 50. Fremont Blvd / Auto Mall Pkwy, LOS E (PM Peak Hr)
- 56. Osgood Rd / Auto Mall Pkwy, LOS E,F (AM,PM Peak Hr)
- 61. Osgood Rd-Warm Springs Blvd / S. Grimmer Blvd, LOS F (AM Peak Hr)
- 62. Warm Springs Blvd / Mission Blvd (SR-262), LOS E (AM Peak Hr)
- 65. I-680 SB Ramps / Scott Creek Rd, LOS F (AM Peak Hr)



**TABLE 10 EXISTING SIGNALIZED INTERSECTION LOS SUMMARY**

#	Intersection	Peak	Existing	
			Delay	LOS
1.	Alvarado Blvd / Deep Creek Rd	A.M.	25.3	C
		P.M.	26.1	B
2.	Fremont Blvd / I-880 NB Off-Ramp	A.M.	17.5	B
		P.M.	21.6	C
3.	Fremont Blvd / Paseo Padre Pkwy	A.M.	40.3	D
		P.M.	42.4	D
4.	Paseo Padre Pkwy / Decoto Rd	A.M.	44.2	D
		P.M.	45.3	D
5.	Fremont Blvd / Decoto Rd	A.M.	43.8	D
		P.M.	41.7	D
6.	I-880 NB Ramps / Decoto Rd	A.M.	35.5	D
		P.M.	19.8	B
7.	I-880 SB Ramps / Decoto Rd	A.M.	25.5	C
		P.M.	14.2	B
8.	Ardenwood Blvd / WB SR-84 Ramps	A.M.	23.1	C
		P.M.	17.0	B
9.	Paseo Padre Pkwy / SR-84 WB Ramps <sup>1</sup>	A.M.	N/A	N/A
		P.M.	N/A	N/A
10.	Thornton Ave / SR-84 EB Ramps <sup>1</sup>	A.M.	N/A	N/A
		P.M.	N/A	N/A
11.	Paseo Padre Pkwy / Isherwood Way	A.M.	31.9	C
		P.M.	31.3	C
12.	Paseo Padre Pkwy / Thornton Ave	A.M.	50.3	D
		P.M.	38.8	D
13.	Fremont Blvd / Thornton Ave	A.M.	34.3	C
		P.M.	38.0	D
14.	I-880 NB off-ramp/Thornton Ave	A.M.	7.2	A
		P.M.	35.9	D
15.	Fremont Blvd / Peralta Blvd	A.M.	26.6	C
		P.M.	32.4	C
16.	Fremont Blvd / Central Ave	A.M.	28.9	C
		P.M.	35.0	C
17.	Central Ave / Blacow Rd	A.M.	29.1	C
		P.M.	31.8	C
18.	Paseo Padre Pkwy / Peralta Blvd	A.M.	40.3	D
		P.M.	51.3	D

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold  
na: not applicable  
1: Location newly signalized in 2009. Existing conditions study was performed prior to completion of traffic signal modification while intersection was still unsignalized.

**TABLE 10 CONTINUED**

#	Intersection	Peak	Existing	
			Delay	LOS
19.	Peralta Blvd / Mowry Ave	A.M.	15.1	B
		P.M.	15.4	B
20.	Civic Center Dr / Mowry Ave	A.M.	29.2	C
		P.M.	30.0	C
21.	Paseo Padre Pkwy / Mowry Ave	A.M.	40.3	D
		P.M.	38.4	D
22.	Fremont Blvd / Mowry Ave	A.M.	38.0	D
		P.M.	48.3	D
23.	Argonaut Way / Mowry Ave	A.M.	21.1	C
		P.M.	32.7	C
24.	Blacow Rd / Mowry Ave	A.M.	31.0	C
		P.M.	33.7	C
25.	Farwell Dr / Mowry Ave	A.M.	27.2	C
		P.M.	35.3	D
26.	I-880 NB off-ramp / Mowry Ave	A.M.	12.7	B
		P.M.	15.7	B
27.	I-880 SB off ramp / Mowry Ave	A.M.	12.5	B
		P.M.	16.2	B
28.	Mission Blvd / Niles Canyon Rd	A.M.	50.3	D
		P.M.	<b>58.3</b>	<b>E</b>
29.	Mission Blvd / Mowry Ave	A.M.	<b>104.7</b>	<b>F</b>
		P.M.	<b>89.5</b>	<b>F</b>
30.	Mission Blvd / Walnut Ave	A.M.	32.7	C
		P.M.	27.6	C
31.	Civic Center Dr / Walnut Ave	A.M.	30.2	C
		P.M.	31.8	C
32.	Paseo Padre Pkwy / Walnut Ave	A.M.	33.3	C
		P.M.	42.0	D
33.	Fremont Blvd / Walnut Ave	A.M.	39.2	D
		P.M.	50.8	D
34.	Mission Blvd / Stevenson Blvd	A.M.	30.3	C
		P.M.	27.4	C
35.	Paseo Padre Pkwy / Stevenson Blvd	A.M.	43.2	D
		P.M.	43.7	D
36.	Fremont Blvd / Stevenson Blvd	A.M.	37.6	D
		P.M.	39.8	D

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 10 CONTINUED**

#	Intersection	Peak	Existing	
			Delay	LOS
37.	Blacow Rd / Stevenson Blvd	A.M.	<b>57.9</b>	<b>E</b>
		P.M.	<b>119.9</b>	<b>F</b>
38.	I-880 NB Ramps / Stevenson Blvd	A.M.	13.0	B
		P.M.	14.5	B
39.	I-880 SB Ramps / Stevenson Blvd	A.M.	13.7	B
		P.M.	14.8	B
40.	Albrae St / Stevenson Blvd	A.M.	25.2	C
		P.M.	36.0	D
41.	Cherry St - Boyce Rd / Stevenson Blvd	A.M.	39.0	D
		P.M.	26.9	C
42.	Fremont Blvd / Grimmer Blvd	A.M.	38.3	D
		P.M.	37.6	D
43.	Blacow Rd / Grimmer Blvd	A.M.	<b>96.2</b>	<b>F</b>
		P.M.	49.6	D
44.	S. Grimmer Blvd / Auto Mall Pkwy	A.M.	38.8	D
		P.M.	43.1	D
45.	I-880 NB Ramps / Auto Mall Pkwy	A.M.	9.3	A
		P.M.	8.6	A
46.	I-880 SB Ramps / Auto Mall Pkwy	A.M.	12.8	B
		P.M.	12.3	B
47.	Christy St / Auto Mall Pkwy	A.M.	25.5	C
		P.M.	36.1	D
48.	Union St-Fremont Blvd / Washington Blvd	A.M.	25.2	C
		P.M.	30.8	C
49.	Fremont Blvd / Blacow Rd	A.M.	41.4	D
		P.M.	32.5	C
50.	Fremont Blvd / Auto Mall Pkwy	A.M.	40.5	D
		P.M.	<b>55.8</b>	<b>E</b>
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	43.3	D
		P.M.	38.2	D
52.	I-880 NB Ramps / Fremont Blvd (S)	A.M.	19.2	B
		P.M.	8.7	A
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.	10.7	B
		P.M.	6.6	A
54.	Fremont Blvd / Cushing Pkwy	A.M.	21.6	C
		P.M.	18.9	B

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F    Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 10 CONTINUED**

#	Intersection	Peak	Existing	
			Delay	LOS
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.	34.3	C
		P.M.	30.6	C
56.	Osgood Rd / Auto Mall Pkwy	A.M.	<b>67.2</b>	<b>E</b>
		P.M.	<b>100.1</b>	<b>F</b>
57.	I-680 SB Ramps / Durham Rd	A.M.	31.7	C
		P.M.	11.5	B
58.	I-680 NB Ramps / Durham Rd	A.M.	17.3	B
		P.M.	16.5	B
59.	Mission Blvd (north) / I-680 SB Ramps	A.M.	12.5	C
		P.M.	10.9	B
60.	Mission Blvd (north) / I-680 NB Ramps	A.M.	21.5	C
		P.M.	23.4	C
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.	<b>83.0</b>	<b>F</b>
		P.M.	34.3	C
62.	Warm Springs Blvd / Mission Blvd (SR-262)	A.M.	<b>73.3</b>	<b>E</b>
		P.M.	41.3	D
63.	Warm Springs Blvd / E. Warren Ave	A.M.	26.8	C
		P.M.	40.0	D
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.	38.9	D
		P.M.	51.5	D
67.	Ardenwood Blvd / Paseo Padre Pkwy	A.M.	23.1	C
		P.M.	25.9	C
68.	Fremont Blvd-McCarthy Blvd / Dixon Landing Rd	A.M.	11.6	B
		P.M.	15.4	B

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F    Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 11 EXISTING UNSIGNALIZED INTERSECTION LOS SUMMARY**

#	Intersection	Peak	Existing	
			Delay	LOS
9.	Paseo Padre Pkwy / SR-84 WB Ramps	A.M.	12.9	B
		P.M.	17.7	C
10.	Thornton Ave / SR-84 EB Ramps	A.M.	24.1	C
		P.M.	21.0	C
65.	I-680 SB Ramps / Scott Creek Rd	A.M.	<b>49.9</b>	<b>F</b>
		P.M.	10.3	C
66.	I-680 NB Ramps / Scott Creek Rd	A.M.	2.6	A
		P.M.	6.1	B

Notes: Delay: in seconds per vehicle    LOS: Level of Service    **E/F** Intersections operating below acceptable LOS D are in bold    na: not applicable

<sup>1</sup> A four-way stop controlled intersection, the LOS rating is based on the average control delay experiences on all approaches. Delay is based on seconds per vehicle.

<sup>2</sup> A two-way stop controlled intersection, the LOS rating is based on the worst approach.

## 4.2 Existing Roadway/Arterial Segment - Level of Service

**TABLE 12 EXISTING ALAMEDA COUNTY FREEWAY SEGMENTS LOS SUMMARY**

#	Freeway Segment	From	To	Peak Period	Existing	
					V/C	LOS
1.	I-680 - NB	Scott Creek Rd	Mission Blvd (SR-262)	A.M.	0.65	C
				P.M.	<b>1.10</b>	<b>F</b>
2.	I-680 - NB	Mission Blvd (SR-262)	Durham Road	A.M.	0.71	C
				P.M.	<b>1.03</b>	<b>F</b>
3.	I-680 - NB	Durham Rd	Washington Blvd	A.M.	0.62	C
				P.M.	<b>1.08</b>	<b>F</b>
4.	I-680 - NB	Washington Blvd	Mission Blvd (SR-238)	A.M.	0.65	C
				P.M.	<b>1.04</b>	<b>F</b>
5.	I-680 - SB	Mission Blvd (SR-238)	Washington Blvd	A.M.	<b>1.06</b>	<b>F</b>
				P.M.	0.48	B
6.	I-680 - SB	Washington Blvd	Durham Rd	A.M.	<b>1.06</b>	<b>F</b>
				P.M.	0.48	B
7.	I-680 - SB	Durham Rd	Mission Blvd (SR-262)	A.M.	<b>1.06</b>	<b>F</b>
				P.M.	0.57	B
8.	I-680 - SB	Mission Blvd (SR-262)	Scott Creek Rd	A.M.	<b>1.06</b>	<b>F</b>
				P.M.	0.48	B
9.	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR-262)	A.M.	0.49	B
				P.M.	0.79	D
10.	I-880 - NB	Mission Blvd (SR-262)	Auto Mall Pkwy	A.M.	0.55	B
				P.M.	<b>1.02</b>	<b>F</b>
11.	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	A.M.	0.59	C
				P.M.	<b>1.05</b>	<b>F</b>
12.	I-880 - NB	Stevenson Blvd	Decoto Rd	A.M.	0.67	C
				P.M.	0.98	E
13.	I-880 - NB	Decoto Rd	Alvarado Blvd	A.M.	0.55	B
				P.M.	0.92	E
14.	I-880 - SB	Alvarado Blvd	Decoto Rd	A.M.	<b>1.03</b>	<b>F</b>
				P.M.	0.70	C
15.	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	A.M.	0.86	D
				P.M.	<b>1.14</b>	<b>F</b>
16.	I-880 - SB	Decoto Rd	Stevenson Blvd	A.M.	0.90	D
				P.M.	0.69	C
17.	I-880 - SB	Stevenson Blvd	Auto Mall Parkway	A.M.	0.98	E
				P.M.	0.62	C
18.	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR-262)	A.M.	0.96	E
				P.M.	0.51	B
19.	I-880 - SB	Mission Blvd (SR-262)	Dixon Landing Rd off-ramp	A.M.	0.76	D
				P.M.	0.49	B
20.	SR-84 - EB	Thornton Ave	Ardenwood Blvd	A.M.	0.18	A
				P.M.	0.86	D
21.	SR-84 - EB	Toll Plaza	Thornton Ave	A.M.	0.24	A
				P.M.	<b>1.09</b>	<b>F</b>
22.	SR-84 - WB	Thornton Ave	Toll Plaza	A.M.	0.82	D
				P.M.	0.27	A

Notes: V/C: Volume:Capacity Ratio LOS: Level of Service E/F Segments operating at capacity are in bold. V/C based Link Volumes directly from Travel Demand Models.

**TABLE 12 (CONTINUED)**

#	Freeway Segment	From	To	Lane Type	Peak Period	Existing	
						Density	LOS
1.	I-680 - NB	Calaveras Blvd/SR-237	Jacklin Rd	Mixed	A.M.	23.0	C
					P.M.	26.0	D
2.	I-680 - SB	Jacklin Rd	Calaveras Blvd/SR-237	Mixed	A.M.	24.0	C
					P.M.	32.0	D
				HOV	A.M.	20.0	C
					P.M.	11.0	A
3.	I-680 - NB	Jacklin Rd	Scott Creek Rd	Mixed	A.M.	27.8	D
					P.M.	25.0	C
4.	I-680 - SB	Scott Creek Rd	Jacklin Rd	Mixed	A.M.	26.0	D
					P.M.	24.0	C
				HOV	A.M.	18.1	C
					P.M.	8.0	A
5.	SR-237 - WB	I-880	McCarthy Blvd	Mixed	A.M.	<b>126.3</b>	<b>F</b>
					P.M.	27.8	D
6.	SR-237 - EB	McCarthy Blvd	I-880	Mixed	A.M.	20.9	C
					P.M.	<b>225.0</b>	<b>F</b>
				HOV	A.M.	N/A	N/A
					P.M.	N/A	N/A
7.	SR-237 - WB	McCarthy Blvd	Zanker Rd	Mixed	A.M.	<b>114.0</b>	<b>F</b>
					P.M.	31.2	D
				HOV	A.M.	25.0	C
					P.M.	8.0	A
8.	SR-237 - EB	Zanker Rd	McCarthy Blvd	Mixed	A.M.	23.0	C
					P.M.	<b>73.0</b>	<b>F</b>
				HOV	A.M.	9.1	A
					P.M.	30.0	D
9.	SR-237 - WB	Zanker Rd	N. First St	Mixed	A.M.	<b>55.0</b>	<b>E</b>
					P.M.	<b>49.1</b>	<b>E</b>
				HOV	A.M.	39.1	D
					P.M.	16.0	B
10.	SR-237 - EB	N. First St	Zanker Rd	Mixed	A.M.	32.0	D
					P.M.	<b>75.0</b>	<b>F</b>
				HOV	A.M.	20.0	C
					P.M.	35.0	D
11.	I-880 - NB	SR-237	Dixon Landing Rd	Mixed	A.M.	16.2	B
					P.M.	39.1	D
				HOV	A.M.	12.1	B
					P.M.	18.0	B
12.	I-880 - SB	Dixon Landing Rd	SR-237	Mixed	A.M.	42.5	D
					P.M.	18.7	C
				HOV	A.M.	44.0	D
					P.M.	11.0	A

Notes: LOS: Level of Service E/F Segments operating below acceptable LOS D levels are in bold. Existing LOS based on 2009 VTA CMP Published results

**TABLE 13 EXISTING CITY OF FREMONT STUDY ARTERIAL SEGMENTS**

#	Roadway Segment	From	To	Peak Period	Existing	
					Speed	LOS
1.	Mowry Ave - EB	I-880	Farwell Dr	A.M.	35	A
				P.M.	31	A
2.	Mowry Ave - EB	Farwell Dr	SR-84	A.M.	35	A
				P.M.	32	A
3.	Mowry Ave - WB	SR-84	Farwell Dr	A.M.	35	A
				P.M.	34	A
4.	Mowry Ave - WB	Farwell Dr	I-880	A.M.	35	A
				P.M.	35	A
5.	SR-84 / Mowry Ave (Fre) - WB	SR-238	Peralta Blvd	A.M.	39	A
				P.M.	40	A
6.	SR-84 / Peralta Blvd (Fre) - WB	Mowry Ave	Fremont Blvd	A.M.	33	B
				P.M.	37	A
7.	SR-84 / Fremont Blvd (Fre) - WB	Peralta Blvd	Thornton Ave	A.M.	34	A
				P.M.	12	E
8.	SR-84 / Thornton Ave - WB	Fremont Blvd	I-880 SB	A.M.	34	A
				P.M.	35	A
9.	SR-84 / Thornton Ave - EB	I-880 SB Ramps	Fremont Blvd	A.M.	35	A
				P.M.	33	A
10.	SR-84 / Fremont Blvd (Fre) - EB	Thornton Ave	Peralta Blvd	A.M.	35	A
				P.M.	24	C
11.	SR-84 / Peralta Blvd (Fre) - EB	Fremont Blvd	Mowry Ave	A.M.	40	A
				P.M.	40	A
12.	SR-84 / Mowry Ave (Fre) - EB	Peralta Blvd	SR-238	A.M.	40	A
				P.M.	39	A
13.	SR-238 (Mission Blvd) - SB	Nursery Ave	Stevenson Blvd	A.M.	31	B
				P.M.	39	A
14.	SR-238 (Mission Blvd) - SB	Stevenson Blvd	I-680 NB Ramp	A.M.	23	C
				P.M.	39	A
15.	SR-262 (Mission Blvd) - EB	I-880 NB Ramps	I-680 NB Ramps	A.M.	32	B
				P.M.	26	C
16.	SR-262 (Mission Blvd) - WB	I-680 NB Ramps	I-880 SB Ramps	A.M.	<b>10</b>	<b>F</b>
				P.M.	32	B
17.	Decoto Rd – WB	Fremont City Limits	I-880 NB Ramps	A.M.	38	A
				P.M.	39	A
18.	Decoto Rd – EB	I-880 NB Ramps	Fremont City Limits	A.M.	40	A
				P.M.	21	D
19.	SR-238 (Mission Blvd) – NB	I-680 NB Ramps	Stevenson Blvd	A.M.	42	A
				P.M.	44	A
20.	SR-238 (Mission Blvd) – NB	Stevenson Blvd	Nursery Ave	A.M.	44	A
				P.M.	35	A

Notes: Speed: MPH LOS: Level of Service E/F Segments operating at capacity are in bold. V/C based Link Volumes directly from Travel Demand Models.



According to roadway/arterial LOS standards, all study roadway segments currently operate at acceptable levels of service under the existing conditions, with the exception of the following segments:

Alameda County Roadway

1. I-680 NB from Scott Creek Rd to Mission Blvd (SR-262), LOS F (PM Peak Hr)
2. I-680 NB from Mission Blvd (SR-262) to Durham Rd, LOS F (PM Peak Hr)
3. I-680 NB from Durham Rd to Washington Blvd, LOS F (PM Peak Hr)
4. I-680 NB from Washington Blvd to Mission Blvd (SR-238), LOS F (PM Peak Hr)
5. I-680 SB from Mission Blvd (SR-238) to Washington Blvd, LOS F (AM Peak Hr)
6. I-680 SB from Washington Blvd to Durham Rd, LOS F (AM Peak Hr)
7. I-680 SB from Durham Rd to Mission Blvd (SR-262), LOS F (AM Peak Hr)
8. I-680 SB from Mission Blvd (SR-262) to Scott Creek Rd, LOS F (AM Peak Hr)
3. I-880 NB from Mission Blvd (SR-262) to Auto Mall Pkwy, LOS F (PM Peak Hr)
4. I-880 NB from Auto Mall Pkwy to Stevenson Blvd, LOS F (PM Peak Hr)
10. I-880 SB from Alvarado Blvd to Decoto Rd, LOS F (AM Peak Hr)
11. I-880 NB from Alvarado Blvd to Alvarado-Niles Blvd, LOS F (PM Peak Hr)
15. SR-84 EB from Toll Plaza to Thornton Ave, LOS F (PM Peak Hr)

Santa Clara County

18. SR-237 WB from I-880 to McCarthy Blvd, LOS F (AM Peak Hr)
19. SR-237 EB from McCarthy Blvd to I-880, LOS F (PM Peak Hr)
20. SR-237 WB from McCarthy Blvd to Zanker Rd, LOS F (AM Peak Hr)
21. SR-237 EB from Zanker Rd to McCarthy Blvd, LOS F (PM Peak Hr)
22. SR-237 WB from Zanker Rd to N. First ST, LOS E,E (AM, PM Peak Hr)
23. SR-237 EB from N. First St to Zanker Rd, LOS F (PM Peak Hr)

City of Fremont

SR-262 (Mission Blvd) WB from I-680 NB Ramps to I-880 SB Ramps, LOS F (AM Peak Hr)  
Year 2035 General Plan CONDITION

### 4.3 Significance Criteria and Project Impacts

Significant traffic impacts at signalized intersections are defined to occur when the addition of project traffic causes:

1. Intersection operations to deteriorate to LOS E or F under Project Conditions; or
2. A substantial increase in average delay at an intersection operating at LOS E or F.
3. For intersections operating at unacceptable levels (LOS E or F), an average delay increase of more than four seconds due to the addition of project related traffic is typically considered as the threshold for a significant impact. For this analysis, two separate significance criteria were considered, one for City of Fremont locations, and one for Caltrans locations.
  - a. For the City of Fremont locations, an average delay increase of more than four seconds to intersections operating at LOS E or F intersections was considered a significant impact.
  - b. For Caltrans locations with an unacceptable LOS (LOS E or F), that LOS must be maintained. Any location with an LOS E or F that was not maintained was considered a significant impact.
4. The City of Fremont monitors roadway operations at unsignalized intersections and does not have a significant threshold for acceptable and unacceptable intersection LOS operations for unsignalized intersections. No unsignalized intersections are part of the DRAFT General Plan Update Condition analysis as they are considered for signal warrants on an as needed basis consistent with the California Manual for Uniform Traffic Control Devices (MUTCD) and location criteria of the City.

### 4.4 Cumulative Year 2035 General Plan Methodology

Future estimated turning movement volumes under 2035 General Plan Conditions were developed using travel demand forecasting tools. Travel forecasts can be developed in several ways. They can be assumed to be added to existing volumes, added to assumptions about background future volumes, or determined by looking at different land use forecasts between scenarios. Each technique has an appropriateness tailored to the questions and scale of the content.

Several different pre-developed tools are available to provide these forecasts. These tools, called travel demand models (more simply “models”), are available on a variety of scales, levels of detail and accuracy, and different types of logic. For Alameda County studies, the Alameda Countywide Travel Demand Forecasting Model provides an important resource of information about countywide travel. This study modified this model to create a new model (Simply called “the Fremont Model”) which increased focus on planned improvements within the City of Fremont. This study used key data from this model, and estimated traffic needs based on the background regional traffic from the model, as well as trip distribution patterns and

mode choice percentages forecasted for the City of Fremont as derived from the Fremont Model.

DKS reviewed recent travel forecast model output projections for roadway segments specifically focused within the City of Fremont. From this review, DKS obtained growth projections (roadway segment link demands) between two years, 2005 and 2035. These growth projections were then used to estimate the reasonable change in traffic volumes between the Existing and 2035 General Plan Conditions.

In order to evaluate year 2035 traffic conditions, as well as provide a basis for comparison of alternative scenario conditions, the 2035 cumulative projections had to be modified by applying the “Furness” method to convert model link demands into individual turning movements at study intersections.

#### “Furness” Method

Once the cumulative growth was estimated along each of the study roadway locations, the cumulative baseline growth projections were then used to develop 2035 baseline intersection turning movement volumes through the “Furness” method. The “Furness” method involves the conversion of model link volumes to intersection turning movement volumes. DKS applied the “Furness” method with approximately 100 iterations to achieve balancing of link volumes within the roadway network and to generate 2035 cumulative intersection turning movement volumes.

In general, outputs from the travel demand model were not used directly in the traffic analysis. Instead, changes in forecast demand volumes between the base year and the cumulative year as produced by the travel demand model will be added to existing traffic demand volumes. In general this approach is illustrated in the following equation:

$$\text{Cumulative Year demand} = \text{Existing (Observed) demand} + (\text{Cumulative Year model forecast} - \text{“Current Year” model forecast})$$

This process may also be summarized as follows:

1. Generate 2005 and 2035 City of Fremont Model forecasts for each intersection approach and departure link;
2. Compute the model growth for each link (2035 model output minus 2005 model output);
3. Apply Furness methodology to compute individual turning movement demand forecasts using existing turn movement counts and forecast approach and departure link growth from Step 2); and
4. Perform reasonableness check and manually adjust volumes where needed.

Because the ACTC 2035 Countywide model, on which the City of Fremont model is based, did not include the extension of BART to Downtown San Jose and the expected changes in the feeder bus network, and the station modes of access not fully defined in the Countywide model, DKS used more refined forecasts of traffic volumes in the south part of Fremont. The BART Warm Springs Extension SEIR looked at these modes of access in depth; and included forecasted traffic volumes to 2025. Using these forecasts, DKS applied a 1.5% per annum

growth rate to calculate 2035 traffic volumes. The 1.5% growth rate is consistent with prior traffic studies and forecasted growth in Fremont.

**Figures 2 through 4** illustrate the intersection geometry and traffic control. **Appendix B** illustrates the Existing Conditions and 2035 General Plan traffic volumes at each study intersection.

**Appendix C** includes the detailed calculation LOS analysis sheets for signalized intersections, including the weekday A.M. and P.M. peak hours. **Appendix D** includes the detailed calculation LOS analysis sheets for unsignalized intersections, including the weekday A.M. and P.M. peak hours.

#### 4.5 2035 General Plan Intersection - Level of Service

According to City of Fremont current General Plan signalized intersection LOS standards of D, about two-thirds of the signalized study intersections would operate below acceptable levels of service under the 2035 General Plan conditions. These are shown in **Table 14**.

The 2035 General Plan Condition intersections levels of service are presented in **Table 15** for signalized intersections and **Table 16** for unsignalized intersections.

**TABLE 14 2035 GENERAL PLAN CONDITION INTERSECTIONS OPERATING BELOW ACCEPTABLE LOS**

#	Description	Period	LOS
1)	Alvarado Blvd / Deep Creek Rd	A.M.,	E,
3)	Fremont Blvd / Paseo Padre Pkwy	,P.M.	,F
4)	Paseo Padre Pkwy / Decoto Rd	A.M.,P.M.	F,F
5)	Fremont Blvd / Decoto Rd	A.M.,P.M.	F,F
6)	I-880 NB Ramps / Decoto Rd	A.M.,P.M.	F,E
7)	I-880 SB Ramps / Decoto Rd	A.M.,	F,
11)	Paseo Padre Pkwy / Isherwood Way	A.M.,P.M.	F,F
12)	Paseo Padre Pkwy / Thornton Ave	A.M.,P.M.	F,F
16)	Fremont Blvd / Central Ave	A.M.,P.M.	F,F
18)	Paseo Padre Pkwy / Peralta Blvd	,P.M.	,F
21)	Paseo Padre Pkwy / Mowry Ave	A.M.,P.M.	F,F
22)	Fremont Blvd / Mowry Ave	,P.M.	,F
24)	Blacow Rd / Mowry Ave	A.M.,P.M.	F,F
28)	Mission Blvd / Niles Canyon Rd	A.M.,P.M.	F,F
29)	Mission Blvd / Mowry Ave	A.M.,P.M.	F,F
30)	Mission Blvd / Walnut Ave	A.M.,P.M.	F,F
34)	Mission Blvd / Stevenson Blvd	A.M.,P.M.	F,F
37)	Blacow Rd / Stevenson Blvd	A.M.,P.M.	F,F
42)	Fremont Blvd / Grimmer Blvd	,P.M.	,E
43)	Grimmer Blvd / Blacow Rd	A.M.,P.M.	F,F
44)	S. Grimmer Blvd / Auto Mall Pkwy	,P.M.	,F
48)	Union St-Fremont Blvd / Washington Blvd	A.M.,P.M.	F,F
50)	Fremont Blvd / Auto Mall Pkwy	A.M.,P.M.	F,F
51)	Fremont Blvd / S. Grimmer Blvd	A.M.,	F,
53)	I-880 SB Ramps / Fremont Blvd (S)	A.M.,	F,
55)	Paseo Padre Pkwy / Driscoll Rd	A.M.,P.M.	E,E
56)	Osgood Rd / Auto Mall Pkwy	A.M.,P.M.	F,F
57)	I-680 SB Ramps / Durham Rd	,P.M.	,F
61)	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.,P.M.	F,F
62)	Warm Springs Blvd / Mission Blvd (SR262)	A.M.,P.M.	F,F
63)	Warm Springs Blvd / E. Warren Ave	A.M.,	E,
64)	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.,P.M.	F,F
68)	Fremont Blvd / Dixon Landing Rd	A.M.,P.M.	E,E

**TABLE 15 2035 GENERAL PLAN CONDITION SIGNALIZED INTERSECTION LOS SUMMARY**

#	Intersection	Peak	2035 General Plan	
			Delay	LOS
1.	Alvarado Blvd / Deep Creek Rd	A.M.	<b>76.9</b>	<b>E</b>
		P.M.	46.3	D
2.	Fremont Blvd / I-880 NB Off-Ramp	A.M.	21.0	C
		P.M.	19.0	B
3.	Fremont Blvd / Paseo Padre Pkwy	A.M.	35.4	D
		P.M.	<b>80.3</b>	<b>F</b>
4.	Paseo Padre Pkwy / Decoto Rd	A.M.	<b>156.9</b>	<b>F</b>
		P.M.	<b>123.5</b>	<b>F</b>
5.	Fremont Blvd / Decoto Rd	A.M.	<b>105.4</b>	<b>F</b>
		P.M.	<b>107.1</b>	<b>F</b>
6.	I-880 NB Ramps / Decoto Rd	A.M.	<b>167.1</b>	<b>F</b>
		P.M.	<b>67.4</b>	<b>E</b>
7.	I-880 SB Ramps / Decoto Rd	A.M.	<b>94.9</b>	<b>F</b>
		P.M.	14.7	B
8.	Ardenwood Blvd / WB SR-84 Ramps	A.M.	20.1	C
		P.M.	18.1	B
9.	Paseo Padre Pkwy / SR-84 WB Ramps	A.M.	16.2	B
		P.M.	8.8	A
10.	Thornton Ave / SR-84 EB Ramps	A.M.	38.8	D
		P.M.	28.6	C
11.	Paseo Padre Pkwy / Isherwood Way	A.M.	<b>143.5</b>	<b>F</b>
		P.M.	<b>152.5</b>	<b>F</b>
12.	Paseo Padre Pkwy / Thornton Ave	A.M.	<b>217.5</b>	<b>F</b>
		P.M.	<b>146.0</b>	<b>F</b>
13.	Fremont Blvd / Thornton Ave	A.M.	28.2	C
		P.M.	32.3	C
14.	I-880 NB off-ramp/Thornton Ave	A.M.	7.9	A
		P.M.	37.1	D
15.	Fremont Blvd / Peralta Blvd	A.M.	23.5	C
		P.M.	<b>72.7</b>	<b>E</b>
16.	Fremont Blvd / Central Ave	A.M.	<b>121.5</b>	<b>F</b>
		P.M.	<b>109.9</b>	<b>F</b>
17.	Central Ave / Blacow Rd	A.M.	36.1	D
		P.M.	32.7	C
18.	Paseo Padre Pkwy / Peralta Blvd	A.M.	<b>68.8</b>	<b>E</b>
		P.M.	<b>164.7</b>	<b>F</b>

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 15 (CONTINUED)**

#	Intersection	Peak	2035 General Plan	
			Delay	LOS
19.	Peralta Blvd / Mowry Ave	A.M.	11.0	B
		P.M.	13.1	B
20.	Civic Center Dr / Mowry Ave	A.M.	21.4	C
		P.M.	26.4	C
21.	Paseo Padre Pkwy / Mowry Ave	A.M.	<b>107.0</b>	<b>F</b>
		P.M.	<b>94.1</b>	<b>F</b>
22.	Fremont Blvd / Mowry Ave	A.M.	<b>71.2</b>	<b>E</b>
		P.M.	<b>123.1</b>	<b>F</b>
23.	Argonaut Way / Mowry Ave	A.M.	19.3	B
		P.M.	36.5	D
24.	Blacow Rd / Mowry Ave	A.M.	<b>81.7</b>	<b>F</b>
		P.M.	<b>93.4</b>	<b>F</b>
25.	Farwell Dr / Mowry Ave	A.M.	<b>59.5</b>	<b>E</b>
		P.M.	49.1	D
26.	I-880 NB off-ramp / Mowry Ave	A.M.	9.9	A
		P.M.	26.5	C
27.	I-880 SB off ramp / Mowry Ave	A.M.	39.3	D
		P.M.	25.0	C
28.	Mission Blvd / Niles Canyon Rd	A.M.	<b>307.7</b>	<b>F</b>
		P.M.	<b>215.2</b>	<b>F</b>
29.	Mission Blvd / Mowry Ave	A.M.	<b>250.0</b>	<b>F</b>
		P.M.	<b>242.3</b>	<b>F</b>
30.	Mission Blvd / Walnut Ave	A.M.	<b>107.2</b>	<b>F</b>
		P.M.	<b>91.1</b>	<b>F</b>
31.	Civic Center Dr / Walnut Ave	A.M.	21.7	C
		P.M.	31.7	C
32.	Paseo Padre Pkwy / Walnut Ave	A.M.	29.3	C
		P.M.	41.8	D
33.	Fremont Blvd / Walnut Ave	A.M.	21.8	C
		P.M.	33.4	C
34.	Mission Blvd / Stevenson Blvd	A.M.	<b>106.0</b>	<b>F</b>
		P.M.	<b>130.5</b>	<b>F</b>
35.	Paseo Padre Pkwy / Stevenson Blvd	A.M.	35.0	C
		P.M.	34.5	C
36.	Fremont Blvd / Stevenson Blvd	A.M.	32.9	C
		P.M.	29.2	C

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F    Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 15 (CONTINUED)**

#	Intersection	Peak	2035 General Plan	
			Delay	LOS
37.	Blacow Rd / Stevenson Blvd	A.M.	<b>83.7</b>	<b>F</b>
		P.M.	<b>131.5</b>	<b>F</b>
38.	I-880 NB Ramps / Stevenson Blvd	A.M.	7.7	A
		P.M.	12.6	B
39.	I-880 SB Ramps / Stevenson Blvd	A.M.	8.5	A
		P.M.	9.5	A
40.	Albrae St / Stevenson Blvd	A.M.	27.9	C
		P.M.	42.3	D
41.	Cherry St - Boyce Rd / Stevenson Blvd	A.M.	28.4	C
		P.M.	20.9	C
42.	Fremont Blvd / Grimmer Blvd	A.M.	47.0	D
		P.M.	<b>56.7</b>	<b>E</b>
43.	Blacow Rd / Grimmer Blvd	A.M.	<b>157.1</b>	<b>F</b>
		P.M.	<b>80.1</b>	<b>F</b>
44.	S. Grimmer Blvd / Auto Mall Pkwy	A.M.	47.7	D
		P.M.	<b>103.4</b>	<b>F</b>
45.	I-880 NB Ramps / Auto Mall Pkwy	A.M.	4.9	A
		P.M.	10.9	B
46.	I-880 SB Ramps / Auto Mall Pkwy	A.M.	9.4	A
		P.M.	11.8	B
47.	Christy St / Auto Mall Pkwy	A.M.	25.4	C
		P.M.	40.3	D
48.	Union St-Fremont Blvd / Washington Blvd	A.M.	<b>143.7</b>	<b>F</b>
		P.M.	<b>204.6</b>	<b>F</b>
49.	Fremont Blvd / Blacow Rd	A.M.	10.8	B
		P.M.	17.5	B
50.	Fremont Blvd / Auto Mall Pkwy	A.M.	<b>90.3</b>	<b>F</b>
		P.M.	<b>175.1</b>	<b>F</b>
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	<b>186.8</b>	<b>F</b>
		P.M.	32.4	C
52.	I-880 NB Ramps / Fremont Blvd (S)	A.M.	29.9	C
		P.M.	4.7	A
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.	<b>94.2</b>	<b>F</b>
		P.M.	7.3	A
54.	Fremont Blvd / Cushing Pkwy	A.M.	27.8	C
		P.M.	13.6	B

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold  
na: not applicable



**TABLE 15 (CONTINUED)**

#	Intersection	Peak	2035 General Plan	
			Delay	LOS
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.	<b>65.1</b>	<b>E</b>
		P.M.	<b>61.2</b>	<b>E</b>
56.	Osgood Rd / Auto Mall Pkwy	A.M.	<b>182.6</b>	<b>F</b>
		P.M.	<b>252.9</b>	<b>F</b>
57.	I-680 SB Ramps / Durham Rd	A.M.	37.1	D
		P.M.	<b>129.2</b>	<b>F</b>
58.	I-680 NB Ramps / Durham Rd	A.M.	20.7	C
		P.M.	16.7	B
59.	Mission Blvd (north) / I-680 SB Ramps	A.M.	1.3	A
		P.M.	35.6	D
60.	Mission Blvd (north) / I-680 NB Ramps	A.M.	34.2	C
		P.M.	38.6	D
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.	<b>352.3</b>	<b>F</b>
		P.M.	<b>410.5</b>	<b>F</b>
62.	Warm Springs Blvd / Mission Blvd (SR-262)	A.M.	<b>405.9</b>	<b>F</b>
		P.M.	<b>395.0</b>	<b>F</b>
63.	Warm Springs Blvd / E. Warren Ave	A.M.	<b>69.0</b>	<b>E</b>
		P.M.	45.8	D
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.	<b>167.6</b>	<b>F</b>
		P.M.	<b>195.8</b>	<b>F</b>
67.	Ardenwood Blvd / Paseo Padre Pkwy	A.M.	23.2	C
		P.M.	20.5	C
68.	Fremont Blvd-McCarthy Blvd / Dixon Landing Rd	A.M.	<b>62.5</b>	<b>E</b>
		P.M.	<b>68.3</b>	<b>E</b>

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 16 2035 GENERAL PLAN CONDITION UNSIGNALIZED INTERSECTION LOS SUMMARY**

#	Intersection	Peak	2035 General Plan	
			Delay	LOS
65.	I-680 SB Ramps / Scott Creek Rd	A.M.	<b>690.1</b>	<b>F</b>
		P.M.	<b>200.6</b>	<b>F</b>
66.	I-680 NB Ramps / Scott Creek Rd	A.M.	3.0	B
		P.M.	<b>272.5</b>	<b>F</b>
<small>Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable LOS D are in bold  na: not applicable  <sup>1</sup> A four-way stop controlled intersection, the LOS rating is based on the average control delay experiences on all approaches. Delay is based on seconds per vehicle.  <sup>2</sup> A two-way stop controlled intersection, the LOS rating is based on the worst approach.</small>				

## 5 YEAR 2035 GROWTH TREND ALTERNATIVE CONDITION

Based on land use data provided by the City of Fremont, a growth trend alternative condition was analyzed. The same impact threshold criteria and analysis methodology was applied to this alternative as was used in the analysis of the 2035 General Plan Condition.

**Figures 2 through 4** illustrate the intersection geometry and traffic control. **Appendix B** illustrates the Existing Conditions, 2035 General Plan and 2035 Growth Trend Alternative traffic volumes at each study intersection.

**Appendix C** includes the detailed calculation LOS analysis sheets for signalized intersections, including the weekday A.M. and P.M. peak hours. **Appendix D** includes the detailed calculation LOS analysis sheets for unsignalized intersections, including the weekday A.M. and P.M. peak hours.

### 5.1 2035 Growth Trend Alternative Intersection - Level of Service

According to City of Fremont intersection LOS standards, about two-thirds of the signalized study intersections would operate below acceptable levels of service under the 2035 Growth Trend Alternative Conditions. These are shown in **Table 17**.

The 2035 Growth Trend Alternative Condition intersections levels of service are presented in **Table 18** for signalized intersections and **Table 19** for unsignalized intersections.

**TABLE 17 2035 GROWTH TREND ALTERNATIVE INTERSECTIONS BELOW ACCEPTABLE LOS**

#	Description	Period	LOS
1.	Alvarado Blvd / Deep Creek Rd	A.M.,	E,
3.	Fremont Blvd / Paseo Padre Pkwy	P.M.	,E
4.	Paseo Padre Pkwy / Decoto Rd	A.M., P.M.	F,F
5.	Fremont Blvd / Decoto Rd	A.M., P.M.	F,F
6.	I-880 NB Ramps / Decoto Rd	A.M., P.M.	F,E
7.	I-880 SB Ramps / Decoto Rd	A.M.,	E,
11.	Paseo Padre Pkwy / Isherwood Way	A.M., P.M.	F,F
12.	Paseo Padre Pkwy / Thornton Ave	A.M., P.M.	F,F
16.	Fremont Blvd / Central Ave	A.M.,	F,
18.	Paseo Padre Pkwy / Peralta Blvd	P.M.	,F
22.	Fremont Blvd / Mowry Ave	P.M.	,F
24.	Blacow Rd / Mowry Ave	A.M.,	F,
28.	Mission Blvd / Niles Canyon Rd	A.M., P.M.	F,F
29.	Mission Blvd / Mowry Ave	A.M.,P.M.	F,F
30.	Mission Blvd / Walnut Ave	A.M.,	F,
34.	Mission Blvd / Stevenson Blvd	A.M.,P.M.	F,F
37.	Blacow Rd / Stevenson Blvd	A.M.,P.M.	E,F
43.	Grimmer Blvd / Blacow Rd	A.M.,P.M.	F,E
44.	S. Grimmer Blvd / Auto Mall Pkwy	,P.M.	,F
48.	Union St-Fremont Blvd / Washington Blvd	A.M.,P.M.	F,F
50.	Fremont Blvd / Auto Mall Pkwy	A.M.,P.M.	F,F
51.	Fremont Blvd / S. Grimmer Blvd	A.M.,	F,
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.,	F,
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.,	E,
56.	Osgood Rd / Auto Mall Pkwy	A.M.,P.M.	F,F
57.	I-680 SB Ramps / Durham Rd	,P.M.	,F
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.,P.M.	F,F
62.	Warm Springs Blvd / Mission Blvd (SR262)	A.M.,P.M.	F,F
63.	Warm Springs Blvd / E. Warren Ave	A.M.,	E,
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.,P.M.	F,F
68.	Fremont Blvd / Dixon Landing Rd	A.M.,P.M.	E,E

**TABLE 18 2035 GROWTH TREND ALTERNATIVE SIGNALIZED INTERSECTION LOS SUMMARY**

#	Intersection	Peak	2035 Growth Trend Alternative	
			Delay	LOS
1.	Alvarado Blvd / Deep Creek Rd	A.M.	<b>65.4</b>	<b>E</b>
		P.M.	45.0	D
2.	Fremont Blvd / I-880 NB Off-Ramp	A.M.	23.4	C
		P.M.	17.7	B
3.	Fremont Blvd / Paseo Padre Pkwy	A.M.	33.7	C
		P.M.	<b>60.3</b>	<b>E</b>
4.	Paseo Padre Pkwy / Decoto Rd	A.M.	<b>146.5</b>	<b>F</b>
		P.M.	<b>123.8</b>	<b>F</b>
5.	Fremont Blvd / Decoto Rd	A.M.	<b>101.9</b>	<b>F</b>
		P.M.	<b>107.6</b>	<b>F</b>
6.	I-880 NB Ramps / Decoto Rd	A.M.	<b>147.6</b>	<b>F</b>
		P.M.	<b>60.8</b>	<b>E</b>
7.	I-880 SB Ramps / Decoto Rd	A.M.	<b>71.9</b>	<b>E</b>
		P.M.	14.0	B
8.	Ardenwood Blvd / WB SR-84 Ramps	A.M.	23.9	C
		P.M.	17.9	B
9.	Paseo Padre Pkwy / SR-84 WB Ramps	A.M.	18.4	B
		P.M.	10.3	B
10.	Thornton Ave / SR-84 EB Ramps	A.M.	32.6	C
		P.M.	23.1	C
11.	Paseo Padre Pkwy / Isherwood Way	A.M.	<b>121.0</b>	<b>F</b>
		P.M.	<b>107.7</b>	<b>F</b>
12.	Paseo Padre Pkwy / Thornton Ave	A.M.	<b>222.8</b>	<b>F</b>
		P.M.	<b>119.1</b>	<b>F</b>
13.	Fremont Blvd / Thornton Ave	A.M.	29.2	C
		P.M.	30.7	C
14.	I-880 NB off-ramp/Thornton Ave	A.M.	7.5	A
		P.M.	33.7	C
15.	Fremont Blvd / Peralta Blvd	A.M.	20.7	C
		P.M.	<b>57.4</b>	<b>E</b>
16.	Fremont Blvd / Central Ave	A.M.	<b>123.9</b>	<b>F</b>
		P.M.	<b>60.3</b>	<b>E</b>
17.	Central Ave / Blacow Rd	A.M.	38.5	D
		P.M.	31.2	C
18.	Paseo Padre Pkwy / Peralta Blvd	A.M.	<b>65.0</b>	<b>E</b>
		P.M.	<b>137.9</b>	<b>F</b>

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable LOS D are in bold na: not applicable

**TABLE 18 (CONTINUED)**

#	Intersection	Peak	2035 Growth Trend Alternative	
			Delay	LOS
19.	Peralta Blvd / Mowry Ave	A.M.	10.8	B
		P.M.	12.8	B
20.	Civic Center Dr / Mowry Ave	A.M.	19.7	B
		P.M.	19.4	B
21.	Paseo Padre Pkwy / Mowry Ave	A.M.	<b>79.2</b>	<b>E</b>
		P.M.	<b>55.3</b>	<b>E</b>
22.	Fremont Blvd / Mowry Ave	A.M.	<b>60.1</b>	<b>E</b>
		P.M.	<b>87.7</b>	<b>F</b>
23.	Argonaut Way / Mowry Ave	A.M.	18.0	B
		P.M.	27.2	C
24.	Blacow Rd / Mowry Ave	A.M.	<b>83.7</b>	<b>F</b>
		P.M.	<b>71.4</b>	<b>E</b>
25.	Farwell Dr / Mowry Ave	A.M.	<b>56.0</b>	<b>E</b>
		P.M.	34.7	C
26.	I-880 NB off-ramp / Mowry Ave	A.M.	10.7	B
		P.M.	23.8	C
27.	I-880 SB off ramp / Mowry Ave	A.M.	40.3	D
		P.M.	22.6	C
28.	Mission Blvd / Niles Canyon Rd	A.M.	<b>298.2</b>	<b>F</b>
		P.M.	<b>247.9</b>	<b>F</b>
29.	Mission Blvd / Mowry Ave	A.M.	<b>254.2</b>	<b>F</b>
		P.M.	<b>210.6</b>	<b>F</b>
30.	Mission Blvd / Walnut Ave	A.M.	<b>122.4</b>	<b>F</b>
		P.M.	<b>64.6</b>	<b>E</b>
31.	Civic Center Dr / Walnut Ave	A.M.	21.6	C
		P.M.	27.1	C
32.	Paseo Padre Pkwy / Walnut Ave	A.M.	26.5	C
		P.M.	46.7	D
33.	Fremont Blvd / Walnut Ave	A.M.	22.8	C
		P.M.	30.0	C
34.	Mission Blvd / Stevenson Blvd	A.M.	<b>101.8</b>	<b>F</b>
		P.M.	<b>102.0</b>	<b>F</b>
35.	Paseo Padre Pkwy / Stevenson Blvd	A.M.	35.0	C
		P.M.	27.6	C
36.	Fremont Blvd / Stevenson Blvd	A.M.	30.3	C
		P.M.	28.5	C

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F    Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 18 (CONTINUED)**

#	Intersection	Peak	2035 Growth Trend Alternative	
			Delay	LOS
37.	Blacow Rd / Stevenson Blvd	A.M.	<b>79.2</b>	<b>E</b>
		P.M.	<b>141.5</b>	<b>F</b>
38.	I-880 NB Ramps / Stevenson Blvd	A.M.	7.7	A
		P.M.	13.3	B
39.	I-880 SB Ramps / Stevenson Blvd	A.M.	8.9	A
		P.M.	9.0	A
40.	Albrae St / Stevenson Blvd	A.M.	23.5	C
		P.M.	40.6	D
41.	Cherry St - Boyce Rd / Stevenson Blvd	A.M.	26.4	C
		P.M.	22.3	C
42.	Fremont Blvd / Grimmer Blvd	A.M.	32.8	C
		P.M.	50.7	D
43.	Blacow Rd / Grimmer Blvd	A.M.	<b>164.0</b>	<b>F</b>
		P.M.	<b>60.8</b>	<b>E</b>
44.	S. Grimmer Blvd / Auto Mall Pkwy	A.M.	45.3	D
		P.M.	<b>87.6</b>	<b>F</b>
45.	I-880 NB Ramps / Auto Mall Pkwy	A.M.	4.2	A
		P.M.	9.4	A
46.	I-880 SB Ramps / Auto Mall Pkwy	A.M.	7.8	A
		P.M.	11.5	B
47.	Christy St / Auto Mall Pkwy	A.M.	24.1	C
		P.M.	36.7	D
48.	Union St-Fremont Blvd / Washington Blvd	A.M.	<b>143.7</b>	<b>F</b>
		P.M.	<b>204.6</b>	<b>F</b>
49.	Fremont Blvd / Blacow Rd	A.M.	10.8	B
		P.M.	17.5	B
50.	Fremont Blvd / Auto Mall Pkwy	A.M.	<b>99.5</b>	<b>F</b>
		P.M.	<b>161.6</b>	<b>F</b>
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	<b>186.8</b>	<b>F</b>
		P.M.	32.4	C
52.	I-880 NB Ramps / Fremont Blvd (S)	A.M.	29.9	C
		P.M.	4.7	A
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.	<b>94.2</b>	<b>F</b>
		P.M.	7.3	A
54.	Fremont Blvd / Cushing Pkwy	A.M.	27.8	C
		P.M.	13.6	B

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 18 (CONTINUED)**

#	Intersection	Peak	2035 Growth Trend Alternative	
			Delay	LOS
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.	<b>68.0</b>	<b>E</b>
		P.M.	47.7	D
56.	Osgood Rd / Auto Mall Pkwy	A.M.	<b>182.6</b>	<b>F</b>
		P.M.	<b>252.9</b>	<b>F</b>
57.	I-680 SB Ramps / Durham Rd	A.M.	37.1	D
		P.M.	<b>129.2</b>	<b>F</b>
58.	I-680 NB Ramps / Durham Rd	A.M.	20.7	C
		P.M.	16.7	B
59.	Mission Blvd (north) / I-680 SB Ramps	A.M.	1.3	A
		P.M.	28.2	C
60.	Mission Blvd (north) / I-680 NB Ramps	A.M.	35.6	D
		P.M.	37.1	D
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.	<b>352.3</b>	<b>F</b>
		P.M.	<b>410.5</b>	<b>F</b>
62.	Warm Springs Blvd / Mission Blvd (SR-262)	A.M.	<b>405.9</b>	<b>F</b>
		P.M.	<b>395.0</b>	<b>F</b>
63.	Warm Springs Blvd / E. Warren Ave	A.M.	<b>69.1</b>	<b>E</b>
		P.M.	43.4	D
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.	<b>154.3</b>	<b>F</b>
		P.M.	<b>166.2</b>	<b>F</b>
67.	Ardenwood Blvd / Paseo Padre Pkwy	A.M.	24.4	C
		P.M.	19.9	B
68.	Fremont Blvd-McCarthy Blvd / Dixon Landing Rd	A.M.	<b>62.4</b>	<b>E</b>
		P.M.	<b>77.1</b>	<b>E</b>

Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F    Intersections operating below acceptable LOS D are in bold  
na: not applicable

**TABLE 19 2035 GROWTH TREND ALTERNATIVE UNSIGNALIZED INTERSECTION LOS SUMMARY**

#	Intersection	Peak	2035 Growth Trend Alternative	
			Delay	LOS
65.	I-680 SB Ramps / Scott Creek Rd	A.M.	<b>416.6</b>	<b>F</b>
		P.M.	<b>247.1</b>	<b>F</b>
66.	I-680 NB Ramps / Scott Creek Rd	A.M.	2.3	B
		P.M.	<b>452.6</b>	<b>F</b>
Notes: Delay: in average seconds per vehicle    LOS: Level of Service    E/F Intersections operating below acceptable LOS D are in bold na: not applicable <sup>1</sup> A four-way stop controlled intersection, the LOS rating is based on the average control delay experiences on all approaches. Delay is based on seconds per vehicle. <sup>2</sup> A two-way stop controlled intersection, the LOS rating is based on the worst approach.				

## 6 CMP/ROADWAY SEGMENT ANALYSIS

### 6.1 Significance Criteria

The performance standard of a CMP facility is LOS E. An exception is made for roadways that operated at LOS F under the 1991 “baseline” conditions. These roadways were “grandfathered” at LOS F.

ACTC conducts periodic monitoring of the freeways and major roadways in Alameda County. Its latest report was released in July 2009. The monitoring assesses existing operating conditions on freeway segments through “floating car” travel time surveys during the PM peak hours, rather than analyzing volume capacity, which is how future operation conditions are assessed. The travel time surveys are also conducted on selected freeway segments during the AM peak hours. Based on the results of these surveys, ACTC assigns a LOS grade from LOS A to LOS F, according to the methodologies set forth in the 1985 Highway Capacity Manual (HCM). The relationships between speed, volume-to-capacity (v/c) and LOS are shown previously in **Table 7**.

For the purposes of the CMA analysis, operations of the freeway segments were evaluated using a volume-to-capacity (v/c) ratio methodology. For freeway segments, a per-lane capacity of 2,000 vehicles per hour (vph) was assumed. For other roadway segments, a per-lane capacity of 800 vehicles per hour was assumed. Roadway segments with a v/c ratio greater than 1.00 signify a LOS F.

Arterial segments in the City of Fremont were evaluated based on the estimated speed relationships shown in **Table 8**. **Appendix F** includes the existing, Year 2035 General Plan roadway segments operational analysis. Freeway segments in Santa Clara County were evaluated based on the density relationships shown in **Table 9**.

**Table 20** summarizes the Freeway Segment LOS in Alameda County. **Table 21** summarizes the freeway segment LOS in Santa Clara County. **Table 22** summarizes the arterial LOS results for roadways within Fremont.



## 6.2 2035 General Plan Condition

**TABLE 20 2035 GENERAL PLAN ALAMEDA COUNTY FREEWAY SEGMENTS LOS SUMMARY**

#	Freeway Segment	From	To	Peak Period	2035 General Plan	
					V/C	LOS
1.	I-680 - NB	Scott Creek Rd	Mission Blvd (SR-262)	A.M.	0.70	C
				P.M.	<b>1.24</b>	<b>F</b>
2.	I-680 - NB	Mission Blvd (SR-262)	Durham Road	A.M.	0.69	C
				P.M.	<b>1.24</b>	<b>F</b>
3.	I-680 - NB	Durham Rd	Washington Blvd	A.M.	0.60	C
				P.M.	<b>1.23</b>	<b>F</b>
4.	I-680 - NB	Washington Blvd	Mission Blvd (SR-238)	A.M.	0.60	C
				P.M.	<b>1.21</b>	<b>F</b>
5.	I-680 - SB	Mission Blvd (SR-238)	Washington Blvd	A.M.	<b>1.50</b>	<b>F</b>
				P.M.	0.76	D
6.	I-680 - SB	Washington Blvd	Durham Rd	A.M.	<b>1.23</b>	<b>F</b>
				P.M.	0.63	C
7.	I-680 - SB	Durham Rd	Mission Blvd (SR-262)	A.M.	<b>1.25</b>	<b>F</b>
				P.M.	0.72	C
8.	I-680 - SB	Mission Blvd (SR-262)	Scott Creek Rd	A.M.	<b>1.34</b>	<b>F</b>
				P.M.	0.73	C
9.	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR-262)	A.M.	0.70	C
				P.M.	<b>1.13</b>	<b>F</b>
10.	I-880 - NB	Mission Blvd (SR-262)	Auto Mall Pkwy	A.M.	0.77	D
				P.M.	<b>1.45</b>	<b>F</b>
11.	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	A.M.	0.87	D
				P.M.	<b>1.50</b>	<b>F</b>
12.	I-880 - NB	Stevenson Blvd	Decoto Rd	A.M.	0.83	D
				P.M.	<b>1.02</b>	<b>F</b>
13.	I-880 - NB	Decoto Rd	Alvarado Blvd	A.M.	0.84	D
				P.M.	<b>1.12</b>	<b>F</b>
14.	I-880 - SB	Alvarado Blvd	Decoto Rd	A.M.	<b>1.36</b>	<b>F</b>
				P.M.	0.90	D
15.	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	A.M.	0.94	E
				P.M.	<b>1.12</b>	<b>F</b>
16.	I-880 - SB	Decoto Rd	Stevenson Blvd	A.M.	<b>1.08</b>	<b>F</b>
				P.M.	0.88	D
17.	I-880 - SB	Stevenson Blvd	Auto Mall Parkway	A.M.	<b>1.36</b>	<b>F</b>
				P.M.	0.72	C
18.	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR-262)	A.M.	<b>1.32</b>	<b>F</b>
				P.M.	0.56	B
19.	I-880 - SB	Mission Blvd (SR-262)	Dixon Landing Rd off-ramp	A.M.	0.87	D
				P.M.	0.45	B
20.	SR 84 - EB	Thornton Ave	Ardenwood Blvd	A.M.	0.40	B
				P.M.	<b>1.11</b>	<b>F</b>
21.	SR 84 - EB	Toll Plaza	Thornton Ave	A.M.	0.50	B
				P.M.	<b>1.35</b>	<b>F</b>
22.	SR 84 - WB	Thornton Ave	Toll Plaza	A.M.	<b>1.17</b>	<b>F</b>
				P.M.	0.49	B

Notes: V/C: Volume:Capacity Ratio LOS: Level of Service Segments operating at capacity LOS F are in bold. V/C based Link Volumes directly from Travel Demand Models.

**TABLE 21 2035 GENERAL PLAN SANTA CLARA COUNTY FREEWAY SEGMENTS LOS SUMMARY**

#	Freeway Segment	From	To	Lane Type	Peak Period	2035 General Plan	
						Density	LOS
1.	I-680 - NB	Calaveras Blvd/SR-237	Jacklin Rd	Mixed	A.M.	30.0	D
					P.M.	31.7	D
2.	I-680 - SB	Jacklin Rd	Calaveras Blvd/SR-237	Mixed	A.M.	<b>76.2</b>	<b>F</b>
					P.M.	27.4	D
				HOV	A.M.	43.5	D
					P.M.	2.4	A
3.	I-680 - NB	Jacklin Rd	Scott Creek Rd	Mixed	A.M.	23.8	C
					P.M.	35.6	D
4.	I-680 - SB	Scott Creek Rd	Jacklin Rd	Mixed	A.M.	<b>46.3</b>	<b>E</b>
					P.M.	27.5	D
				HOV	A.M.	43.2	D
					P.M.	2.1	A
5.	SR-237 - WB	I-880	McCarthy Blvd	Mixed	A.M.	24.7	C
					P.M.	11.1	B
6.	SR-237 - EB	McCarthy Blvd	I-880	Mixed	A.M.	17.6	B
					P.M.	31.7	D
				HOV	A.M.	N/A	N/A
					P.M.	N/A	N/A
7.	SR-237 - WB	McCarthy Blvd	Zanker Rd	Mixed	A.M.	35.4	D
					P.M.	18.6	C
				HOV	A.M.	31.3	D
					P.M.	9.0	A
8.	SR-237 - EB	Zanker Rd	McCarthy Blvd	Mixed	A.M.	29.1	D
					P.M.	<b>72.7</b>	<b>F</b>
				HOV	A.M.	8.6	A
					P.M.	<b>46.1</b>	<b>E</b>
9.	SR-237 - WB	Zanker Rd	N. First St	Mixed	A.M.	39.9	D
					P.M.	21.4	C
				HOV	A.M.	37.0	D
					P.M.	8.8	A
10.	SR-237 - EB	N. First St	Zanker Rd	Mixed	A.M.	14.7	B
					P.M.	31.3	D
				HOV	A.M.	8.8	A
					P.M.	32.4	D
11.	I-880 - NB	SR-237	Dixon Landing Rd	Mixed	A.M.	19.4	C
					P.M.	<b>46.6</b>	<b>E</b>
				HOV	A.M.	20.5	C
					P.M.	31.4	D
12.	I-880 - SB	Dixon Landing Rd	SR-237	Mixed	A.M.	38.6	D
					P.M.	11.8	B
				HOV	A.M.	33.5	D
					P.M.	15.0	B

Notes: LOS: Level of Service E/F Segments operating below acceptable LOS D are in bold. Existing LOS based on 2009 VTA CMP Published results

**TABLE 22 2035 GENERAL PLAN CITY OF FREMONT STUDY ARTERIAL SEGMENTS**

#	Roadway Segment	From	To	Peak Period	2035 General Plan	
					Speed	LOS
1.	Mowry Ave - EB	I-880	Farwell Dr	A.M.	35	A
				P.M.	12	E
2.	Mowry Ave - EB	Farwell Dr	SR-84	A.M.	34	A
				P.M.	<b>5</b>	<b>F</b>
3.	Mowry Ave - WB	SR-84	Farwell Dr	A.M.	23	C
				P.M.	33	A
4.	Mowry Ave - WB	Farwell Dr	I-880	A.M.	11	E
				P.M.	33	A
5.	SR 84 / Mowry Ave (Fre) - WB	SR-238	Peralta Blvd	A.M.	25	C
				P.M.	28	C
6.	SR 84 / Peralta Blvd (Fre) - WB	Mowry Ave	Fremont Blvd	A.M.	40	A
				P.M.	39	A
7.	SR 84 / Fremont Blvd (Fre) - WB	Peralta Blvd	Thornton Ave	A.M.	35	A
				P.M.	34	A
8.	SR 84 / Thornton Ave - WB	Fremont Blvd	I-880 SB	A.M.	35	A
				P.M.	31	A
9.	SR 84 / Thornton Ave - EB	I-880 SB Ramps	Fremont Blvd	A.M.	34	A
				P.M.	34	A
10.	SR 84 / Fremont Blvd (Fre) - EB	Thornton Ave	Peralta Blvd	A.M.	34	A
				P.M.	35	A
11.	SR 84 / Peralta Blvd (Fre) - EB	Fremont Blvd	Mowry Ave	A.M.	40	A
				P.M.	39	A
12.	SR 84 / Mowry Ave (Fre) - EB	Peralta Blvd	SR-238	A.M.	37	A
				P.M.	18	D
13.	SR 238 (Mission Blvd) - SB	Nursery Ave	Stevenson Blvd	A.M.	18	D
				P.M.	<b>12</b>	<b>F</b>
14.	SR 238 (Mission Blvd) - SB	Stevenson Blvd	I-680 NB Ramp	A.M.	<b>6</b>	<b>F</b>
				P.M.	13	E
15.	SR 262 (Mission Blvd) - EB	I-880 NB Ramps	I-680 NB Ramps	A.M.	23	C
				P.M.	<b>8</b>	<b>F</b>
16.	SR 262 (Mission Blvd) - WB	I-680 NB Ramps	I-880 SB Ramps	A.M.	22	D
				P.M.	39	A
17.	Decoto Rd – WB	Fremont City Limits	I-880 NB Ramps	A.M.	34	B
				P.M.	39	A
18.	Decoto Rd – EB	I-880 NB Ramps	Fremont City Limits	A.M.	38	A
				P.M.	19	D
19.	SR 238 (Mission Blvd) – NB	I-680 NB Ramps	Stevenson Blvd	A.M.	<b>2</b>	<b>F</b>
				P.M.	<b>9</b>	<b>F</b>
20.	SR 238 (Mission Blvd) – NB	Stevenson Blvd	Nursery Ave	A.M.	<b>1</b>	<b>F</b>
				P.M.	<b>8</b>	<b>F</b>

Notes: Speed: MPH LOS: Level of Service E/F Segments operating below acceptable LOS E are in bold. V/C based Link Volumes directly from Travel Demand Models.

### 6.3 2035 Growth Trend Alternative Condition

**Table 23** summarizes the Freeway Segment LOS in Alameda County. **Table 24** summarizes the freeway segment LOS in Santa Clara County. **Table 25** summarizes the arterial LOS results for roadways within Fremont.

**TABLE 23 2035 GROWTH TREND ALT ALAMEDA COUNTY FREEWAY SEGMENTS LOS SUMMARY**

#	Freeway Segment	From	To	Peak Period	2035 Growth Trend Alternative	
					V/C	LOS
1.	I-680 - NB	Scott Creek Rd	Mission Blvd (SR-262)	A.M.	0.68	C
				P.M.	<b>1.23</b>	<b>F</b>
2.	I-680 - NB	Mission Blvd (SR-262)	Durham Road	A.M.	0.70	C
				P.M.	<b>1.22</b>	<b>F</b>
3.	I-680 - NB	Durham Rd	Washington Blvd	A.M.	0.59	C
				P.M.	<b>1.21</b>	<b>F</b>
4.	I-680 - NB	Washington Blvd	Mission Blvd (SR-238)	A.M.	0.59	C
				P.M.	<b>1.20</b>	<b>F</b>
5.	I-680 - SB	Mission Blvd (SR-238)	Washington Blvd	A.M.	<b>1.50</b>	<b>F</b>
				P.M.	0.76	D
6.	I-680 - SB	Washington Blvd	Durham Rd	A.M.	<b>1.23</b>	<b>F</b>
				P.M.	0.62	C
7.	I-680 - SB	Durham Rd	Mission Blvd (SR-262)	A.M.	<b>1.25</b>	<b>F</b>
				P.M.	0.71	C
8.	I-680 - SB	Mission Blvd (SR-262)	Scott Creek Rd	A.M.	<b>1.36</b>	<b>F</b>
				P.M.	0.71	C
9.	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR-262)	A.M.	0.67	C
				P.M.	<b>1.12</b>	<b>F</b>
10.	I-880 - NB	Mission Blvd (SR-262)	Auto Mall Pkwy	A.M.	0.75	C
				P.M.	<b>1.42</b>	<b>F</b>
11.	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	A.M.	0.86	D
				P.M.	<b>1.47</b>	<b>F</b>
12.	I-880 - NB	Stevenson Blvd	Decoto Rd	A.M.	0.83	D
				P.M.	<b>0.99</b>	<b>E</b>
13.	I-880 - NB	Decoto Rd	Alvarado Blvd	A.M.	0.85	D
				P.M.	<b>1.10</b>	<b>F</b>
14.	I-880 - SB	Alvarado Blvd	Decoto Rd	A.M.	<b>1.34</b>	<b>F</b>
				P.M.	<b>0.91</b>	<b>E</b>
15.	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	A.M.	<b>0.94</b>	<b>E</b>
				P.M.	<b>1.10</b>	<b>F</b>
16.	I-880 - SB	Decoto Rd	Stevenson Blvd	A.M.	<b>1.07</b>	<b>F</b>
				P.M.	0.86	D
17.	I-880 - SB	Stevenson Blvd	Auto Mall Parkway	A.M.	<b>1.35</b>	<b>F</b>
				P.M.	0.73	C
18.	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR-262)	A.M.	<b>1.33</b>	<b>F</b>
				P.M.	0.57	B
19.	I-880 - SB	Mission Blvd (SR-262)	Dixon Landing Rd off-ramp	A.M.	0.88	D
				P.M.	0.43	B
20.	SR 84 - EB	Thornton Ave	Ardenwood Blvd	A.M.	0.38	B
				P.M.	<b>1.10</b>	<b>F</b>
21.	SR 84 - EB	Toll Plaza	Thornton Ave	A.M.	0.48	B
				P.M.	<b>1.35</b>	<b>F</b>
22.	SR 84 - WB	Thornton Ave	Toll Plaza	A.M.	<b>1.18</b>	<b>F</b>
				P.M.	0.47	B

Notes: V/C: Volume:Capacity Ratio LOS: Level of Service E/F Segments operating below acceptable LOS E are in bold. V/C based Link Volumes directly from Travel Demand Models.

**TABLE 24 2035 GROWTH TREND ALT SANTA CLARA COUNTY FREEWAY SEGMENTS LOS SUMMARY**

#	Freeway Segment	From	To	Lane Type	Peak Period	2035 Growth Trend Alternative	
						Density	LOS
1.	I-680 - NB	Calaveras Blvd/SR-237	Jacklin Rd	Mixed	A.M.	28.5	D
					P.M.	32.0	D
2.	I-680 - SB	Jacklin Rd	Calaveras Blvd/SR-237	Mixed	A.M.	<b>81.8</b>	<b>F</b>
					P.M.	27.1	D
				HOV	A.M.	43.2	D
					P.M.	2.4	A
3.	I-680 - NB	Jacklin Rd	Scott Creek Rd	Mixed	A.M.	22.7	C
					P.M.	35.9	D
4.	I-680 - SB	Scott Creek Rd	Jacklin Rd	Mixed	A.M.	<b>47.7</b>	<b>E</b>
					P.M.	27.1	D
				HOV	A.M.	42.2	D
					P.M.	2.1	A
5.	SR-237 - WB	I-880	McCarthy Blvd	Mixed	A.M.	25.5	C
					P.M.	10.5	A
6.	SR-237 - EB	McCarthy Blvd	I-880	Mixed	A.M.	17.1	B
					P.M.	32.2	D
				HOV	A.M.	N/A	N/A
					P.M.	N/A	N/A
7.	SR-237 - WB	McCarthy Blvd	Zanker Rd	Mixed	A.M.	35.8	D
					P.M.	17.8	B
				HOV	A.M.	33.0	D
					P.M.	8.5	A
8.	SR-237 - EB	Zanker Rd	McCarthy Blvd	Mixed	A.M.	28.3	D
					P.M.	<b>75.1</b>	<b>F</b>
				HOV	A.M.	7.8	A
					P.M.	<b>48.9</b>	<b>E</b>
9.	SR-237 - WB	Zanker Rd	N. First St	Mixed	A.M.	41.1	D
					P.M.	20.9	C
				HOV	A.M.	38.2	D
					P.M.	8.5	A
10.	SR-237 - EB	N. First St	Zanker Rd	Mixed	A.M.	14.4	B
					P.M.	32.3	D
				HOV	A.M.	8.0	A
					P.M.	32.9	D
11.	I-880 - NB	SR-237	Dixon Landing Rd	Mixed	A.M.	18.4	C
					P.M.	<b>47.3</b>	<b>E</b>
				HOV	A.M.	19.6	C
					P.M.	31.6	D
12.	I-880 - SB	Dixon Landing Rd	SR-237	Mixed	A.M.	39.7	D
					P.M.	11.4	B
				HOV	A.M.	32.5	D
					P.M.	14.9	B

Notes: LOS: Level of Service E/F Segments operating below acceptable LOS D are in bold. Existing LOS based on 2009 VTA CMP Published results

**TABLE 25 2035 GROWTH TREND ALT CITY OF FREMONT STUDY ARTERIAL SEGMENTS**

#	Roadway Segment	From	To	Peak Period	2035 Growth Trend Alternative	
					Speed	LOS
1.	Mowry Ave - EB	I-880	Farwell Dr	A.M.	35	A
				P.M.	13	E
2.	Mowry Ave - EB	Farwell Dr	SR-84	A.M.	35	A
				P.M.	22	C
3.	Mowry Ave - WB	SR-84	Farwell Dr	A.M.	<b>13</b>	<b>E</b>
				P.M.	34	A
4.	Mowry Ave - WB	Farwell Dr	I-880	A.M.	<b>7</b>	<b>F</b>
				P.M.	34	A
5.	SR 84 / Mowry Ave (Fre) - WB	SR-238	Peralta Blvd	A.M.	37	A
				P.M.	23	C
6.	SR 84 / Peralta Blvd (Fre) - WB	Mowry Ave	Fremont Blvd	A.M.	40	A
				P.M.	40	A
7.	SR 84 / Fremont Blvd (Fre) - WB	Peralta Blvd	Thornton Ave	A.M.	35	A
				P.M.	34	A
8.	SR 84 / Thornton Ave - WB	Fremont Blvd	I-880 SB	A.M.	32	A
				P.M.	35	A
9.	SR 84 / Thornton Ave - EB	I-880 SB Ramps	Fremont Blvd	A.M.	26	B
				P.M.	3	F
10.	SR 84 / Fremont Blvd (Fre) - EB	Thornton Ave	Peralta Blvd	A.M.	35	A
				P.M.	35	A
11.	SR 84 / Peralta Blvd (Fre) - EB	Fremont Blvd	Mowry Ave	A.M.	40	A
				P.M.	39	A
12.	SR 84 / Mowry Ave (Fre) - EB	Peralta Blvd	SR-238	A.M.	28	B
				P.M.	32	B
13.	SR 238 (Mission Blvd) - SB	Nursery Ave	Stevenson Blvd	A.M.	<b>3</b>	<b>F</b>
				P.M.	<b>1</b>	<b>F</b>
14.	SR 238 (Mission Blvd) - SB	Stevenson Blvd	I-680 NB Ramp	A.M.	<b>7</b>	<b>F</b>
				P.M.	18	D
15.	SR 262 (Mission Blvd) - EB	I-880 NB Ramps	I-680 NB Ramps	A.M.	22	D
				P.M.	<b>39</b>	<b>A</b>
16.	SR 262 (Mission Blvd) - WB	I-680 NB Ramps	I-880 SB Ramps	A.M.	23	C
				P.M.	8	F
17.	Decoto Rd – WB	Fremont City Limits	I-880 NB Ramps	A.M.	34	B
				P.M.	38	A
18.	Decoto Rd – EB	I-880 NB Ramps	Fremont City Limits	A.M.	36	A
				P.M.	27	C
19.	SR 238 (Mission Blvd) – NB	I-680 NB Ramps	Stevenson Blvd	A.M.	<b>2</b>	<b>F</b>
				P.M.	<b>11</b>	<b>F</b>
20.	SR 238 (Mission Blvd) – NB	Stevenson Blvd	Nursery Ave	A.M.	<b>1</b>	<b>F</b>
				P.M.	<b>10</b>	<b>F</b>

Notes: Speed: MPH LOS: Level of Service E/F Segments operating below acceptable LOS E are in bold. V/C based Link Volumes directly from Travel Demand Models.

## 7 TRAVEL DEMAND MODEL PERFORMANCE MEASURES

DKS has identified three performance measures which are used in this analysis to compare the Travel Demand Model results across various scenarios. The performance measures are intended to weigh approximate change in citywide and countywide distance traversed, delay and average speeds. These measures are Vehicles Miles Traveled (VMT), Vehicle Hours Traveled (VHT), and Average Vehicle Speed.

**Table 26** shows a summary of Vehicles Miles Traveled (VMT), Vehicle Hours Traveled (VHT) and Average Speed for the 2005 base year, 2035 General Plan and 2035 Growth Trend Alternative.

**TABLE 26 VMT-VHT-AVERAGE SPEED COMPARISON FOR CITY OF FREMONT TDM.**

#	Description	Period	2005 Base Year			2035 General Plan			2035 Growth Trend Alternative		
			VMT (veh-miles)	VHT (veh-hrs)	Avg. Speed (MPH)	VMT (veh-miles)	VHT (veh-hrs)	Avg. Speed (MPH)	VMT (veh-miles)	VHT (veh-hrs)	Avg. Speed (MPH)
1.	Alameda Countywide	Daily	35,942,039	870,427	41.29	57,783,238	2,123,515	27.21	57,447,630	2,070,332	27.75
		A.M. Pk Hr	2,485,450	75,332	32.99	4,175,467	327,498	12.75	4,168,152	326,429	12.77
		P.M. Pk Hr	2,657,547	81,968	32.42	4,194,895	259,969	16.14	4,176,531	256,381	16.29
2.	Within City of Fremont Limits	Daily	6,703,741	159,660	41.99	10,758,080	418,304	25.72	10,437,627	393,331	26.54
		A.M. Pk Hr	447,423	13,724	32.60	722,315	60,620	11.92	707,057	58,319	12.12
		P.M. Pk Hr	480,982	15,990	30.08	750,739	53,732	13.97	728,317	49,948	14.58



## 8 GENERAL PLAN INTERSECTION IMPACTS

This section summarizes the transportation impacts identified in the previous sections and presents recommended improvements, if any.

### 8.1 General Plan Buildout Impacts

The addition of cumulative growth and the buildout of the General Plan would cause many intersections to deteriorate from acceptable levels of service under the existing condition to LOS E or F during the 2035 General Plan Condition. To be considered a significant “cumulative” impact, the intersection degradation must satisfy one of these two parameters:

1. Intersections operating at LOS E or F during the 2035 General Plan Condition which previously operated at LOS D or better during the Existing Conditions; or
2. Intersections which were operating at LOS E or F during the Existing Conditions, and experience an increase in intersection average delay of 4.0 or more seconds for the 2035 General Plan Conditions.

**Table 27** provides a LOS comparison for A.M., and P.M. peak hours, respectively, to determine significance criteria and General Plan impacts, if any. This table also indicates Significance based on the current LOS D Threshold criteria. Signalized intersections within future Planning Development Areas would have a threshold of LOS E under the New General Plan. All of the other signalized intersections would have a threshold of LOS D.

**TABLE 27 2035 GENERAL PLAN CONDITION SIGNALIZED LOS COMPARISON**

#	Intersection	Peak	Existing		2035 General Plan		▲ Avg Delay	Significant Impact (Y/N) per 1991 GP	Significant Impact (Y/N) per GP Update
			Delay	LOS	Delay	LOS			
1.	Alvarado Blvd / Deep Creek Rd	A.M.	25.3	C	<b>76.9</b>	<b>E</b>	51.6	<b>YES</b>	<b>YES</b>
		P.M.	26.1	B	46.3	D	20.2	NO	NO
2.	Fremont Blvd / I-880 NB Off-Ramp	A.M.	17.5	B	21.0	C	3.5	NO	NO
		P.M.	21.6	C	19.0	B	-2.6	NO	NO
3.	Fremont Blvd / Paseo Padre Pkwy	A.M.	40.3	D	35.4	D	-4.9	NO	NO
		P.M.	42.4	D	<b>80.3</b>	<b>F</b>	37.9	<b>YES</b>	<b>YES</b>
4.	Paseo Padre Pkwy / Decoto Rd	A.M.	44.2	D	<b>156.9</b>	<b>F</b>	112.7	<b>YES</b>	<b>YES</b>
		P.M.	45.3	D	<b>123.5</b>	<b>F</b>	78.2	<b>YES</b>	<b>YES</b>
5.	Fremont Blvd / Decoto Rd	A.M.	43.8	D	<b>105.4</b>	<b>F</b>	61.6	<b>YES</b>	<b>YES</b>
		P.M.	41.7	D	<b>107.1</b>	<b>F</b>	65.4	<b>YES</b>	<b>YES</b>
6.	I-880 NB Ramps / Decoto Rd	A.M.	35.5	D	<b>167.1</b>	<b>F</b>	131.6	<b>YES</b>	<b>YES</b>
		P.M.	19.8	B	<b>67.4</b>	<b>E</b>	47.6	<b>YES</b>	<b>YES</b>
7.	I-880 SB Ramps / Decoto Rd	A.M.	25.5	C	<b>94.9</b>	<b>F</b>	69.4	<b>YES</b>	<b>YES</b>
		P.M.	14.2	B	14.7	B	0.5	NO	NO
8.	Ardenwood Blvd / WB SR-84 Ramps	A.M.	23.1	C	20.1	C	-3.0	NO	NO
		P.M.	17.0	B	18.1	B	1.1	NO	NO
9.	Paseo Padre Pkwy / SR-84 WB Ramps	A.M.	N/A	N/A	16.2	B	16.2	NO	NO
		P.M.	N/A	N/A	8.8	A	8.8	NO	NO
10.	Thornton Ave / SR-84 EB Ramps	A.M.	N/A	N/A	38.8	D	38.8	NO	NO
		P.M.	N/A	N/A	28.6	C	28.6	NO	NO
11.	Paseo Padre Pkwy / Isherwood Way	A.M.	31.9	C	<b>143.5</b>	<b>F</b>	111.6	<b>YES</b>	<b>YES</b>
		P.M.	31.3	C	<b>152.5</b>	<b>F</b>	121.2	<b>YES</b>	<b>YES</b>
12.	Paseo Padre Pkwy / Thornton Ave	A.M.	50.3	D	<b>217.5</b>	<b>F</b>	167.2	<b>YES</b>	<b>YES</b>
		P.M.	38.8	D	<b>146.0</b>	<b>F</b>	107.2	<b>YES</b>	<b>YES</b>
13.	Fremont Blvd / Thornton Ave	A.M.	34.3	C	28.2	C	-6.1	NO	NO
		P.M.	38.0	D	32.3	C	-5.7	NO	NO
14.	I-880 NB off-ramp/Thornton Ave	A.M.	7.2	A	7.9	A	0.7	NO	NO
		P.M.	35.9	D	37.1	D	1.2	NO	NO
15.	Fremont Blvd / Peralta Blvd	A.M.	26.6	C	23.5	C	-3.1	NO	NO
		P.M.	32.4	C	<b>72.7</b>	<b>E</b>	40.3	<b>YES</b>	NO
16.	Fremont Blvd / Central Ave	A.M.	28.9	C	<b>121.5</b>	<b>F</b>	92.6	<b>YES</b>	<b>YES</b>
		P.M.	35.0	C	<b>109.9</b>	<b>F</b>	74.9	<b>YES</b>	<b>YES</b>
17.	Central Ave / Blacow Rd	A.M.	29.1	C	36.1	D	7.0	NO	NO
		P.M.	31.8	C	32.7	C	0.9	NO	NO
18.	Paseo Padre Pkwy / Peralta Blvd	A.M.	40.3	D	<b>68.8</b>	<b>E</b>	28.5	<b>YES</b>	NO
		P.M.	51.3	D	<b>164.7</b>	<b>F</b>	113.4	<b>YES</b>	<b>YES</b>

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable 1991 GP LOS D are in bold na: not applicable

**TABLE 27 (CONTINUED)**

#	Intersection	Peak	Existing		2035 General Plan		▲ Avg Delay	Significant Impact (Y/N) per 1991 GP	Significant Impact (Y/N) per GP Update
			Delay	LOS	Delay	LOS			
19.	Peralta Blvd / Mowry Ave	A.M.	15.1	B	11.0	B	-4.1	NO	NO
		P.M.	15.4	B	13.1	B	-2.3	NO	NO
20.	Civic Center Dr / Mowry Ave	A.M.	29.2	C	21.4	C	-7.8	NO	NO
		P.M.	30.0	C	26.4	C	-3.6	NO	NO
21.	Paseo Padre Pkwy / Mowry Ave	A.M.	40.3	D	<b>107.</b>	<b>F</b>	66.7	<b>YES</b>	<b>YES</b>
		P.M.	38.4	D	<b>94.1</b>	<b>F</b>	55.7	<b>YES</b>	<b>YES</b>
22.	Fremont Blvd / Mowry Ave	A.M.	38.0	D	<b>71.2</b>	<b>E</b>	33.2	<b>YES</b>	NO
		P.M.	48.3	D	<b>123.</b>	<b>F</b>	74.8	<b>YES</b>	<b>YES</b>
23.	Argonaut Way / Mowry Ave	A.M.	21.1	C	19.3	B	-1.8	NO	NO
		P.M.	32.7	C	36.5	D	3.8	NO	NO
24.	Blacow Rd / Mowry Ave	A.M.	31.0	C	<b>81.7</b>	<b>F</b>	50.7	<b>YES</b>	<b>YES</b>
		P.M.	33.7	C	<b>93.4</b>	<b>F</b>	59.7	<b>YES</b>	<b>YES</b>
25.	Farwell Dr / Mowry Ave	A.M.	27.2	C	<b>59.5</b>	<b>E</b>	32.3	<b>YES</b>	NO
		P.M.	35.3	D	49.1	D	13.8	NO	NO
26.	I-880 NB off-ramp / Mowry Ave	A.M.	12.7	B	9.9	A	-2.8	NO	NO
		P.M.	15.7	B	26.5	C	10.8	NO	NO
27.	I-880 SB off ramp / Mowry Ave	A.M.	12.5	B	39.3	D	26.8	NO	NO
		P.M.	16.2	B	25.0	C	8.8	NO	NO
28.	Mission Blvd / Niles Canyon Rd	A.M.	50.3	D	<b>307.</b>	<b>F</b>	257.4	<b>YES</b>	<b>YES</b>
		P.M.	<b>58.3</b>	<b>E</b>	<b>215.</b>	<b>F</b>	156.9	<b>YES</b>	<b>YES</b>
29.	Mission Blvd / Mowry Ave	A.M.	<b>104.7</b>	<b>F</b>	<b>250.</b>	<b>F</b>	145.3	<b>YES</b>	<b>YES</b>
		P.M.	<b>89.5</b>	<b>F</b>	<b>242.</b>	<b>F</b>	152.8	<b>YES</b>	<b>YES</b>
30.	Mission Blvd / Walnut Ave	A.M.	32.7	C	<b>107.</b>	<b>F</b>	74.5	<b>YES</b>	<b>YES</b>
		P.M.	27.6	C	<b>91.1</b>	<b>F</b>	63.5	<b>YES</b>	<b>YES</b>
31.	Civic Center Dr / Walnut Ave	A.M.	30.2	C	21.7	C	-8.5	NO	NO
		P.M.	31.8	C	31.7	C	-0.1	NO	NO
32.	Paseo Padre Pkwy / Walnut Ave	A.M.	33.3	C	29.3	C	-4.0	NO	NO
		P.M.	42.0	D	41.8	D	-0.2	NO	NO
33.	Fremont Blvd / Walnut Ave	A.M.	39.2	D	21.8	C	-17.4	NO	NO
		P.M.	50.8	D	33.4	C	-17.4	NO	NO
34.	Mission Blvd / Stevenson Blvd	A.M.	30.3	C	<b>106.</b>	<b>F</b>	75.7	<b>YES</b>	<b>YES</b>
		P.M.	27.4	C	<b>130.</b>	<b>F</b>	103.1	<b>YES</b>	<b>YES</b>
35.	Paseo Padre Pkwy / Stevenson Blvd	A.M.	43.2	D	35.0	C	-8.2	NO	NO
		P.M.	43.7	D	34.5	C	-9.2	NO	NO
36.	Fremont Blvd / Stevenson Blvd	A.M.	37.6	D	32.9	C	-4.7	NO	NO
		P.M.	39.8	D	29.2	C	-10.6	NO	NO

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable  
 1991 GP LOS D are in bold na: not applicable

**TABLE 27 (CONTINUED)**

#	Intersection	Peak	Existing		2035 General Plan		▲ Avg Delay	Significant Impact (Y/N) per 1991 GP	Significant Impact (Y/N) per GP Update
			Delay	LOS	Delay	LOS			
37.	Blacow Rd / Stevenson Blvd	A.M.	<b>57.9</b>	<b>E</b>	<b>83.7</b>	<b>F</b>	25.8	<b>YES</b>	<b>YES</b>
		P.M.	<b>119.9</b>	<b>F</b>	<b>131.5</b>	<b>F</b>	11.6	<b>YES</b>	<b>YES</b>
38.	I-880 NB Ramps / Stevenson Blvd	A.M.	13.0	B	7.7	A	-5.3	NO	NO
		P.M.	14.5	B	12.6	B	-1.9	NO	NO
39.	I-880 SB Ramps / Stevenson Blvd	A.M.	13.7	B	8.5	A	-5.2	NO	NO
		P.M.	14.8	B	9.5	A	-5.3	NO	NO
40.	Albrae St / Stevenson Blvd	A.M.	25.2	C	27.9	C	2.7	NO	NO
		P.M.	36.0	D	42.3	D	6.3	NO	NO
41.	Cherry St - Boyce Rd / Stevenson Blvd	A.M.	39.0	D	28.4	C	-10.6	NO	NO
		P.M.	26.9	C	20.9	C	-6.0	NO	NO
42.	Fremont Blvd / Grimmer Blvd	A.M.	38.3	D	47.0	D	8.7	NO	NO
		P.M.	37.6	D	<b>56.7</b>	<b>E</b>	19.1	<b>YES</b>	<b>YES</b>
43.	Blacow Rd / Grimmer Blvd	A.M.	<b>96.2</b>	<b>F</b>	<b>157.1</b>	<b>F</b>	60.9	<b>YES</b>	<b>YES</b>
		P.M.	49.6	D	<b>80.1</b>	<b>F</b>	30.5	<b>YES</b>	<b>YES</b>
44.	S. Grimmer Blvd / Auto Mall Pkwy	A.M.	38.8	D	47.7	D	8.9	NO	NO
		P.M.	43.1	D	<b>103.4</b>	<b>F</b>	60.3	<b>YES</b>	<b>YES</b>
45.	I-880 NB Ramps / Auto Mall Pkwy	A.M.	9.3	A	4.9	A	-4.4	NO	NO
		P.M.	8.6	A	10.9	B	2.3	NO	NO
46.	I-880 SB Ramps / Auto Mall Pkwy	A.M.	12.8	B	9.4	A	-3.4	NO	NO
		P.M.	12.3	B	11.8	B	-0.5	NO	NO
47.	Christy St / Auto Mall Pkwy	A.M.	25.5	C	25.4	C	-0.1	NO	NO
		P.M.	36.1	D	40.3	D	4.2	NO	NO
48.	Union St-Fremont Blvd / Washington Blvd	A.M.	25.2	C	<b>143.7</b>	<b>F</b>	118.5	<b>YES</b>	<b>YES</b>
		P.M.	30.8	C	<b>204.6</b>	<b>F</b>	173.8	<b>YES</b>	<b>YES</b>
49.	Fremont Blvd / Blacow Rd	A.M.	41.4	D	10.8	B	-30.6	NO	NO
		P.M.	32.5	C	17.5	B	-15.0	NO	NO
50.	Fremont Blvd / Auto Mall Pkwy	A.M.	40.5	D	<b>90.3</b>	<b>F</b>	49.8	<b>YES</b>	<b>YES</b>
		P.M.	<b>55.8</b>	<b>E</b>	<b>175.1</b>	<b>F</b>	119.3	<b>YES</b>	<b>YES</b>
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	43.3	D	<b>186.8</b>	<b>F</b>	143.5	<b>YES</b>	<b>YES</b>
		P.M.	38.2	D	32.4	C	-5.8	NO	NO
52.	I-880 NB Ramps / Fremont Blvd (S)	A.M.	19.2	B	29.9	C	10.7	NO	NO
		P.M.	8.7	A	4.7	A	-4.0	NO	NO
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.	10.7	B	<b>94.2</b>	<b>F</b>	83.5	<b>YES</b>	<b>YES</b>
		P.M.	6.6	A	7.3	A	0.7	NO	NO
54.	Fremont Blvd / Cushing Pkwy	A.M.	21.6	C	27.8	C	6.2	NO	NO
		P.M.	18.9	B	13.6	B	-5.3	NO	NO

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable  
1991 GP LOS D are in bold na: not applicable

**TABLE 27 (CONTINUED)**

#	Intersection	Peak	Existing		2035 General Plan		▲ Avg Delay	Significant Impact (Y/N) per 1991 GP	Significant Impact (Y/N) per GP Update
			Delay	LOS	Delay	LOS			
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.	34.3	C	<b>65.1</b>	<b>E</b>	30.8	<b>YES</b>	<b>YES</b>
		P.M.	30.6	C	<b>61.2</b>	<b>E</b>	30.6	<b>YES</b>	<b>YES</b>
56.	Osgood Rd / Auto Mall Pkwy	A.M.	<b>67.2</b>	<b>E</b>	<b>182.6</b>	<b>F</b>	115.4	<b>YES</b>	<b>YES</b>
		P.M.	<b>100.1</b>	<b>F</b>	<b>252.9</b>	<b>F</b>	152.8	<b>YES</b>	<b>YES</b>
57.	I-680 SB Ramps / Durham Rd	A.M.	31.7	C	37.1	D	5.4	NO	NO
		P.M.	11.5	B	<b>129.2</b>	<b>F</b>	117.7	<b>YES</b>	<b>YES</b>
58.	I-680 NB Ramps / Durham Rd	A.M.	17.3	B	20.7	C	3.4	NO	NO
		P.M.	16.5	B	16.7	B	0.2	NO	NO
59.	Mission Blvd (north) / I-680 SB Ramps	A.M.	12.5	C	1.3	A	-11.2	NO	NO
		P.M.	10.9	B	35.6	D	24.7	NO	NO
60.	Mission Blvd (north) / I-680 NB Ramps	A.M.	21.5	C	34.2	C	12.7	NO	NO
		P.M.	23.4	C	38.6	D	15.2	NO	NO
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.	<b>83.0</b>	<b>F</b>	<b>352.3</b>	<b>F</b>	269.3	<b>YES</b>	<b>YES</b>
		P.M.	34.3	C	<b>410.5</b>	<b>F</b>	376.2	<b>YES</b>	<b>YES</b>
62.	Warm Springs Blvd / Mission Blvd (SR-262)	A.M.	<b>73.3</b>	<b>E</b>	<b>405.9</b>	<b>F</b>	332.6	<b>YES</b>	<b>YES</b>
		P.M.	41.3	D	<b>395.0</b>	<b>F</b>	353.7	<b>YES</b>	<b>YES</b>
63.	Warm Springs Blvd / E. Warren Ave	A.M.	26.8	C	<b>69.0</b>	<b>E</b>	42.2	<b>YES</b>	<b>YES</b>
		P.M.	40.0	D	45.8	D	5.8	NO	NO
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.	38.9	D	<b>167.6</b>	<b>F</b>	128.7	<b>YES</b>	<b>YES</b>
		P.M.	51.5	D	<b>195.8</b>	<b>F</b>	144.3	<b>YES</b>	<b>YES</b>
67.	Ardenwood Blvd / Paseo Padre Pkwy	A.M.	23.1	C	23.2	C	0.1	NO	NO
		P.M.	25.9	C	20.5	C	-5.4	NO	NO
68.	Fremont Blvd-McCarthy Blvd / Dixon Landing Rd	A.M.	11.6	B	<b>62.5</b>	<b>E</b>	50.9	<b>YES</b>	<b>YES</b>
		P.M.	15.4	B	<b>68.3</b>	<b>E</b>	52.9	<b>YES</b>	<b>YES</b>

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below 1991 GP acceptable LOS D are in bold na: not applicable

## 9 GROWTH TREND ALTERNATIVE INTERSECTION IMPACTS

This section summarizes the transportation impacts identified in the previous sections and presents recommended improvements, if any.

### 9.1 Growth Trend Alternative Buildout Impacts

The addition of cumulative growth and the buildout of the Growth Trend Alternative would cause many intersections to deteriorate from acceptable levels of service under the existing condition to LOS E or F during the 2035 Growth Trend Alternative Condition. To be considered a significant “cumulative” impact, the intersection degradation must satisfy one of these two parameters:

1. Intersections operating at LOS E or F during the 2035 General Plan Condition which previously operated at LOS D or better during the Existing Conditions; or
2. Intersections which were operating at LOS E or F during the Existing Conditions, and experience an increase in intersection average delay of 4.0 or more seconds for the 2035 General Plan Conditions.

**Table 28** provides a LOS comparison for A.M., and P.M. peak hours, respectively, to determine significance criteria and Growth Trend Alternative Condition impacts, if any. This table also indicates significance based on the current LOS D threshold criteria. Signalized intersections within future Planning Development Areas would have a threshold of LOS E under the New General Plan. All of the other signalized intersections would have a threshold of LOS D.

**TABLE 28 2035 GROWTH TREND ALTERNATIVE CONDITION SIGNALIZED LOS COMPARISON**

#	Intersection	Peak	Existing		2035 Growth Trend Alternative		▲ Avg Delay	Significant Impact (Y/N) per 1991 GP	Significant Impact (Y/N) per GP Update
			Delay	LOS	Delay	LOS			
1.	Alvarado Blvd / Deep Creek Rd	A.M.	25.3	C	65.4	E	40.1	<b>YES</b>	<b>YES</b>
		P.M.	26.1	B	45.0	D	18.9	NO	NO
2.	Fremont Blvd / I-880 NB Off-Ramp	A.M.	17.5	B	23.4	C	5.9	NO	NO
		P.M.	21.6	C	17.7	B	-3.9	NO	NO
3.	Fremont Blvd / Paseo Padre Pkwy	A.M.	40.3	D	33.7	C	-6.6	NO	NO
		P.M.	42.4	D	60.3	E	17.9	<b>YES</b>	<b>YES</b>
4.	Paseo Padre Pkwy / Decoto Rd	A.M.	44.2	D	146.5	F	102.3	<b>YES</b>	<b>YES</b>
		P.M.	45.3	D	123.8	F	78.5	<b>YES</b>	<b>YES</b>
5.	Fremont Blvd / Decoto Rd	A.M.	43.8	D	101.9	F	58.1	<b>YES</b>	<b>YES</b>
		P.M.	41.7	D	107.6	F	65.9	<b>YES</b>	<b>YES</b>
6.	I-880 NB Ramps / Decoto Rd	A.M.	35.5	D	147.6	F	112.1	<b>YES</b>	<b>YES</b>
		P.M.	19.8	B	60.8	E	41.0	<b>YES</b>	<b>YES</b>
7.	I-880 SB Ramps / Decoto Rd	A.M.	25.5	C	71.9	E	46.4	<b>YES</b>	<b>YES</b>
		P.M.	14.2	B	14.0	B	-0.2	NO	NO
8.	Ardenwood Blvd / WB SR-84 Ramps	A.M.	23.1	C	23.9	C	0.8	NO	NO
		P.M.	17.0	B	17.9	B	0.9	NO	NO
9.	Paseo Padre Pkwy / SR-84 WB Ramps	A.M.	N/A	N/A	18.4	B	18.4	NO	NO
		P.M.	N/A	N/A	10.3	B	10.3	NO	NO
10.	Thornton Ave / SR-84 EB Ramps	A.M.	N/A	N/A	32.6	C	32.6	NO	NO
		P.M.	N/A	N/A	23.1	C	23.1	NO	NO
11.	Paseo Padre Pkwy / Isherwood Way	A.M.	31.9	C	121.0	F	89.1	<b>YES</b>	<b>YES</b>
		P.M.	31.3	C	107.7	F	76.4	<b>YES</b>	<b>YES</b>
12.	Paseo Padre Pkwy / Thornton Ave	A.M.	50.3	D	222.8	F	172.5	<b>YES</b>	<b>YES</b>
		P.M.	38.8	D	119.1	F	80.3	<b>YES</b>	<b>YES</b>
13.	Fremont Blvd / Thornton Ave	A.M.	34.3	C	29.2	C	-5.1	NO	NO
		P.M.	38.0	D	30.7	C	-7.3	NO	NO
14.	I-880 NB off-ramp/Thornton Ave	A.M.	7.2	A	7.5	A	0.3	NO	NO
		P.M.	35.9	D	33.7	C	-2.2	NO	NO
15.	Fremont Blvd / Peralta Blvd	A.M.	26.6	C	20.7	C	-5.9	NO	NO
		P.M.	32.4	C	57.4	E	25.0	<b>YES</b>	NO
16.	Fremont Blvd / Central Ave	A.M.	28.9	C	123.9	F	95.0	<b>YES</b>	<b>YES</b>
		P.M.	35.0	C	60.3	E	25.3	<b>YES</b>	NO
17.	Central Ave / Blacow Rd	A.M.	29.1	C	38.5	D	9.4	NO	NO
		P.M.	31.8	C	31.2	C	-0.6	NO	NO
18.	Paseo Padre Pkwy / Peralta Blvd	A.M.	40.3	D	65.0	E	24.7	<b>YES</b>	NO
		P.M.	51.3	D	137.9	F	86.6	<b>YES</b>	<b>YES</b>

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable 1991 GP LOS D are in bold na: not applicable

**TABLE 28 (CONTINUED)**

#	Intersection	Peak	Existing		2035 Growth Trend Alternative		▲ Avg Delay	Significant Impact (Y/N) per 1991 GP	Significant Impact (Y/N) per GP Update
			Delay	LOS	Delay	LOS			
19.	Peralta Blvd / Mowry Ave	A.M.	15.1	B	10.8	B	-4.3	NO	NO
		P.M.	15.4	B	12.8	B	-2.6	NO	NO
20.	Civic Center Dr / Mowry Ave	A.M.	29.2	C	19.7	B	-9.5	NO	NO
		P.M.	30.0	C	19.4	B	-10.6	NO	NO
21.	Paseo Padre Pkwy / Mowry Ave	A.M.	40.3	D	79.2	E	38.9	<b>YES</b>	NO
		P.M.	38.4	D	55.3	E	16.9	<b>YES</b>	NO
22.	Fremont Blvd / Mowry Ave	A.M.	38.0	D	60.1	E	22.1	<b>YES</b>	NO
		P.M.	48.3	D	87.7	F	39.4	<b>YES</b>	<b>YES</b>
23.	Argonaut Way / Mowry Ave	A.M.	21.1	C	18.0	B	-3.1	NO	NO
		P.M.	32.7	C	27.2	C	-5.5	NO	NO
24.	Blacow Rd / Mowry Ave	A.M.	31.0	C	83.7	F	52.7	<b>YES</b>	<b>YES</b>
		P.M.	33.7	C	71.4	E	37.7	<b>YES</b>	NO
25.	Farwell Dr / Mowry Ave	A.M.	27.2	C	56.0	E	28.8	<b>YES</b>	NO
		P.M.	35.3	D	34.7	C	-0.6	NO	NO
26.	I-880 NB off-ramp / Mowry Ave	A.M.	12.7	B	10.7	B	-2.0	NO	NO
		P.M.	15.7	B	23.8	C	8.1	NO	NO
27.	I-880 SB off ramp / Mowry Ave	A.M.	12.5	B	40.3	D	27.8	NO	NO
		P.M.	16.2	B	22.6	C	6.4	NO	NO
28.	Mission Blvd / Niles Canyon Rd	A.M.	50.3	D	298.2	F	247.9	<b>YES</b>	<b>YES</b>
		P.M.	<b>58.3</b>	<b>E</b>	247.9	F	189.6	<b>YES</b>	<b>YES</b>
29.	Mission Blvd / Mowry Ave	A.M.	<b>104.7</b>	<b>F</b>	254.2	F	149.5	<b>YES</b>	<b>YES</b>
		P.M.	<b>89.5</b>	<b>F</b>	210.6	F	121.1	<b>YES</b>	<b>YES</b>
30.	Mission Blvd / Walnut Ave	A.M.	32.7	C	122.4	F	89.7	<b>YES</b>	<b>YES</b>
		P.M.	27.6	C	64.6	E	37.0	<b>YES</b>	NO
31.	Civic Center Dr / Walnut Ave	A.M.	30.2	C	21.6	C	-8.6	NO	NO
		P.M.	31.8	C	27.1	C	-4.7	NO	NO
32.	Paseo Padre Pkwy / Walnut Ave	A.M.	33.3	C	26.5	C	-6.8	NO	NO
		P.M.	42.0	D	46.7	D	4.7	NO	NO
33.	Fremont Blvd / Walnut Ave	A.M.	39.2	D	22.8	C	-16.4	NO	NO
		P.M.	50.8	D	30.0	C	-20.8	NO	NO
34.	Mission Blvd / Stevenson Blvd	A.M.	30.3	C	101.8	F	71.5	<b>YES</b>	<b>YES</b>
		P.M.	27.4	C	102.0	F	74.6	<b>YES</b>	<b>YES</b>
35.	Paseo Padre Pkwy / Stevenson Blvd	A.M.	43.2	D	35.0	C	-8.2	NO	NO
		P.M.	43.7	D	27.6	C	-16.1	NO	NO
36.	Fremont Blvd / Stevenson Blvd	A.M.	37.6	D	30.3	C	-7.3	NO	NO
		P.M.	39.8	D	28.5	C	-11.3	NO	NO

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable 1991 GP LOS D are in bold na: not applicable



**TABLE 28 (CONTINUED)**

#	Intersection	Peak	Existing		2035 Growth Trend Alternative		▲ Avg Delay	Significant Impact (Y/N) per 1991 GP	Significant Impact (Y/N) per GP Update
			Delay	LOS	Delay	LOS			
37.	Blacow Rd / Stevenson Blvd	A.M.	<b>57.9</b>	<b>E</b>	79.2	E	21.3	<b>YES</b>	<b>YES</b>
		P.M.	<b>119.9</b>	<b>F</b>	141.5	F	21.6	<b>YES</b>	<b>YES</b>
38.	I-880 NB Ramps / Stevenson Blvd	A.M.	13.0	B	7.7	A	-5.3	NO	NO
		P.M.	14.5	B	13.3	B	-1.2	NO	NO
39.	I-880 SB Ramps / Stevenson Blvd	A.M.	13.7	B	8.9	A	-4.8	NO	NO
		P.M.	14.8	B	9.0	A	-5.8	NO	NO
40.	Albrae St / Stevenson Blvd	A.M.	25.2	C	23.5	C	-1.7	NO	NO
		P.M.	36.0	D	40.6	D	4.6	NO	NO
41.	Cherry St - Boyce Rd / Stevenson Blvd	A.M.	39.0	D	26.4	C	-12.6	NO	NO
		P.M.	26.9	C	22.3	C	-4.6	NO	NO
42.	Fremont Blvd / Grimmer Blvd	A.M.	38.3	D	32.8	C	-5.5	NO	NO
		P.M.	37.6	D	50.7	D	13.1	NO	NO
43.	Blacow Rd / Grimmer Blvd	A.M.	<b>96.2</b>	<b>F</b>	164.0	F	67.8	<b>YES</b>	<b>YES</b>
		P.M.	49.6	D	60.8	E	11.2	<b>YES</b>	<b>YES</b>
44.	S. Grimmer Blvd / Auto Mall Pkwy	A.M.	38.8	D	45.3	D	6.5	NO	NO
		P.M.	43.1	D	87.6	F	44.5	<b>YES</b>	<b>YES</b>
45.	I-880 NB Ramps / Auto Mall Pkwy	A.M.	9.3	A	4.2	A	-5.1	NO	NO
		P.M.	8.6	A	9.4	A	0.8	NO	NO
46.	I-880 SB Ramps / Auto Mall Pkwy	A.M.	12.8	B	7.8	A	-5.0	NO	NO
		P.M.	12.3	B	11.5	B	-0.8	NO	NO
47.	Christy St / Auto Mall Pkwy	A.M.	25.5	C	24.1	C	-1.4	NO	NO
		P.M.	36.1	D	36.7	D	0.6	NO	NO
48.	Union St-Fremont Blvd / Washington Blvd	A.M.	25.2	C	143.7	F	118.5	<b>YES</b>	<b>YES</b>
		P.M.	30.8	C	204.6	F	173.8	<b>YES</b>	<b>YES</b>
49.	Fremont Blvd / Blacow Rd	A.M.	41.4	D	10.8	B	-30.6	NO	NO
		P.M.	32.5	C	17.5	B	-15.0	NO	NO
50.	Fremont Blvd / Auto Mall Pkwy	A.M.	40.5	D	99.5	F	59.0	<b>YES</b>	<b>YES</b>
		P.M.	<b>55.8</b>	<b>E</b>	161.6	F	105.8	<b>YES</b>	<b>YES</b>
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	43.3	D	186.8	F	143.5	<b>YES</b>	<b>YES</b>
		P.M.	38.2	D	32.4	C	-5.8	NO	NO
52.	I-880 NB Ramps / Fremont Blvd (S)	A.M.	19.2	B	29.9	C	10.7	NO	NO
		P.M.	8.7	A	4.7	A	-4.0	NO	NO
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.	10.7	B	94.2	F	83.5	<b>YES</b>	<b>YES</b>
		P.M.	6.6	A	7.3	A	0.7	NO	NO
54.	Fremont Blvd / Cushing Pkwy	A.M.	21.6	C	27.8	C	6.2	NO	NO
		P.M.	18.9	B	13.6	B	-5.3	NO	NO

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable 1991 GP LOS D are in bold na: not applicable

**TABLE 28 (CONTINUED)**

#	Intersection	Peak	Existing		2035 Growth Trend Alternative		▲ Avg Delay	Significant Impact (Y/N) per 1991 GP	Significant Impact (Y/N) per GP Update
			Delay	LOS	Delay	LOS			
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.	34.3	C	68.0	E	33.7	<b>YES</b>	<b>YES</b>
		P.M.	30.6	C	47.7	D	17.1	NO	NO
56.	Osgood Rd / Auto Mall Pkwy	A.M.	<b>67.2</b>	<b>E</b>	182.6	F	115.4	<b>YES</b>	<b>YES</b>
		P.M.	<b>100.1</b>	<b>F</b>	252.9	F	152.8	<b>YES</b>	<b>YES</b>
57.	I-680 SB Ramps / Durham Rd	A.M.	31.7	C	37.1	D	5.4	NO	NO
		P.M.	11.5	B	129.2	F	117.7	<b>YES</b>	<b>YES</b>
58.	I-680 NB Ramps / Durham Rd	A.M.	17.3	B	20.7	C	3.4	NO	NO
		P.M.	16.5	B	16.7	B	0.2	NO	NO
59.	Mission Blvd (north) / I-680 SB Ramps	A.M.	12.5	C	1.3	A	-11.2	NO	NO
		P.M.	10.9	B	28.2	C	17.3	NO	NO
60.	Mission Blvd (north) / I-680 NB Ramps	A.M.	21.5	C	35.6	D	14.1	NO	NO
		P.M.	23.4	C	37.1	D	13.7	NO	NO
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.	<b>83.0</b>	<b>F</b>	352.3	F	269.3	<b>YES</b>	<b>YES</b>
		P.M.	34.3	C	410.5	F	376.2	<b>YES</b>	<b>YES</b>
62.	Warm Springs Blvd / Mission Blvd (SR-262)	A.M.	<b>73.3</b>	<b>E</b>	405.9	F	332.6	<b>YES</b>	<b>YES</b>
		P.M.	41.3	D	395.0	F	353.7	<b>YES</b>	<b>YES</b>
63.	Warm Springs Blvd / E. Warren Ave	A.M.	26.8	C	69.1	E	42.3	<b>YES</b>	<b>YES</b>
		P.M.	40.0	D	43.4	D	3.4	NO	NO
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.	38.9	D	154.3	F	115.4	<b>YES</b>	<b>YES</b>
		P.M.	51.5	D	166.2	F	114.7	<b>YES</b>	<b>YES</b>
67.	Ardenwood Blvd / Paseo Padre Pkwy	A.M.	23.1	C	24.4	C	1.3	NO	NO
		P.M.	25.9	C	19.9	B	-6.0	NO	NO
68.	Fremont Blvd-McCarthy Blvd / Dixon Landing Rd	A.M.	11.6	B	62.4	E	50.8	<b>YES</b>	<b>YES</b>
		P.M.	15.4	B	77.1	E	61.7	<b>YES</b>	<b>YES</b>

Notes: Delay: in average seconds per vehicle LOS: Level of Service E/F Intersections operating below acceptable 1991 GP LOS D are in bold na: not applicable

## 10 YEAR 2035 GENERAL PLAN MITIGATION MEASURES

**Table 29** summarizes the study intersections that would be impacted under the proposed General Plan. **Table 30** shows a summary of the mitigated levels of service and level of significance after mitigation. **Figure 5** show the proposed mitigated geometry at study intersections where modifications are recommended.

**Appendix I** shows the detailed intersection LOS calculations for the mitigated conditions.

**TABLE 29 2035 GENERAL PLAN CONDITION INTERSECTIONS REQUIRING MITIGATION**

#	Description	Period	LOS
1.	Alvarado Blvd / Deep Creek Rd	A.M.	E
3.	Fremont Blvd / Paseo Padre Pkwy	P.M.	F
4.	Paseo Padre Pkwy / Decoto Rd	A.M.,P.M.	F,F
5.	Fremont Blvd / Decoto Rd	A.M.,P.M.	F,F
6.	I-880 NB Ramps / Decoto Rd	A.M.,P.M.	F,E
7.	I-880 SB Ramps / Decoto Rd	A.M.	F
11.	Paseo Padre Pkwy / Isherwood Way	A.M.,P.M.	F,F
12.	Paseo Padre Pkwy / Thornton Ave	A.M.,P.M.	F,F
16.	Fremont Blvd / Central Ave	A.M.,P.M.	F,F
18.	Paseo Padre Pkwy / Peralta Blvd	P.M.	F
21.	Paseo Padre Pkwy / Mowry Ave	A.M.,P.M.	F,F
22.	Fremont Blvd / Mowry Ave	P.M.	F
24.	Blacow Rd / Mowry Ave	A.M.,P.M.	F,F
28.	Mission Blvd / Niles Canyon Rd	A.M.,P.M.	F,F
29.	Mission Blvd / Mowry Ave	A.M.,P.M.	F,F
30.	Mission Blvd / Walnut Ave	A.M.,P.M.	F,F
34.	Mission Blvd / Stevenson Blvd	A.M.,P.M.	F,F
37.	Blacow Rd / Stevenson Blvd	A.M.,P.M.	F,F
42.	Fremont Blvd / Grimmer Blvd	P.M.	E
43.	Grimmer Blvd / Blacow Rd	A.M.,P.M.	F,F
44.	S. Grimmer Blvd / Auto Mall Pkwy	P.M.	F
48.	Union St-Fremont Blvd / Washington Blvd	A.M.,P.M.	F,F
50.	Fremont Blvd / Auto Mall Pkwy	A.M.,P.M.	F,F
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	F
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.	F
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.,P.M.	E,E
56.	Osgood Rd / Auto Mall Pkwy	A.M.,P.M.	F,F
57.	I-680 SB Ramps / Durham Rd	P.M.	F
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.,P.M.	F,F
62.	Warm Springs Blvd / Mission Blvd (SR-262)	A.M.,P.M.	F,F
63.	Warm Springs Blvd / E. Warren Ave	A.M.	E
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.,P.M.	F,F
68.	Fremont Blvd / Dixon Landing Rd	A.M.,P.M.	E,E

**TABLE 30 2035 GENERAL PLAN MITIGATED CONDITION SUMMARY**

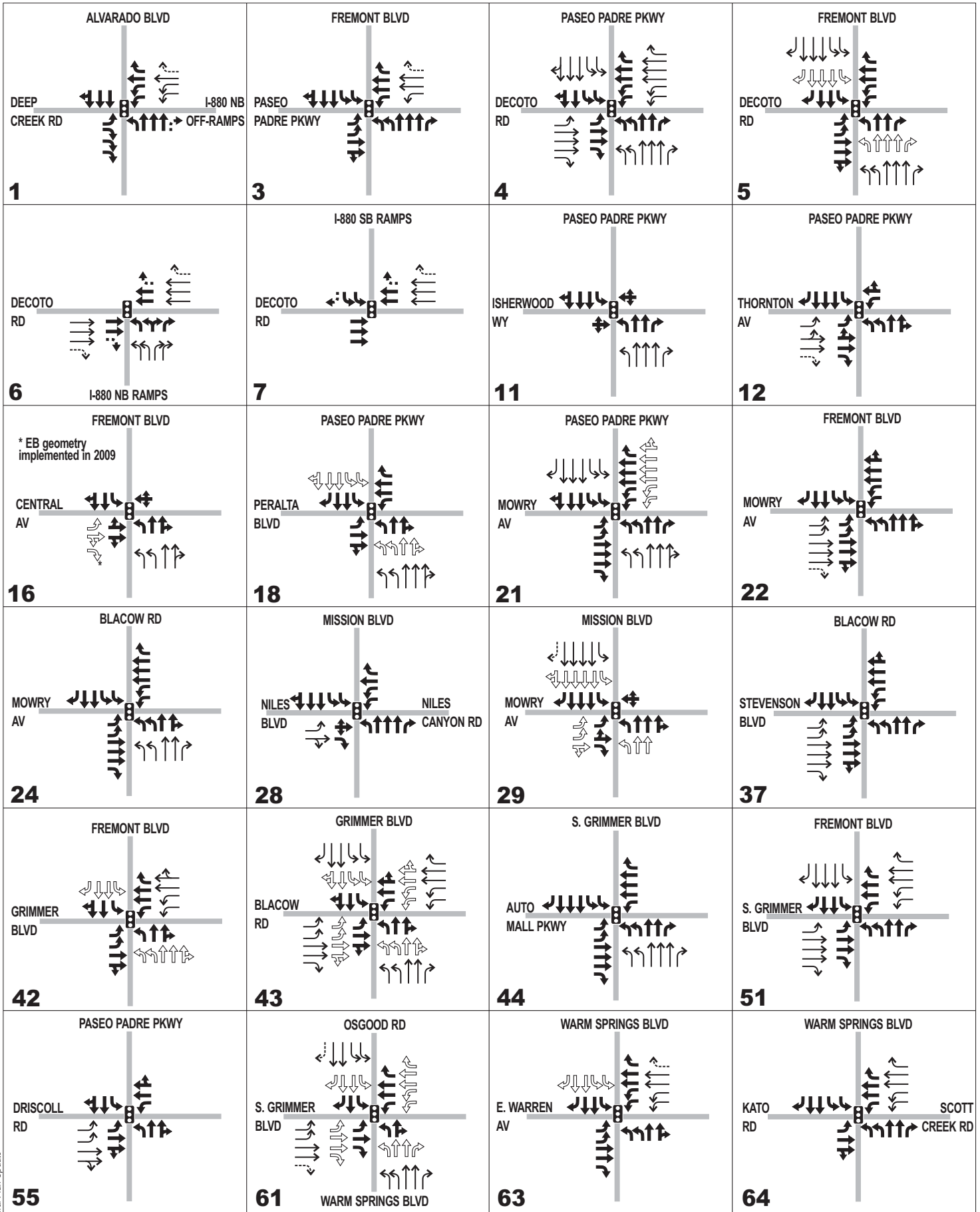
#	Intersection	Peak	Existing		2035 General Plan		2035 General Plan Mitigated Conditions		▲ Avg Delay (seconds)	Significant Impact After Mitigation (Y/N) per GP Update
			Delay	LOS	Delay	LOS	Delay	LOS		
1)	Alvarado Blvd / Deep Creek Rd*	A.M.	25.3	C	<b>76.9</b>	<b>E</b>	<b>66.4</b>	<b>E</b>	41.1	<b>Y</b>
		P.M.	26.1	B	46.3	D	MNN	MNN		N/A
3)	Fremont Blvd / Paseo Padre Pkwy	A.M.	40.3	D	35.4	D	MNN	MNN	10.6	N/A
		P.M.	42.4	D	<b>80.3</b>	<b>F</b>	53.0	D		N
4)	Paseo Padre Pkwy / Decoto Rd	A.M.	44.2	D	<b>156.9</b>	<b>F</b>	<b>82.9</b>	<b>F</b>	38.7	<b>Y</b>
		P.M.	45.3	D	<b>123.5</b>	<b>F</b>	<b>82.1</b>	<b>F</b>		36.8
5)	Fremont Blvd / Decoto Rd	A.M.	43.8	D	<b>105.4</b>	<b>F</b>	70.7	E	26.9	N
		P.M.	41.7	D	<b>107.1</b>	<b>F</b>	74.0	E		32.3
6)	I-880 NB Ramps / Decoto Rd*	A.M.	35.5	D	<b>167.1</b>	<b>F</b>	<b>73.4</b>	<b>E</b>	37.9	<b>Y</b>
		P.M.	19.8	B	<b>67.4</b>	<b>E</b>	27.2	C		7.4
7)	I-880 SB Ramps / Decoto Rd*	A.M.	25.5	C	<b>94.9</b>	<b>F</b>	31.5	C	6.0	N
		P.M.	14.2	B	14.7	B	MNN	MNN		N/A
11)	Paseo Padre Pkwy / Isherwood Way	A.M.	31.9	C	<b>143.5</b>	<b>F</b>	<b>118.6</b>	<b>F</b>	86.7	<b>Y</b>
		P.M.	31.3	C	<b>152.5</b>	<b>F</b>	<b>113.9</b>	<b>F</b>		82.6
12)	Paseo Padre Pkwy / Thornton Ave	A.M.	50.3	D	<b>217.5</b>	<b>F</b>	39.8	D	-10.5	N
		P.M.	38.8	D	<b>146.0</b>	<b>F</b>	<b>87.1</b>	<b>F</b>		48.3
16)	Fremont Blvd / Central Ave	A.M.	28.9	C	<b>121.5</b>	<b>F</b>	51.7	D	22.8	N
		P.M.	35.0	C	<b>109.9</b>	<b>F</b>	75.8	E		40.8
18)	Paseo Padre Pkwy / Peralta Blvd	A.M.	40.3	D	68.8	E	MNN	MNN	82.4	N/A
		P.M.	51.3	D	<b>164.7</b>	<b>F</b>	<b>133.7</b>	<b>F</b>		<b>Y</b>
21)	Paseo Padre Pkwy / Mowry Ave	A.M.	40.3	D	<b>107.0</b>	<b>F</b>	<b>94.8</b>	<b>F</b>	54.5	<b>Y</b>
		P.M.	38.4	D	<b>94.1</b>	<b>F</b>	63.6	E		25.2
22)	Fremont Blvd / Mowry Ave	A.M.	38.0	D	<b>71.2</b>	<b>E</b>	MNN	MNN	39.1	N/A
		P.M.	48.3	D	<b>123.1</b>	<b>F</b>	<b>87.4</b>	<b>F</b>		<b>Y</b>
24)	Blacow Rd / Mowry Ave	A.M.	31.0	C	<b>81.7</b>	<b>F</b>	MNF	MNF	20.2	<b>Y</b>
		P.M.	33.7	C	<b>93.4</b>	<b>F</b>	MNF	MNF		<b>Y</b>
25)	Farwell Dr / Mowry Ave	A.M.	27.2	C	59.5	E	MNN	MNN	145.3	N/A
		P.M.	35.3	D	49.1	D	MNN	MNN		N/A
28)	Mission Blvd / Niles Canyon Rd	A.M.	50.3	D	<b>307.7</b>	<b>F</b>	<b>195.6</b>	<b>F</b>	125.3	<b>Y</b>
		P.M.	<b>58.3</b>	<b>E</b>	<b>215.2</b>	<b>F</b>	<b>183.6</b>	<b>F</b>		<b>Y</b>
29)	Mission Blvd / Mowry Ave	A.M.	<b>104.7</b>	<b>F</b>	<b>250.0</b>	<b>F</b>	<b>120.9</b>	<b>F</b>	16.2	<b>Y</b>
		P.M.	<b>89.5</b>	<b>F</b>	<b>242.3</b>	<b>F</b>	<b>108.3</b>	<b>F</b>		18.8
30)	Mission Blvd / Walnut Ave	A.M.	32.7	C	<b>107.2</b>	<b>F</b>	MNF	MNF	18.8	<b>Y</b>
		P.M.	27.6	C	<b>91.1</b>	<b>F</b>	MNF	MNF		<b>Y</b>
34)	Mission Blvd / Stevenson Blvd	A.M.	30.3	C	<b>106.0</b>	<b>F</b>	MNF	MNF	20.2	<b>Y</b>
		P.M.	27.4	C	<b>130.5</b>	<b>F</b>	MNF	MNF		<b>Y</b>
37)	Blacow Rd / Stevenson Blvd	A.M.	<b>57.9</b>	<b>E</b>	<b>83.7</b>	<b>F</b>	<b>78.1</b>	<b>E</b>	-30.7	<b>Y</b>
		P.M.	<b>119.9</b>	<b>F</b>	<b>131.5</b>	<b>F</b>	<b>89.2</b>	<b>F</b>		<b>Y</b>
42)	Fremont Blvd / Grimmer Blvd	A.M.	38.3	D	47.0	D	MNN	MNN	0.9	N/A
		P.M.	37.6	D	<b>56.7</b>	<b>E</b>	38.5	D		N

Notes: Delay: in average seconds per vehicle    Bold=Below Standard    LOS: Level of service    MNN: Mitigation Not Needed    MNF=Mitigation Not Feasible  
 \* = Caltrans Jurisdiction

**TABLE 30 (CONTINUED)**

#	Intersection	Peak	Existing		2035 General Plan		2035 General Plan Mitigated Conditions		▲ Avg Delay (seconds)	Significant Impact After Mitigation (Y/N) per GP Update
			Delay	LOS	Delay	LOS	Delay	LOS		
43)	Grimmer Blvd / Blacow Rd	A.M.	<b>96.2</b>	<b>F</b>	<b>157.1</b>	<b>F</b>	<b>70.6</b>	<b>E</b>	-25.6	<b>Y</b>
		P.M.	49.6	D	<b>80.1</b>	<b>F</b>	51.5	D	1.9	N
44)	S. Grimmer Blvd / Auto Mall Pkwy	A.M.	38.8	D	47.7	D	MNN	MNN		N/A
		P.M.	43.1	D	<b>103.4</b>	<b>F</b>	77.7	E	34.6	N
48)	Union St-Fremont Blvd / Washington Blvd	A.M.	25.2	C	<b>143.7</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	30.8	C	<b>204.6</b>	<b>F</b>	MNF	MNF		<b>Y</b>
50)	Fremont Blvd / Auto Mall Pkwy	A.M.	40.5	D	<b>90.3</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	55.8	E	<b>175.1</b>	<b>F</b>	MNF	MNF		<b>Y</b>
51)	Fremont Blvd / S. Grimmer Blvd	A.M.	43.3	D	<b>186.8</b>	<b>F</b>	<b>82.2</b>	<b>F</b>	38.9	<b>Y</b>
		P.M.	38.2	D	32.4	C	MNN	MNN		N/A
53)	I-880 SB Ramps / Fremont Blvd (S)*	A.M.	10.7	B	<b>94.2</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	6.6	A	7.3	A	MNN	MNN		N/A
55)	Paseo Padre Pkwy / Driscoll Rd	A.M.	34.3	C	<b>65.1</b>	<b>E</b>	49.5	D	15.2	N
		P.M.	30.6	C	<b>61.2</b>	<b>E</b>	38.4	D	7.8	N
56)	Osgood Rd / Auto Mall Pkwy	A.M.	67.2	E	<b>182.6</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	<b>100.1</b>	<b>F</b>	<b>252.9</b>	<b>F</b>	MNF	MNF		<b>Y</b>
57)	I-680 SB Ramps / Durham Rd*	A.M.	31.7	C	37.1	D	MNN	MNN		N/A
		P.M.	11.5	B	<b>129.2</b>	<b>F</b>	MNF	MNF		<b>Y</b>
61)	Osgood Rd-Warm Springs Blvd/S. Grimmer Blvd	A.M.	<b>83.0</b>	<b>F</b>	<b>352.3</b>	<b>F</b>	55.3	E	-27.7	N
		P.M.	34.3	C	<b>410.5</b>	<b>F</b>	62.9	E	28.6	N
62)	Warm Springs Blvd / Mission Blvd (SR-262)*	A.M.	73.3	E	<b>405.9</b>	<b>F</b>	<b>154.6</b>	<b>F</b>	81.3	<b>Y</b>
		P.M.	41.3	D	<b>395.0</b>	<b>F</b>	MNF	MNF		<b>Y</b>
63)	Warm Springs Blvd / E. Warren Ave	A.M.	26.8	C	<b>69.0</b>	<b>E</b>	37.5	D	10.7	N
		P.M.	40.0	D	45.8	D	MNN	MNN		N/A
64)	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.	38.9	D	<b>167.6</b>	<b>F</b>	<b>138.8</b>	<b>F</b>	99.9	<b>Y</b>
		P.M.	51.5	D	<b>195.8</b>	<b>F</b>	<b>147.2</b>	<b>F</b>	95.7	<b>Y</b>
68)	Fremont Blvd / Dixon Landing Rd	A.M.	11.6	B	<b>62.5</b>	<b>E</b>	MNF	MNF		<b>Y</b>
		P.M.	15.4	B	<b>68.3</b>	<b>E</b>	MNF	MNF		<b>Y</b>

Notes: Delay: in average seconds per vehicle    Bold=Below Standard    LOS: Level of service    MNN: Mitigation Not Needed    MNF=Mitigation Not Feasible  
 \* = Caltrans Jurisdiction



**LEGEND**

- 00 - Study Intersection Number
- B - Signalized Intersection
- ← - Existing Geometry
- ↔ - Free Right Turn
- ↔ - Assumed 2035 Geometry
- ↔ - Mitigated Geometry
- ↔ - Mitigated Free Right Turn

07034-000 - Fremont General Plan Update

**#1 Alvarado Blvd / Deep Creek Rd**

During the A.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of Alvarado Blvd/Deep Creek Rd. The intersection of Alvarado Blvd/Deep Creek Rd is LOS C under the Existing Condition, and would deteriorate to LOS E in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5**, the intersection average delay for the A.M. peak hour would improve from 76.9 seconds to 66.4 seconds. This location is also under the jurisdiction of Caltrans.

With this mitigation in place, the LOS would remain at LOS E. Further modifications to the intersection cannot be recommended due to the fact that improvements would be made by another agency and due to the proximity of private homes or the adjacent I-880 overpass structure. Therefore this would be a significant and unavoidable impact.

**#3 Fremont Blvd / Paseo Padre Pkwy**

During the P.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of Fremont Blvd/Paseo Padre Pkwy. The intersection of Fremont Blvd/Paseo Padre Pkwy is LOS D under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5**, the intersection average delay for the P.M. peak hour would improve from 80.3 seconds to 53.0 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the north-east corner.

With this mitigation in place, the intersection average delay would improve to LOS D. Therefore, the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#4 Paseo Padre Pkwy / Decoto Rd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Decoto Rd. For both the A.M. and P.M. peak hours, the intersection of Paseo Padre Pkwy/Decoto Rd is LOS D under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in a Planning Development Area for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 156.9 seconds to 82.9 seconds. Similarly, the P.M. peak would improve from 123.5 to 82.1 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along each of the quadrants of the intersection.

With this mitigation in place, the intersection average delay would improve. However, the LOS would remain at LOS F for both the A.M. and P.M. peak hours. Therefore, this mitigation would be significant and unavoidable.

**#5 Fremont Blvd / Decoto Rd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Fremont Blvd/Decoto Rd. For both the A.M. and P.M. peak hours, the intersection of Fremont Blvd/Decoto Rd is LOS D under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in a Planning Development Area for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 105.4 seconds to 70.7 seconds. Similarly, the P.M. peak would improve from 107.1 to 74.0 seconds. This mitigation would require significant lane re-striping as well acquisition of additional right-of-way and utility relocations along the northbound and southbound approaches of Fremont Blvd.

With this mitigation in place, the intersection LOS would improve to LOS E for both the A.M. and P.M. peak hours. Therefore, the impact would be reduced to a less than significant level with implementation of the mitigation measure.



**#6 I-880 NB Ramps / Decoto Rd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of I-880 NB Ramps/Decoto Rd. For the A.M. and P.M. peak hours, the intersection of I-880 NB Ramps/Decoto Rd is LOS D and B, respectively, under the Existing Condition, and would deteriorate to LOS F and E, respectively, in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 167.1 seconds to 73.4 seconds. Similarly, the P.M. peak would improve from 67.4 to 27.2 seconds. This mitigation may require acquisition of additional right-of-way, reconstruction of the overpass at I-880 and utility relocations. This location is also under the jurisdiction of Caltrans.

With this mitigation in place, the intersection LOS would improve to LOS E in the A.M. and C in the P.M. Because of the LOS E condition, the potential reconstruction of the overpass at I-880 and the fact that improvements would be made by another agency, this would be a significant and unavoidable impact.

**#7 I-880 SB Ramps / Decoto Rd**

During the A.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of I-880 SB Ramps/Decoto Rd. For the A.M. peak hour, the intersection of I-880 SB Ramps/Decoto Rd is LOS C under the Existing Condition and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 94.9 seconds to 31.5 seconds. This mitigation may require acquisition of additional right-of-way, reconstruction of the overpass at I-880 and utility relocations. This location is also under the jurisdiction of Caltrans.

With this mitigation in place, the intersection LOS would improve to LOS C. Therefore, the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#11 Paseo Padre Pkwy / Isherwood Wy**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Isherwood Wy. For both the A.M. and P.M. peak hours, the intersection of Paseo Padre Pkwy/Isherwood Wy is LOS C under the Existing Condition, but would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 143.5 seconds to 118.6 seconds. Similarly, the P.M. peak would improve from 152.5 to 113.9 seconds. This mitigation would require modification of existing traffic signal hardware, travel lane re-striping and the modification of raised concrete medians on northbound approach of Paseo Padre Parkway.

With this mitigation in place, the intersection average delay would improve. However, the LOS for the A.M. and P.M. peak hours would remain at LOS F. Therefore, this mitigation would be significant and unavoidable.

**#12 Paseo Padre Pkwy / Thornton Ave**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Thornton Ave. For the A.M. and P.M. peak hours, the intersection of Paseo Padre Pkwy/Thornton Ave is LOS D under the Existing Condition, and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 217.5 seconds to 39.8 seconds. Similarly, the P.M. peak would improve from 146.0 to 87.1 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-west corner of the intersection.

With this mitigation in place, the intersection LOS would improve to LOS C in the A.M., but remain LOS F in the P.M. The A.M. impact would be reduced to a less than significant level with implementation of the mitigation measure. The P.M. impact, however, would be significant and unavoidable.

**#16 Fremont Blvd / Central Ave**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Fremont Blvd/Central Ave. For both the A.M. and P.M. peak hours, the intersection of Fremont Blvd/Central Ave is LOS C under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 121.5 seconds to 51.7 seconds. Similarly, the P.M. peak would improve from 109.9 to 75.8 seconds. This mitigation would require modification of raised concrete medians, and travel lane re-striping on the northbound approach of Fremont Blvd.

With this mitigation in place, the intersection LOS would improve to LOS D in the A.M. and LOS E in the P.M. Impacts in both of the A.M. and P.M. conditions would be reduced to a less than significant level with implementation of the mitigation measure.

**#18 Paseo Padre Pkwy / Peralta Blvd**

During the P.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Peralta Blvd. For the P.M. peak hour, the intersection of Paseo Padre Pkwy/Peralta Blvd is LOS D, under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in select planning development areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the P.M. peak hour would improve from 164.7 seconds to 133.7 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-east corner.

With this mitigation in place, the P.M. peak hour would remain at a LOS worse than LOS E and therefore this would be a significant and unavoidable impact.

**#21 Paseo Padre Pkwy / Mowry Ave**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Mowry Ave. For both the A.M. and P.M. peak hours, the intersection of Paseo Padre Pkwy/Mowry Ave is LOS D under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 107.0 seconds to 94.8 seconds. Similarly, the P.M. peak would improve from 94.1 to 63.6 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along both Paseo Padre Parkway approaches.

With this mitigation in place, the intersection LOS would remain LOS F in the A.M. and improve to LOS E in the P.M. The A.M. impact would remain at a LOS worse than LOS D and therefore would be a significant and unavoidable impact. The P.M. impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#22 Fremont Blvd / Mowry Ave**

During the P.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of Fremont Blvd/Mowry Ave. For the P.M. peak hours, the intersection of Fremont Blvd/Mowry Ave is LOS D under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the P.M. peak hour would improve from 123.1 seconds to 87.4 seconds. This mitigation would entail minor restriping along the eastbound Mowry Avenue approach but would not require acquisition of additional right-of-way or utility relocations along the southwest corner.

With this mitigation in place, the intersection LOS would remain LOS F in the P.M. peak hour. The P.M. impact would remain at a LOS worse than LOS D and therefore would be a significant and unavoidable impact.

**#24 Blacow Rd / Mowry Ave**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Blacow Rd/Mowry Ave. For both the A.M. and P.M. peak hours, the intersection of Blacow Rd/Mowry Ave is LOS C under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

The improvements necessary to mitigate this intersection would require the narrowing or closing of the frontage road along Blacow Road. However, current Fire Code regulations will not permit the magnitude of modifications that are required. Therefore, this intersection is considered "built-out" and additional modifications beyond those already planned are not feasible based on a review of available right-of-way or the close proximity to existing structures. Acquisition of additional right-of-way and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

If the intersection were modified to include an additional northbound right turn lane, then the average delay would then improve to 77.8 seconds (LOS E) in the A.M. Peak hour and 68.0 seconds (LOS E) in the P.M. Peak Hour.

**#28 Mission Blvd / Niles Canyon Rd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Mission Blvd/Niles Canyon Rd. For the A.M. and P.M. peak hours, the intersection of Mission Blvd/Niles Canyon Rd is LOS D and E, respectively under the Existing Condition, and would both deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of this increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5**, changing the traffic signal to protected phasing operation and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 307.7 seconds to 195.6 seconds. Similarly, the P.M. peak hour would improve from 215.2 seconds to 183.6 seconds. This mitigation would entail minor restriping along eastbound Niles Canyon Rd, but would not require acquisition of additional right-of-way or utility relocations.

With this mitigation in place, the intersection LOS would remain LOS F in both the A.M. and P.M. peak hours. These peak hours would still have a LOS worse than LOS E and therefore would be significant and unavoidable impacts.

### **#29 Mission Blvd / Mowry Ave**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Mission Blvd/Mowry Ave. For both the A.M. and P.M. peak hours, the intersection of Mission Blvd/Mowry Ave is LOS F under the Existing Condition, and would be LOS F in the 2035 General Plan Condition. The addition of traffic under 2035 conditions would cause an increase in average delay of 74.5 seconds during the A.M. peak hours and 63.5 during the P.M. peak hour. This increase in average delay exceeds the 4.0 second threshold for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### **Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection (which is under Caltrans jurisdiction) average delay for the A.M. peak hour would improve from 250.0 seconds to 120.9 seconds. Similarly, the P.M. peak hour would improve from 242.3 seconds to 108.3 seconds. This mitigation would entail minor restriping along the southbound Mission Blvd approach and would not require acquisition of additional right-of-way or utility relocations.

With this mitigation in place, the intersection LOS would remain LOS F in both the A.M. and P.M. peak hours. These peak hours would still have a LOS worse than LOS E and therefore would be significant and unavoidable impacts.

### **#30 Mission Blvd / Walnut Ave**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Mission Blvd/Walnut Ave. For both the A.M. and P.M. peak hours, the intersection of Mission Blvd/Walnut Ave is LOS C under the Existing Condition and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### **Mitigation Measure**

This intersection, which is under Caltrans jurisdiction, is "built-out" and additional modifications beyond those already planned are not feasible based on the close proximity to single family homes and railroad tracks. Acquisition of additional right-of-way and utility relocation may not be feasible at this intersection. Therefore, this would remain a significant and unavoidable impact.

**#34 Mission Blvd / Stevenson Blvd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Mission Blvd/Stevenson Blvd. For both the A.M. and P.M. peak hours, the intersection of Mission Blvd/Stevenson Blvd is LOS C under the Existing Condition and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

This intersection, which is under Caltrans jurisdiction, is "built-out" and additional modifications beyond those already planned are not feasible based on a review of adjacent right-of-way and existing structures. Significant modifications to the tunnel underneath the railroad toward the south would be required to widen Mission Blvd and improve this location. Acquisition of additional right-of-way and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

**#37 Blacow Rd / Stevenson Blvd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Blacow Rd/Stevenson Blvd. For the A.M. and P.M. peak hours, the intersection of Blacow Rd/Stevenson Blvd is LOS E and F, respectively under the Existing Condition, and would be LOS F in the 2035 General Plan Condition. The addition of traffic under 2035 conditions would cause an increase in average delay of 25.8 seconds during the A.M. peak hour and 11.6 during the P.M. peak hour. This increase in average delay exceeds the 4.0 second threshold for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 83.7 seconds to 78.1 seconds. Similarly, the P.M. peak would improve from 131.5 to 89.2 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-west corner adjacent to the Arco fuel station.

With this mitigation in place, the intersection LOS would improve to LOS E in the A.M. and remain LOS F in the P.M. The A.M. would still have an increase in intersection average delay greater than 4.0 seconds and therefore this would be a significant and unavoidable impact. The P.M. would have an increase in intersection average delay less than 4.0 seconds and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#42 Fremont Blvd / Grimmer Blvd**

During the P.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of Fremont Blvd/Grimmer Blvd. For the P.M. peak hour, the intersection of Fremont Blvd/Grimmer Blvd is LOS D under the Existing Condition, and would be LOS E in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5**, changing to a protected phase operation and optimizing the signal timing, the intersection average delay for the P.M. peak hour would improve from 56.7 seconds to 38.5 seconds. This mitigation will not require acquisition of additional right-of-way and utility relocations along the north-east corner adjacent to the creek.

With this mitigation in place, the intersection LOS would improve to LOS D in the P.M. peak hour and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#43 Grimmer Blvd / Blacow Rd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Grimmer Blvd/Blacow Rd. For both the A.M. and P.M. peak hours, the intersection of Grimmer Blvd/Blacow Rd is LOS F and D, respectively under the Existing Condition and would both have an LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 157.1 seconds to 70.6 seconds. Similarly, the P.M. peak would improve from 80.1 to 51.5 seconds. This mitigation may require acquisition of significant additional right-of-way and utility relocations at every corner.

With this mitigation in place, the intersection LOS would improve to LOS E in the A.M. and LOS D in the P.M. The A.M. would still have an LOS worse than LOS D and therefore this would be a significant and unavoidable impact. The P.M. would have an LOS D and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#44 Grimmer Blvd / Auto Mall Pkwy**



During the P.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of Grimmer Blvd/Auto Mall Pkwy. For the P.M. peak hour, the intersection of Grimmer Blvd/Auto Mall Pkwy is LOS D under the Existing Condition and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the P.M. peak hour would improve from 103.4 seconds to 77.7 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-west corner adjacent to the Chevron Station.

With this mitigation in place, the intersection LOS would improve to LOS E in the P.M. and therefore this would be reduced to a less than significant level with implementation of the mitigation measure.

#### **#48 Union St-Fremont Blvd / Washington Blvd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Union St-Fremont Blvd/Washington Blvd. For both the A.M. and P.M. peak hours, the intersection of Union St-Fremont Blvd/Washington Blvd is LOS D under the Existing Condition and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

This five-legged intersection at five corners in Irvington is "built-out" and additional modifications beyond those already planned are not feasible based on a review of available right-of-way or the close proximity to existing buildings. Acquisition of additional right-of-way and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

**#50 Fremont Blvd / Auto Mall Pkwy**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Fremont Blvd/Auto Mall Pkwy. For the A.M. and P.M. peak hours, the intersection of Fremont Blvd/Auto Mall Pkwy is LOS D and E, respectively under the Existing Condition and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

This intersection is "built-out" and additional modifications beyond those already planned are not feasible based on a review of available right-of-way or the close proximity to the existing overhead power structures, adjacent drainage canal and railroad overpass. Therefore, this would remain a significant and unavoidable impact.

**#51 Fremont Blvd / S. Grimmer Blvd**

During the A.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of Fremont Blvd/S. Grimmer Blvd. For the A.M. peak hour, the intersection of Fremont Blvd/S. Grimmer Blvd is LOS D under the Existing Condition and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 186.8 seconds to 48.5 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the southbound and eastbound approaches.

With this mitigation in place, the intersection LOS would improve to LOS D in the A.M. and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#53 I-880 SB Ramps / Fremont Blvd**

During the A.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of I-880 SB Ramps/Fremont Blvd. For the A.M. peak hour, the intersection of I-880 SB Ramps/Fremont Blvd is LOS B under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds

the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

This intersection, which is under Caltrans jurisdiction, is "built-out" and additional modifications beyond those already planned are not feasible based on a review of adjacent topography and the close proximity to the overpass at I-880. Roadway reconstruction and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

#### **#55 Paseo Padre Pkwy / Driscoll Rd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Driscoll Rd. For both the A.M. and P.M. peak hours, the intersection of Paseo Padre Pkwy/Driscoll Rd is LOS C under the Existing Condition and would be LOS E in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 65.1 seconds to 49.5 seconds. Similarly, the P.M. peak would improve from 61.2 to 38.4 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-west corner.

With this mitigation in place, the intersection LOS would improve to LOS D in the A.M. and LOS D in the P.M. and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

#### **#56 Osgood Rd / Auto Mall Pkwy**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Osgood Rd/Auto Mall Pkwy. For the A.M. and P.M. peak hours, the intersection of Osgood Rd/Auto Mall Pkwy is LOS E and F, respectively, under the Existing Condition and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

### Mitigation Measure

This intersection is “built-out” and additional modifications beyond those already planned beyond the planned widening of Auto Mall Pkwy to six lanes are not feasible. This intersection is bounded by bridge structures directly to the east and the west and overhead power to the north. Acquisition of additional right-of-way and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

### **#57 I-680 SB Ramps / Durham Rd**

During the P.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of I-680 SB Ramps/Durham Rd. For the P.M. peak hour, the intersection of I-680 SB Ramps/Durham Rd is LOS B under the Existing Condition, and would deteriorate to LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project’s relative contribution to the impact is shown in **Appendix C**.

### Mitigation Measure

This intersection, which is under Caltrans jurisdiction, is “built-out” and additional modifications beyond those already planned are not feasible based on a review of adjacent topography and close proximity to the overpass at I-680. Significant roadway modifications may not be feasible. Therefore, this would remain a significant and unavoidable impact.

### **#61 Osgood Rd-Warm Springs Blvd / S. Grimmer Blvd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Osgood Rd-Warm Springs Blvd/S. Grimmer Blvd. For the A.M. and P.M. peak hours, the intersection of Osgood Rd-Warm Springs Blvd/S. Grimmer Blvd is LOS F and C, respectively, under the Existing Condition and would be LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project’s relative contribution to the impact is shown in **Appendix C**.

### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 352.3 seconds to 55.3 seconds. Similarly, for the P.M. peak hour, would improve from 410.5 seconds to 62.9 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations at every corner.

With this mitigation in place, the intersection LOS would be LOS E in both the A.M. and P.M. peak hours. The A.M. and P.M. impacts would both be reduced to a less than significant level with implementation of the mitigation measure.

### **#62 Warm Springs Blvd / Mission Blvd (SR-262)**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Warm Springs Blvd/Mission Blvd (SR-262). For the A.M. and P.M. peak hours, the intersection of Warm Springs Blvd/Mission Blvd (SR-262) is LOS E and D, respectively, under the Existing Condition and would be LOS E in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### **Mitigation Measure**

By modifying the intersection to include a southbound right turn free movement and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 405.9 seconds to 154.6 seconds. Similarly, the P.M. peak would improve from 395.0 to 174.4 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations at the northwest corner of the intersection.

With this mitigation in place, the intersection LOS would remain LOS F in both the A.M. and P.M. peak hours. These peak hours would still have a LOS worse than LOS E and therefore would be significant and unavoidable impacts.

Note that this location has been earmarked for reconstruction into a grade separated facility. In the event that this becomes a reality, then this location will need to be re-evaluated with revised geometric considerations.

### **#63 Warm Springs Blvd / E. Warren Ave**

During the A.M. peak hour, the addition of General Plan related traffic would result in a significant impact at the intersection of Warm Springs Blvd/E. Warren Ave. For the A.M. peak hour, the intersection of Warm Springs Blvd/E. Warren Ave is LOS C under the Existing Condition, and would deteriorate to LOS E in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 69.0 seconds to 37.5 seconds. This mitigation may require construction of a “pork chop island” to channelize traffic from westbound Warren Ave to northbound Warm Springs Blvd, acquisition of additional right-of-way and utility relocations.

With this mitigation in place, the intersection LOS would improve to LOS D in the A.M. peak hour and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

### **#64 Warm Springs Blvd / Kato Rd-Scott Creek Rd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Warm Springs Blvd/Kato Rd-Scott Creek Rd. For both the A.M. and P.M. peak hours, the intersection of Warm Springs Blvd/Kato Rd-Scott Creek Rd is LOS D, under the Existing Condition and would both have an LOS F in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project’s relative contribution to the impact is shown in **Appendix C**.

### Mitigation Measure

By modifying the intersection as shown in **Figure 5**, converting the westbound right turn to overlap operation and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 167.6 seconds to 138.8 seconds. Similarly, the P.M. peak hour would improve from 195.8 seconds to 137.3 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the north-east corner of the intersection.

With this mitigation in place, the intersection LOS would remain LOS F in both the A.M. and P.M. peak hours. These peak hours would still have a LOS worse than LOS D and therefore would be significant and unavoidable impacts.

### **#68 Fremont Blvd / Dixon Landing Rd**

During the A.M. and P.M. peak hours, the addition of General Plan related traffic would result in a significant impact at the intersection of Fremont Blvd/Dixon Landing Rd. For both the A.M. and P.M. peak hours, the intersection of Fremont Blvd/Dixon Landing Rd is LOS B, under the Existing Condition and would be LOS E in the 2035 General Plan Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project’s relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

Additional modifications at this intersection are not feasible beyond those already assumed as part of the approved Creekside Landing Development Project, based on a review of available right-of-way or the close proximity to the existing bridge over Coyote Creek and overhead power utilities. Significant roadway modifications may not be feasible. Therefore, this would remain a significant and unavoidable impact.

## 11 YEAR 2035 GROWTH TREND ALTERNATIVE MITIGATION MEASURES

**Table 31** summarizes the study intersections that would be impacted under the proposed Growth Trend Alternative. **Table 32** shows a summary of the mitigated levels of service and level of significance after mitigation. **Figure 5** shows the proposed mitigated geometry at study intersections where modifications are recommended.

**Appendix I** shows the detailed intersection LOS calculations for the mitigated conditions.

**TABLE 31 2035 GROWTH TREND ALTERNATIVE INTERSECTIONS REQUIRING MITIGATION**

#	Description	Period	LOS
1.	Alvarado Blvd / Deep Creek Rd	A.M.	E
3.	Fremont Blvd / Paseo Padre Pkwy	P.M.	E
4.	Paseo Padre Pkwy / Decoto Rd	A.M.,P.M.	F,F
5.	Fremont Blvd / Decoto Rd	A.M.,P.M.	F,F
6.	I-880 NB Ramps / Decoto Rd	A.M.,P.M.	F,E
7.	I-880 SB Ramps / Decoto Rd	A.M.	E
11.	Paseo Padre Pkwy / Isherwood Way	A.M.,P.M.	F,F
12.	Paseo Padre Pkwy / Thornton Ave	A.M.,P.M.	F,F
16.	Fremont Blvd / Central Ave	A.M.	F
18.	Paseo Padre Pkwy / Peralta Blvd	P.M.	F
22.	Fremont Blvd / Mowry Ave	P.M.	F
24.	Blacow Rd / Mowry Ave	A.M.	F
28.	Mission Blvd / Niles Canyon Rd	A.M.,P.M.	F,F
29.	Mission Blvd / Mowry Ave	A.M.,P.M.	F,F
30.	Mission Blvd / Walnut Ave	A.M.	F
34.	Mission Blvd / Stevenson Blvd	A.M.,P.M.	F,F
37.	Blacow Rd / Stevenson Blvd	A.M.,P.M.	E,F
43.	Grimmer Blvd / Blacow Rd	A.M.,P.M.	F,E
44.	S. Grimmer Blvd / Auto Mall Pkwy	P.M.	F
48.	Union St-Fremont Blvd / Washington Blvd	A.M.,P.M.	F,F
50.	Fremont Blvd / Auto Mall Pkwy	A.M.,P.M.	F,F
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	F
53.	I-880 SB Ramps / Fremont Blvd (S)	A.M.	F
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.	E
56.	Osgood Rd / Auto Mall Pkwy	A.M.,P.M.	F,F
57.	I-680 SB Ramps / Durham Rd	P.M.	F
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.,P.M.	F,F
62.	Warm Springs Blvd / Mission Blvd (SR262)	A.M.,P.M.	F,F
63.	Warm Springs Blvd / E. Warren Ave	A.M.	E
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.,P.M.	F,F
68.	Fremont Blvd / Dixon Landing Rd	A.M.,P.M.	E,E



**TABLE 32 2035 GROWTH TREND MITIGATED CONDITION SUMMARY**

#	Intersection	Peak	Existing		2035 Growth Trend Alternative		2035 Growth Trend Mitigated Conditions		▲ Avg Delay (seconds)	Significant Impact After Mitigation (Y/N) per GP Update
			Delay	LOS	Delay	LOS	Delay	LOS		
1.	Alvarado Blvd / Deep Creek Rd*	A.M.	25.3	C	<b>65.4</b>	<b>E</b>	50.9	D	25.6	N
		P.M.	26.1	B	45.0	D	MNN	MNN		N/A
3.	Fremont Blvd / Paseo Padre Pkwy	A.M.	40.3	D	33.7	C	MNN	MNN		N/A
		P.M.	42.4	D	<b>60.3</b>	<b>E</b>	47.5	D	5.1	N
4.	Paseo Padre Pkwy / Decoto Rd	A.M.	44.2	D	<b>146.5</b>	<b>F</b>	73.7	E	29.5	N
		P.M.	45.3	D	<b>123.8</b>	<b>F</b>	<b>84.9</b>	<b>F</b>	39.6	<b>Y</b>
5.	Fremont Blvd / Decoto Rd	A.M.	43.8	D	<b>101.9</b>	<b>F</b>	73.5	E	29.7	N
		P.M.	41.7	D	<b>107.6</b>	<b>F</b>	75.4	E	33.7	N
6.	I-880 NB Ramps / Decoto Rd*	A.M.	35.5	D	<b>147.6</b>	<b>F</b>	<b>61.0</b>	<b>E</b>	25.5	<b>Y</b>
		P.M.	19.8	B	<b>60.8</b>	<b>E</b>	24.3	C	4.5	N
7.	I-880 SB Ramps / Decoto Rd*	A.M.	25.5	C	<b>71.9</b>	<b>E</b>	24.0	C	-1.5	N
		P.M.	14.2	B	14.0	B	MNN	MNN		N/A
11.	Paseo Padre Pkwy / Isherwood Way	A.M.	31.9	C	<b>121.0</b>	<b>F</b>	<b>93.9</b>	<b>F</b>	62.0	<b>Y</b>
		P.M.	31.3	C	<b>107.7</b>	<b>F</b>	<b>69.8</b>	<b>E</b>	38.5	<b>Y</b>
12.	Paseo Padre Pkwy / Thornton Ave	A.M.	50.3	D	<b>222.8</b>	<b>F</b>	40.7	D	-9.6	N
		P.M.	38.8	D	<b>119.1</b>	<b>F</b>	<b>80.4</b>	<b>F</b>	41.6	<b>Y</b>
16.	Fremont Blvd / Central Ave	A.M.	28.9	C	<b>123.9</b>	<b>F</b>	51.9	D	23.0	N
		P.M.	35.0	C	60.3	E	MNN	MNN		N/A
18.	Paseo Padre Pkwy / Peralta Blvd	A.M.	40.3	D	65.0	E	MNN	MNN		N/A
		P.M.	51.3	D	<b>137.9</b>	<b>F</b>	<b>90.5</b>	<b>F</b>	39.2	<b>Y</b>
22.	Fremont Blvd / Mowry Ave	A.M.	38.0	D	60.1	E	MNN	MNN		N/A
		P.M.	48.3	D	<b>87.7</b>	<b>F</b>	70.7	E	22.4	N
24.	Blacow Rd / Mowry Ave	A.M.	31.0	C	<b>83.7</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	33.7	C	71.4	E	MNN	MNN		N/A
28.	Mission Blvd / Niles Canyon Rd	A.M.	50.3	D	<b>298.2</b>	<b>F</b>	<b>183.5</b>	<b>F</b>	133.2	<b>Y</b>
		P.M.	<b>58.3</b>	<b>E</b>	<b>247.9</b>	<b>F</b>	<b>194.5</b>	<b>F</b>	136.2	<b>Y</b>
29.	Mission Blvd / Mowry Ave	A.M.	<b>104.7</b>	<b>F</b>	<b>254.2</b>	<b>F</b>	<b>107.9</b>	<b>F</b>	3.2	<b>Y</b>
		P.M.	<b>89.5</b>	<b>F</b>	<b>210.6</b>	<b>F</b>	<b>103.8</b>	<b>F</b>	14.3	<b>Y</b>
30.	Mission Blvd / Walnut Ave	A.M.	32.7	C	<b>122.4</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	27.6	C	64.6	E	MNN	MNN		N/A
34.	Mission Blvd / Stevenson Blvd	A.M.	30.3	C	<b>101.8</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	27.4	C	<b>102.0</b>	<b>F</b>	MNF	MNF		<b>Y</b>
37.	Blacow Rd / Stevenson Blvd	A.M.	<b>57.9</b>	<b>E</b>	<b>79.2</b>	<b>E</b>	<b>72.9</b>	<b>E</b>	15.0	<b>Y</b>
		P.M.	<b>119.9</b>	<b>F</b>	<b>141.5</b>	<b>F</b>	<b>100.8</b>	<b>F</b>	-19.1	N

Notes: Delay: in average seconds per vehicle    Bold=Below Standard    LOS: Level of service    MNN: Mitigation Not Needed    MNF=Mitigation Not Feasible  
 \* = Caltrans Jurisdiction

**TABLE 32 (CONTINUED)**

#	Intersection	Peak	Existing		2035 Growth Trend Alternative		2035 Growth Trend Mitigated Conditions		▲ Avg Delay (seconds)	Significant Impact After Mitigation (Y/N)
			Delay	LOS	Delay	LOS	Delay	LOS		
43.	Grimmer Blvd / Blacow Rd	A.M.	<b>96.2</b>	<b>F</b>	<b>164.0</b>	<b>F</b>	<b>75.2</b>	<b>E</b>	-21.0	<b>Y</b>
		P.M.	49.6	D	<b>60.8</b>	<b>E</b>	41.4	D	-8.2	N
44.	S. Grimmer Blvd / Auto Mall Pkwy	A.M.	38.8	D	45.3	D	MNN	MNN		N/A
		P.M.	43.1	D	<b>87.6</b>	<b>F</b>	66.0	E	22.9	N
48.	Union St-Fremont Blvd / Washington Blvd	A.M.	25.2	C	<b>143.7</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	30.8	C	<b>204.6</b>	<b>F</b>	MNF	MNF		<b>Y</b>
50.	Fremont Blvd / Auto Mall Pkwy	A.M.	40.5	D	<b>99.5</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	55.8	E	<b>161.6</b>	<b>F</b>	MNF	MNF		<b>Y</b>
51.	Fremont Blvd / S. Grimmer Blvd	A.M.	43.3	D	<b>186.8</b>	<b>F</b>	48.5	D	5.2	N
		P.M.	38.2	D	32.4	C	MNN	MNN		N/A
53.	I-880 SB Ramps / Fremont Blvd (S)*	A.M.	10.7	B	<b>94.2</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	6.6	A	7.3	A	MNN	MNN		N/A
55.	Paseo Padre Pkwy / Driscoll Rd	A.M.	34.3	C	<b>68.0</b>	<b>E</b>	50.5	D	16.2	N
		P.M.	30.6	C	47.7	D	MNN	MNN		N/A
56.	Osgood Rd / Auto Mall Pkwy	A.M.	67.2	E	<b>182.6</b>	<b>F</b>	MNF	MNF		<b>Y</b>
		P.M.	<b>100.1</b>	<b>F</b>	<b>252.9</b>	<b>F</b>	MNF	MNF		<b>Y</b>
57.	I-680 SB Ramps / Durham Rd*	A.M.	31.7	C	37.1	D	MNN	MNN		N/A
		P.M.	11.5	B	<b>129.2</b>	<b>F</b>	MNF	MNF		<b>Y</b>
61.	Osgood Rd - Warm Springs Blvd / S. Grimmer Blvd	A.M.	<b>83.0</b>	<b>F</b>	<b>352.3</b>	<b>F</b>	55.3	E	-27.7	N
		P.M.	34.3	C	<b>410.5</b>	<b>F</b>	62.9	E	28.6	N
62.	Warm Springs Blvd / Mission Blvd (SR-262)*	A.M.	73.3	E	<b>405.9</b>	<b>F</b>	<b>154.6</b>	<b>F</b>	81.3	<b>Y</b>
		P.M.	41.3	D	<b>395.0</b>	<b>F</b>	<b>174.4</b>	<b>F</b>	133.1	<b>Y</b>
63.	Warm Springs Blvd / E. Warren Ave	A.M.	26.8	C	<b>69.1</b>	<b>E</b>	38.9	D	12.1	N
		P.M.	40.0	D	43.4	D	MNN	MNN		N/A
64.	Warm Springs Blvd / Kato Rd-Scott Creek Rd	A.M.	38.9	D	<b>154.3</b>	<b>F</b>	<b>131.6</b>	<b>F</b>	92.7	<b>Y</b>
		P.M.	51.5	D	<b>166.2</b>	<b>F</b>	<b>127.6</b>	<b>F</b>	76.1	<b>Y</b>
68.	Fremont Blvd / Dixon Landing Rd	A.M.	11.6	B	<b>62.4</b>	<b>E</b>	MNF	MNF		<b>Y</b>
		P.M.	15.4	B	<b>77.1</b>	<b>E</b>	MNF	MNF		<b>Y</b>

Notes: Delay: in average seconds per vehicle    Bold=Below Standard    LOS: Level of service    MNN: Mitigation Not Needed    MNF=Mitigation Not Feasible  
 \* = Caltrans Jurisdiction

**#1 Alvarado Blvd / Deep Creek Rd**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Alvarado Blvd/Deep Creek Rd. The intersection of Alvarado Blvd/Deep Creek Rd is LOS C under the Existing Condition, and would deteriorate to LOS E in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5**, the intersection average delay for the A.M. peak hour would improve from 65.4 seconds to 50.9 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations. This location is also under the jurisdiction of Caltrans.

With this mitigation in place, the LOS would improve to LOS D. Therefore, the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#3 Fremont Blvd / Paseo Padre Pkwy**

During the P.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Fremont Blvd/Paseo Padre Pkwy. The intersection of Fremont Blvd/Paseo Padre Pkwy is LOS D under the Existing Condition, and would deteriorate to LOS E in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5**, the intersection average delay for the P.M. peak hour would improve from 60.3 seconds to 47.5 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the north-east corner.

With this mitigation in place, the intersection average delay would improve to LOS D. Therefore, the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#4 Paseo Padre Pkwy / Decoto Rd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Decoto Rd. For both the A.M. and P.M. peak hours, the intersection of Paseo Padre Pkwy/Decoto Rd is LOS D under the Existing Condition, and would deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in a Planning Development Area for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 146.5 seconds to 73.7 seconds. Similarly, the P.M. peak would improve from 123.8 to 84.9 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along each of the quadrants of the intersection.

With this mitigation in place, the intersection average delay would improve. However, the LOS would remain at LOS F for both the A.M. and P.M. peak hours. Therefore, this mitigation would be significant and unavoidable.

**#5 Fremont Blvd / Decoto Rd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Fremont Blvd/Decoto Rd. For both the A.M. and P.M. peak hours, the intersection of Fremont Blvd/Decoto Rd is LOS D under the Existing Condition, and would deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in a Planning Development Area for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 101.9 seconds to 73.5 seconds. Similarly, the P.M. peak would improve from 107.6 to 75.4 seconds. This mitigation would require significant lane re-striping as well acquisition of additional right-of-way and utility relocations along Fremont Blvd.

With this mitigation in place, the intersection LOS would improve to LOS E for both the A.M. and P.M. peak hours. Therefore, the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#6 I-880 NB Ramps / Decoto Rd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of I-880 NB Ramps/Decoto Rd. For the A.M. and P.M. peak hours, the intersection of I-880 NB Ramps/Decoto Rd is LOS D and B, respectively, under the Existing Condition, and would deteriorate to LOS F and E, respectively, in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 147.6 seconds to 61.0 seconds. Similarly, the P.M. peak would improve from 60.8 to 24.3 seconds. This mitigation may require acquisition of additional right-of-way, reconstruction of the overpass at I-880 and utility relocations. This location is also under the jurisdiction of Caltrans.

With this mitigation in place, the intersection LOS would improve to LOS E in the A.M. and C in the P.M. Because of the LOS E condition, the potential reconstruction of the overpass at I-880 and the fact that improvements would be made by another agency this would be a significant and unavoidable impact in the P.M. peak hour. However, the intersection LOS for the A.M. peak hour would improve to LOS C. Therefore, the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#7 I-880 SB Ramps / Decoto Rd**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of I-880 SB Ramps/Decoto Rd. For the A.M. peak hour, the intersection of I-880 SB Ramps/Decoto Rd is LOS C under the Existing Condition and would deteriorate to LOS E in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 71.9 seconds to 24.0 seconds. This mitigation may require acquisition of additional right-of-way, reconstruction of the overpass at I-880 and also utility relocations. This location is also under the jurisdiction of Caltrans.

With this mitigation in place, the intersection LOS would improve to LOS C. Therefore, the impact would be reduced to a less than significant level with implementation of the mitigation measure.

### **#11 Paseo Padre Pkwy / Isherwood Wy**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Isherwood Wy. For both the A.M. and P.M. peak hours, the intersection of Paseo Padre Pkwy/Isherwood Wy is LOS C under the Existing Condition but would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 121.0 seconds to 93.9 seconds. Similarly, the P.M. peak would improve from 107.7 to 69.8 seconds. This mitigation would require modification of existing traffic signal hardware, travel lane re-striping and the modification of raised concrete medians on Paseo Padre Parkway.

With this mitigation in place, the intersection average delay would improve. However, the LOS for the A.M. and P.M. peak hours would remain at an LOS worse than D. Therefore, this mitigation would be significant and unavoidable.

### **#12 Paseo Padre Pkwy / Thornton Ave**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Thornton Ave. For the A.M. and P.M. peak hours, the intersection of Paseo Padre Pkwy/Thornton Ave is LOS D under the Existing Condition and would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 222.8 seconds to 40.7 seconds. Similarly, the P.M. peak would improve from 119.1 to 80.4 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-west corner of the intersection.

With this mitigation in place, the intersection LOS would improve to LOS D in the A.M., but remain LOS F in the P.M. The A.M. impact would be reduced to a less than significant level with

implementation of the mitigation measure. The P.M. impact, however, would be significant and unavoidable.

### **#16 Fremont Blvd / Central Ave**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Fremont Blvd/Central Ave. The intersection of Fremont Blvd/Central Ave is LOS C under the Existing Condition, and would deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### **Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 123.9 seconds to 51.9 seconds. This mitigation would require modification of raised concrete medians, and travel lane re-striping on Fremont Blvd.

With this mitigation in place, the intersection LOS would improve to LOS D and would be reduced to a less than significant level with implementation of the mitigation measure.

### **#18 Paseo Padre Pkwy / Peralta Blvd**

During the P.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Peralta Blvd. For the P.M. peak hour, the intersection of Paseo Padre Pkwy/Peralta Blvd is LOS D, under the Existing Condition, and would deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in select planning development areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### **Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the P.M. peak hour would improve from 137.9 seconds to 90.5 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-east corner.

With this mitigation in place, the P.M. peak hour would remain at a LOS worse than LOS E and therefore this would be a significant and unavoidable impact.

**#22 Fremont Blvd / Mowry Ave**

During the P.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Fremont Blvd/Mowry Ave. For the P.M. peak hours, the intersection of Fremont Blvd/Mowry Ave is LOS D under the Existing Condition, and would deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the P.M. peak hour would improve from 87.7 seconds to 70.7 seconds. This mitigation would entail minor restriping along the eastbound Mowry Avenue approach but would not require acquisition of additional right-of-way or utility relocations along the south-west corner.

With this mitigation in place, the intersection LOS would improve to LOS E in the P.M. peak hour. The P.M. impact would remain at a LOS worse than LOS D and therefore would be reduced to a less than significant level with implementation of the mitigation measure.

**#24 Blacow Rd / Mowry Ave**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Blacow Rd/Mowry Ave. For the A.M. peak hour, the intersection of Blacow Rd /Mowry Ave is LOS C under the Existing Condition and would deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

The improvements necessary to mitigate this intersection would require the narrowing or closing of the frontage road along Blacow Road. However, current Fire Code regulations will not permit the magnitude of modifications that are required. Therefore, this intersection is considered "built-out" and additional modifications beyond those already planned are not feasible based on a review of available right-of-way or the close proximity to existing structures. Acquisition of additional right-of-way and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

If somehow the intersection were modified to include an additional northbound right turn lane, then the average delay would then improve to 60.5 seconds (LOS E) in the A.M. Peak hour.



**#28 Mission Blvd / Niles Canyon Rd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Mission Blvd/Niles Canyon Rd. For the A.M. and P.M. peak hours, the intersection of Mission Blvd/Niles Canyon Rd is LOS D and E, respectively under the Existing Condition, and would both deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5**, changing the traffic signal to protected phasing operation and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 298.2 seconds to 183.5 seconds. Similarly, the P.M. peak hour would improve from 247.9 seconds to 194.5 seconds. This mitigation would entail minor restriping along eastbound Niles Canyon Rd, but would not require acquisition of additional right-of-way or utility relocations.

With this mitigation in place, the intersection LOS would remain LOS F in both the A.M. and P.M. peak hours. These peak hours would still have a LOS worse than LOS E and therefore would be significant and unavoidable impacts.

**#29 Mission Blvd / Mowry Ave**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Mission Blvd/Mowry Ave. For both the A.M. and P.M. peak hours, the intersection of Mission Blvd/Mowry Ave is LOS F under the Existing Condition, and would be LOS F in the 2035 Growth Trend Alternative Condition. The addition of traffic under 2035 conditions would cause an increase in average delay of 74.5 seconds during the A.M. peak hours and 63.5 during the P.M. peak hour. This increase in average delay exceeds the 4.0 second threshold for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection, which is under Caltrans jurisdiction, average delay for the A.M. peak hour would improve from 254.2 seconds to 107.9 seconds. Similarly, the P.M. peak hour would improve from 210.6 seconds to 103.8 seconds. This mitigation would entail minor restriping along the southbound Mission Blvd approach and would not require acquisition of additional right-of-way or utility relocations.

With this mitigation in place, the intersection LOS would remain LOS F in both the A.M. and P.M. peak hours. These peak hours would still have a LOS worse than LOS E and therefore would be significant and unavoidable impact.

### **#30 Mission Blvd / Walnut Ave**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Mission Blvd/Walnut Ave. For the A.M. peak hour, the intersection of Mission Blvd/Walnut Ave is LOS C under the Existing Condition and would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

This intersection, which is under Caltrans jurisdiction, is "built-out" and additional modifications beyond those already planned are not feasible based on the close proximity to single family homes and railroad tracks. Acquisition of additional right-of-way and utility relocation may not be feasible at this intersection. Therefore, this would remain a significant and unavoidable impact.

### **#34 Mission Blvd / Stevenson Blvd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Mission Blvd/Stevenson Blvd. For both the A.M. and P.M. peak hours, the intersection of Mission Blvd/Stevenson Blvd is LOS C under the Existing Condition and would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

This intersection, which is under Caltrans jurisdiction, is "built-out" and additional modifications beyond those already planned are not feasible based on a review of adjacent right-of-way and existing structures. Significant modifications to the tunnel underneath the railroad toward the south would be required to widen Mission Blvd and improve this location. Acquisition of additional right-of-way and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

### **#37 Blacow Rd / Stevenson Blvd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Blacow Rd/Stevenson Blvd. For the

A.M. and P.M. peak hours, the intersection of Blacow Rd/Stevenson Blvd is LOS E and F, respectively under the Existing Condition, and would be LOS F in the 2035 Growth Trend Alternative Condition. The addition of traffic under 2035 conditions would cause an increase in average delay of 25.8 seconds during the A.M. peak hour and 11.6 during the P.M. peak hour. This increase in average delay exceeds the 4.0 second threshold for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 79.2 seconds to 72.9 seconds. Similarly, the P.M. peak would improve from 141.5 to 100.8 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-west corner adjacent to the Arco fuel station.

With this mitigation in place, the intersection LOS would improve to LOS E in the A.M. and remain LOS F in the P.M. The A.M. would still have an increase in intersection average delay greater than 4.0 seconds and therefore this would be a significant and unavoidable impact. The P.M. would have an increase in intersection average delay less than 4.0 seconds and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

#### **#43 Grimmer Blvd / Blacow Rd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Grimmer Blvd/Blacow Rd. For both the A.M. and P.M. peak hours, the intersection of Grimmer Blvd/Blacow Rd is LOS F and D, respectively under the Existing Condition and would both have an LOS F and E in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 164.0 seconds to 75.2 seconds. Similarly, the P.M. peak would improve from 60.8 to 41.4 seconds. This mitigation may require acquisition of significant additional right-of-way and utility relocations at every corner.

With this mitigation in place, the intersection LOS would improve to LOS E in the A.M. and LOS D in the P.M. The A.M. would still have an LOS worse than LOS D and therefore this would be a significant and unavoidable impact. The P.M. would have an LOS D and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

**#44 Grimmer Blvd / Auto Mall Pkwy**

During the P.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Grimmer Blvd/Auto Mall Pkwy. For the P.M. peak hour, the intersection of Grimmer Blvd/Auto Mall Pkwy is LOS D under the Existing Condition and would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the P.M. peak hour would improve from 87.6 seconds to 66.0 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-west corner adjacent to the Chevron Station.

With this mitigation in place, the intersection LOS would improve to LOS E in the P.M. and therefore this would be reduced to a less than significant level with implementation of the mitigation measure.

**#48 Union St-Fremont Blvd / Washington Blvd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Union St-Fremont Blvd/Washington Blvd. For both the A.M. and P.M. peak hours, the intersection of Union St-Fremont Blvd/Washington Blvd is LOS D under the Existing Condition and would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

Mitigation Measure

This five-legged intersection at five corners in Irvington is "built-out" and additional modifications beyond those already planned are not feasible based on a review of available right-of-way or the close proximity to existing buildings. Acquisition of additional right-of-way and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

**#50 Fremont Blvd / Auto Mall Pkwy**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Fremont Blvd/Auto Mall Pkwy. For the A.M. and P.M. peak hours, the intersection of Fremont Blvd/Auto Mall Pkwy is LOS D and E, respectively under the Existing Condition and would be LOS F in the 2035 Growth Trend

Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

This intersection is "built-out" and additional modifications beyond those already planned are not feasible based on a review of available right-of-way or the close proximity to the existing overhead power structures, adjacent drainage canal and railroad overpass. Therefore, this would remain a significant and unavoidable impact.

#### **#51 Fremont Blvd / S. Grimmer Blvd**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Fremont Blvd/S. Grimmer Blvd. For the A.M. peak hour, the intersection of Fremont Blvd/S. Grimmer Blvd is LOS D under the Existing Condition and would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 186.8 seconds to 48.5 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the southbound and eastbound approaches.

With this mitigation in place, the intersection LOS would improve to LOS D in the A.M. and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

#### **#53 I-880 SB Ramps / Fremont Blvd**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of I-880 SB Ramps/Fremont Blvd. For the A.M. peak hour, the intersection of I-880 SB Ramps/Fremont Blvd is LOS B under the Existing Condition, and would deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

### Mitigation Measure

This intersection, which is under Caltrans jurisdiction, is “built-out” and additional modifications beyond those already planned are not feasible based on a review of adjacent topography and the close proximity to the overpass at I-880. Roadway reconstruction and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

### **#55 Paseo Padre Pkwy / Driscoll Rd**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Paseo Padre Pkwy/Driscoll Rd. For the A.M. peak hour, the intersection of Paseo Padre Pkwy/Driscoll Rd is LOS C under the Existing Condition and would be LOS E in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project’s relative contribution to the impact is shown in **Appendix C**.

### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 68.0 seconds to 50.5 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the south-west corner.

With this mitigation in place, the intersection LOS would improve to LOS D in the A.M. and the impact would be reduced to a less than significant level with implementation of the mitigation measure.

### **#56 Osgood Rd / Auto Mall Pkwy**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Osgood Rd/Auto Mall Pkwy. For the A.M. and P.M. peak hours, the intersection of Osgood Rd/Auto Mall Pkwy is LOS E and F, respectively, under the Existing Condition and would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project’s relative contribution to the impact is shown in **Appendix C**.

### Mitigation Measure

This intersection is “built-out” and additional modifications beyond those already planned beyond the planned widening of Auto Mall Pkwy to six lanes are not feasible. This intersection is bounded by bridge structures directly to the east and the west and overhead power to the north. Acquisition of additional right-of-way and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

**#57 I-680 SB Ramps / Durham Rd**

During the P.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of I-680 SB Ramps/Durham Rd. For the P.M. peak hour, the intersection of I-680 SB Ramps/Durham Rd is LOS B under the Existing Condition, and would deteriorate to LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

This intersection, which is under Caltrans jurisdiction, is "built-out" and additional modifications beyond those already planned are not feasible based on a review of adjacent topography and close proximity to the overpass at I-680. Significant roadway modifications may not be feasible. Therefore, this would remain a significant and unavoidable impact.

**#61 Osgood Rd-Warm Springs Blvd / S. Grimmer Blvd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Osgood Rd-Warm Springs Blvd/S. Grimmer Blvd. For the A.M. and P.M. peak hours, the intersection of Osgood Rd-Warm Springs Blvd/S. Grimmer Blvd is LOS F and C, respectively, under the Existing Condition and would be LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5** and optimizing signal timing, the intersection average delay for the A.M. peak hour would improve from 352.3 seconds to 55.3 seconds. Similarly, for the P.M. peak hour, would improve from 410.5 seconds to 62.9 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations at every corner.

With this mitigation in place, the intersection LOS would be LOS E in both the A.M. and P.M. peak hours. The A.M. and P.M. impacts would both be reduced to a less than significant level with implementation of the mitigation measure.

**#62 Warm Springs Blvd / Mission Blvd (SR-262)**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Warm Springs Blvd/Mission Blvd (SR-262). For the A.M. and P.M. peak hours, the intersection of Warm Springs Blvd/Mission Blvd



(SR-262) is LOS E and D, respectively, under the Existing Condition and would be LOS E in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS E for intersections located in Planning Development Areas for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection to include a southbound right turn free movement and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 405.9 seconds to 154.6 seconds. Similarly, the P.M. peak would improve from 395.0 to 174.4 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations at the northwest corner of the intersection.

With this mitigation in place, the intersection LOS would remain LOS F in both the A.M. and P.M. peak hours. These peak hours would still have a LOS worse than LOS E and therefore would be significant and unavoidable impacts.

Note that this location has been earmarked for reconstruction into a grade separated facility. This is a significant change in the existing geometry of this intersection. In the event that this becomes a reality, then this location will need to be re-evaluated with revised geometric considerations.

#### **#63 Warm Springs Blvd / E. Warren Ave**

During the A.M. peak hour, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Warm Springs Blvd/E. Warren Ave. For the A.M. peak hour, the intersection of Warm Springs Blvd/E. Warren Ave is LOS C under the Existing Condition, and would deteriorate to LOS E in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

#### Mitigation Measure

By modifying the intersection as shown in **Figure 5** and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 69.0 seconds to 37.5 seconds. This mitigation may require construction of a "pork chop island" to channelize traffic from westbound Warren Ave to northbound Warm Springs Blvd, acquisition of additional right-of-way and utility relocations.

With this mitigation in place, the intersection LOS would improve to LOS D in the A.M. peak hour and the impact would be reduced to a less than significant level with implementation of the mitigation measure.



**#64 Warm Springs Blvd / Kato Rd-Scott Creek Rd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Warm Springs Blvd/Kato Rd-Scott Creek Rd. For both the A.M. and P.M. peak hours, the intersection of Warm Springs Blvd/Kato Rd-Scott Creek Rd is LOS D, under the Existing Condition and would both have an LOS F in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

By modifying the intersection as shown in **Figure 5**, converting the westbound right turn to overlap operation and optimizing the signal timing, the intersection average delay for the A.M. peak hour would improve from 154.3 seconds to 131.6 seconds. Similarly, the P.M. peak hour would improve from 166.2 seconds to 127.6 seconds. This mitigation may require acquisition of additional right-of-way and utility relocations along the north-east corner of the intersection.

With this mitigation in place, the intersection LOS would remain LOS F in both the A.M. and P.M. peak hours. These peak hours would still have a LOS worse than LOS D and therefore would be significant and unavoidable impacts.

**#68 Fremont Blvd / Dixon Landing Rd**

During the A.M. and P.M. peak hours, the addition of Growth Trend Alternative related traffic would result in a significant impact at the intersection of Fremont Blvd/Dixon Landing Rd. For both the A.M. and P.M. peak hours the intersection of Fremont Blvd/Dixon Landing Rd is LOS B, under the Existing Condition and would be LOS E in the 2035 Growth Trend Alternative Condition. This increase in LOS exceeds the acceptable threshold of LOS D for the City of Fremont. Therefore, this would be considered a significant project impact.

The project's relative contribution to the impact is shown in **Appendix C**.

**Mitigation Measure**

Additional modifications at this intersection are not feasible beyond those already assumed as part of the approved Creekside Landing Development Project, based on a review of available right-of-way or the close proximity to the existing bridge over Coyote Creek and overhead power utilities. Acquisition of additional right-of-way, reconstruction of the bridge structure and utility relocation may not be feasible. Therefore, this would remain a significant and unavoidable impact.

## 12 NO PROJECT ALTERNATIVE

Under this alternative, development in Fremont would continue to be guided by the current General Plan during the planning period of the DRAFT General Plan 2030. For the purposes of this alternative, it is assumed that all existing uses in the City would continue to operate as they do now, although new development would also be anticipated, consistent with the current General Plan and other existing land use regulations. The current Housing Element of the General Plan has identified local sites where the development of between 4,000 and 5,000 new residential units could be permitted in Fremont through 2035 under current land use regulations, which could support an additional population of between 12,000 and 15,000. Additional non-residential development would also be anticipated during the planning period, with the City of Fremont estimating that the total number of local jobs would increase to 126,000 by 2035 under the No Project Alternative development assumptions.

To compare the No Project Alternative to the proposed 2035 General Plan, a comparison was made between the two travel models. The 2035 General Plan travel forecast model included several land use and network changes that resulted in trips being redistributed compared to the 2030 General Plan model. Some streets are projected to receive less traffic while others are projected to receive more. This shows up in several places throughout the city. It is not just a result of the Fremont 2035 General Plan and citywide traffic patterns, but also external items that result in how traffic from outside Fremont passes through the city. As through traffic patterns change, roadway capacity on some streets may become available that was otherwise used. And as capacity on roadways becomes available, local traffic assignments (which are based on travel time) will also change. Similarly, as roadways become more congested, traffic will shift to other routes.

The changes in traffic route choice also lead to changes in trip lengths, as shown by the changes in vehicle miles traveled (VMT). Under the No Project condition, travelers will travel longer distances during the peak hours, but less VMT on a daily basis. This is based on the location of housing and jobs and the choices made available to them, compared to the 2035 General Plan.

**Table 33** provides a comparison of (VMT) between the No Project, Growth Trend Alternative, and proposed General Plan conditions.

**TABLE 33 VEHICLE-MILES TRAVELED (VMT) WITHIN THE CITY OF FREMONT, ALL ALTERNATIVES**

Period	2005 Baseline	2035 General Plan No Project	2035 Growth Trend Alt.	2035 General Plan
		Alt. (2030 General Plan)		
AM Peak Hour	447,423	802,875	707,057	722,315
PM Peak Hour	480,982	824,957	728,317	750,739
Daily	6,703,741	9,365,265	10,437,627	10,758,080

# APPENDICES

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# Appendix A

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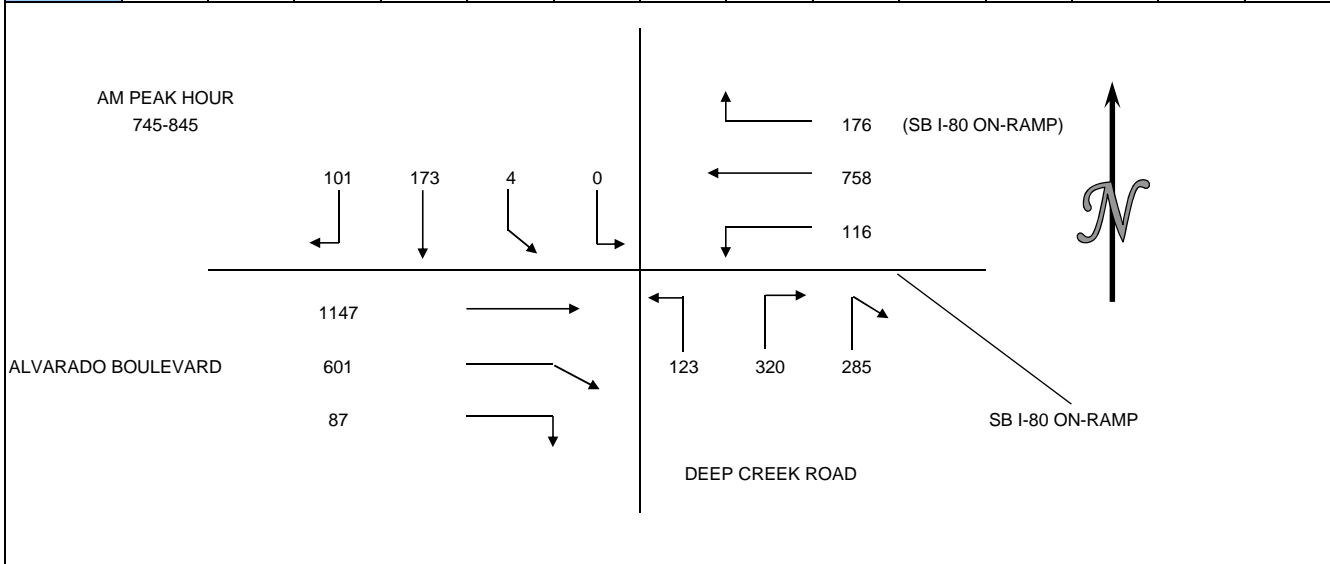
Intersection Volume Count Sheets

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIOD: 7:00 AM TO 9:00 AM  
 INTERSECTION: N/S DEEP CREEK ROAD  
 E/W ALVARADO BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS														
SB I-80 OFF-RAMP	WB ALVARADO BLVD				NB DEEP CREEK RD			EB ALVARADO BLVD.			L	M	TOTAL	
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	TOTAL
700-715	17	27	7	78	34	97	13	27	68	14	4	135	229	750
715-730	9	21	0	50	39	173	17	61	78	7	11	172	251	889
730-745	16	27	3	65	44	236	19	82	66	10	10	132	214	924
745-800	33	56	1	93	48	230	22	63	74	20	18	166	270	1094
800-815	19	37	1	71	48	154	39	62	74	23	29	178	363	1098
815-830	25	37	0	98	49	177	29	94	96	56	28	144	299	1132
830-845	24	43	2	101	31	197	26	66	76	24	12	113	215	930
845-900	20	21	0	101	32	137	23	68	64	19	22	116	175	798

HOUR TOTALS														
SB I-80 OFF-RAMP	WB ALVARADO BLVD				NB DEEP CREEK RD			EB ALVARADO BLVD.			L	M	TOTAL	
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	TOTAL
700-800	75	131	11	286	165	736	71	233	286	51	43	605	964	3657
715-815	77	141	5	279	179	793	97	268	292	60	68	648	1098	4005
730-830	93	157	5	327	189	797	109	301	310	109	85	620	1146	4248
745-845	101	173	4	363	176	758	116	285	320	123	87	601	1147	4254
800-900	88	138	3	371	160	665	117	290	310	122	91	551	1052	3958

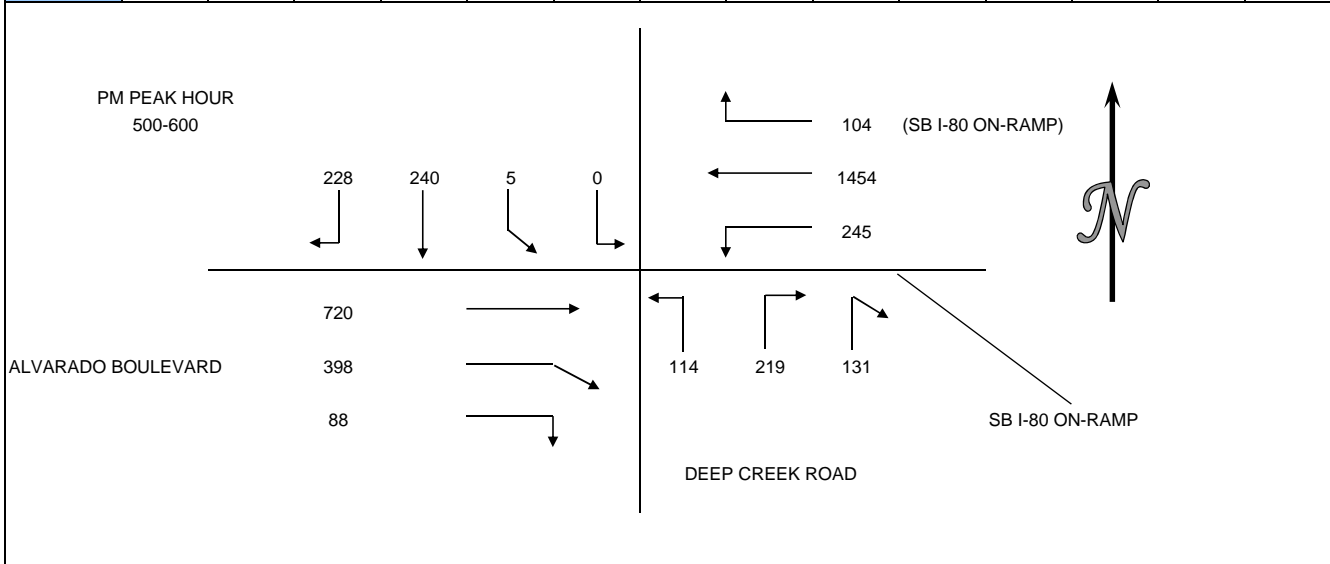


## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIOD: 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S DEEP CREEK ROAD  
 E/W ALVARADO BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS														
SB I-80 OFF-RAMP		WB ALVARADO BLVD				NB DEEP CREEK RD			EB ALVARADO BLVD.			L	M	TOTAL
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	TOTAL
400-415	59	44	2	127	17	263	36	38	40	14	15	95	138	888
415-430	39	36	0	135	13	289	45	29	31	19	9	93	134	872
430-445	31	48	1	133	36	302	46	14	33	28	12	84	158	926
445-500	53	51	0	146	29	283	30	31	48	22	17	109	173	992
500-515	66	42	0	129	20	336	61	25	46	26	20	93	169	1033
515-530	46	62	1	115	19	381	68	36	47	28	18	114	172	1107
530-545	57	67	0	145	30	357	55	36	62	24	22	97	194	1146
545-600	59	69	4	119	35	380	61	34	64	36	28	94	185	1168

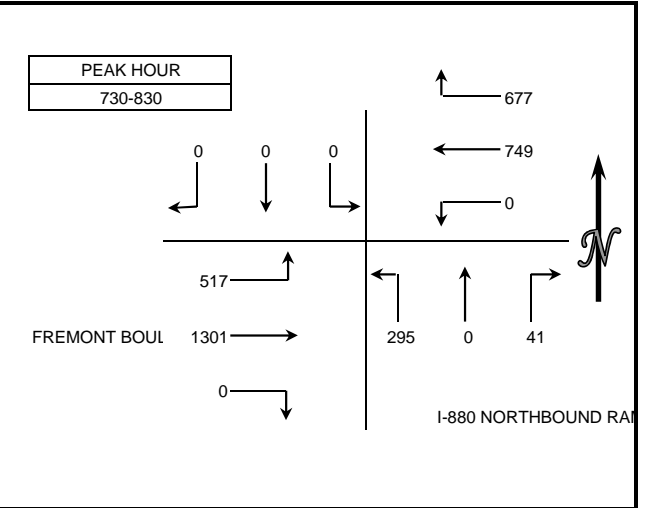
HOUR TOTALS														
SB I-80 OFF-RAMP		WB ALVARADO BLVD				NB DEEP CREEK RD			EB ALVARADO BLVD.			L	M	TOTAL
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	TOTAL
400-500	182	179	3	541	95	1137	157	112	152	83	53	381	603	3678
415-515	189	177	1	543	98	1210	182	99	158	95	58	379	634	3823
430-530	196	203	2	523	104	1302	205	106	174	104	67	400	672	4058
454-545	222	222	1	535	98	1357	214	128	203	100	77	413	708	4278
500-600	228	240	5	508	104	1454	245	131	219	114	88	398	720	4454



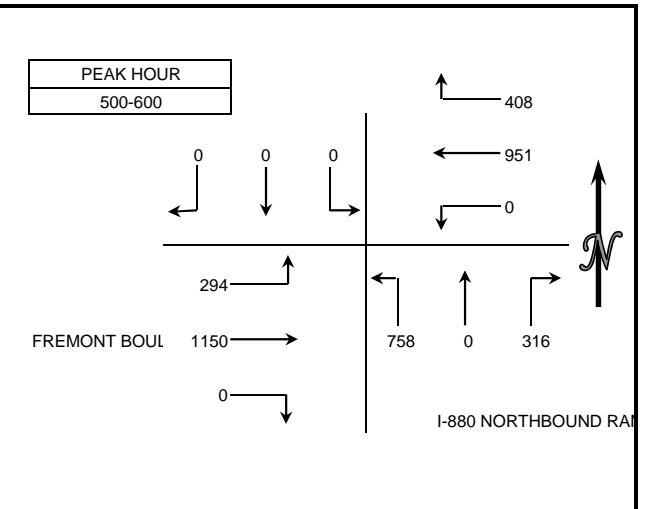
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S I-880 NORTHBOUND RAMP AND E/W FREMONT BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	0	0	0	139	120	0	9	0	33	0	267	110	678														
715-730	0	0	0	166	159	0	11	0	81	0	233	155	805														
730-745	0	0	0	177	195	0	6	0	76	0	274	168	896														
745-800	0	0	0	182	189	0	13	0	92	0	312	117	905														
800-815	0	0	0	133	177	0	13	0	79	0	365	118	885														
815-830	0	0	0	185	188	0	9	0	48	0	350	114	894														
830-845	0	0	0	162	183	0	15	0	62	0	299	105	826														
845-900	0	0	0	173	157	0	13	0	54	0	281	85	763														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	0	0	0	664	663	0	39	0	282	0	1086	550	3284														
715-815	0	0	0	658	720	0	43	0	328	0	1184	558	3491														
730-830	0	0	0	677	749	0	41	0	295	0	1301	517	3580														
745-845	0	0	0	662	737	0	50	0	281	0	1326	454	3510														
800-900	0	0	0	653	705	0	50	0	243	0	1295	422	3368														



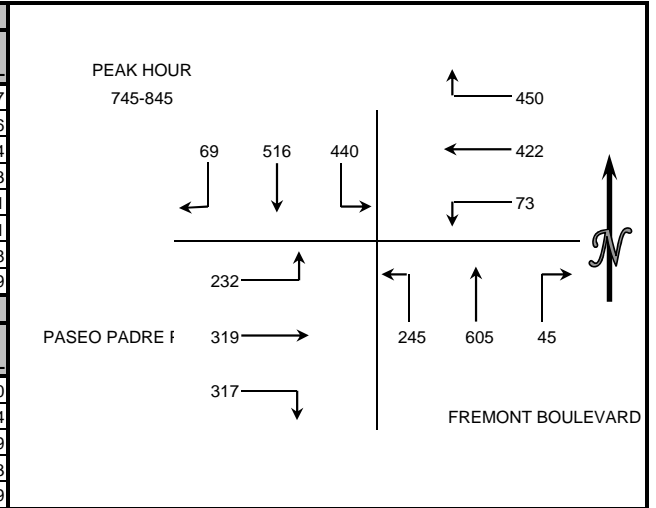
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	0	0	0	101	171	0	57	0	135	0	249	52	765														
415-430	0	0	0	101	181	0	43	0	152	0	264	44	785														
430-445	0	0	0	120	217	0	65	0	184	0	256	60	902														
445-500	0	0	0	105	210	0	58	0	142	0	275	67	857														
500-515	0	0	0	94	232	0	63	0	182	0	245	68	884														
515-530	0	0	0	102	249	0	90	0	200	0	298	62	1001														
530-545	0	0	0	115	222	0	81	0	185	0	316	67	986														
545-600	0	0	0	97	248	0	82	0	191	0	291	97	1006														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	0	0	0	427	779	0	223	0	613	0	1044	223	3309														
415-515	0	0	0	420	840	0	229	0	660	0	1040	239	3428														
430-530	0	0	0	421	908	0	276	0	708	0	1074	257	3644														
445-545	0	0	0	416	913	0	292	0	709	0	1134	264	3728														
500-600	0	0	0	408	951	0	316	0	758	0	1150	294	3877														



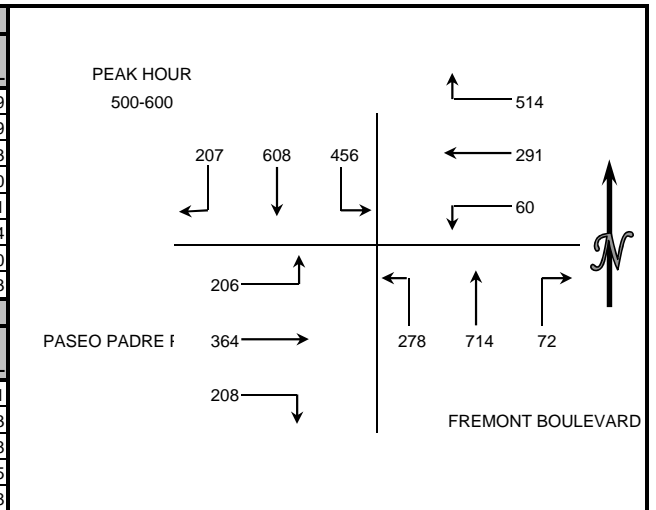
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT PATTERSON RANCH EIR  
 DATE: WEDNESDAY APRIL 4, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BOULEVARD  
 E/W PASEO PADRE PARKWAY  
 CITY: FREMONT

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	12	94	62	70	26	13	6	99	18	80	84	43	607
715-730	13	85	81	74	41	13	5	132	71	93	83	45	736
730-745	11	125	122	90	63	17	14	152	81	97	68	44	884
745-800	17	104	130	114	97	14	9	127	51	97	82	51	893
800-815	17	135	110	112	93	27	12	147	74	75	74	55	931
815-830	11	150	110	117	117	17	11	181	67	79	99	52	1011
830-845	24	127	90	107	115	15	13	150	53	66	64	74	898
845-900	31	135	94	96	77	8	8	126	40	41	64	49	769
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	53	408	395	348	227	57	34	510	221	367	317	183	3120
715-815	58	449	443	390	294	71	40	558	277	362	307	195	3444
730-830	56	514	472	433	370	75	46	607	273	348	323	202	3719
745-845	69	516	440	450	422	73	45	605	245	317	319	232	3733
800-900	83	547	404	432	402	67	44	604	234	261	301	230	3609



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	32	119	81	103	50	16	21	161	47	34	52	23	739
415-430	42	123	109	104	40	14	9	174	55	42	59	28	799
430-445	30	118	88	97	62	11	18	209	61	55	68	36	853
445-500	40	130	108	118	50	15	23	174	54	58	80	50	900
500-515	49	135	97	123	43	11	16	182	61	37	96	51	901
515-530	45	146	113	135	71	14	13	193	61	49	85	49	974
530-545	56	188	122	123	82	20	23	158	79	64	100	55	1070
545-600	57	139	124	133	95	15	20	181	77	58	83	51	1033
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	144	490	386	422	202	56	71	718	217	189	259	137	3291
415-515	161	506	402	442	195	51	66	739	231	192	303	165	3453
430-530	164	529	406	473	226	51	70	758	237	199	329	186	3628
445-545	190	599	440	499	246	60	75	707	255	208	361	205	3845
500-600	207	608	456	514	291	60	72	714	278	208	364	206	3978

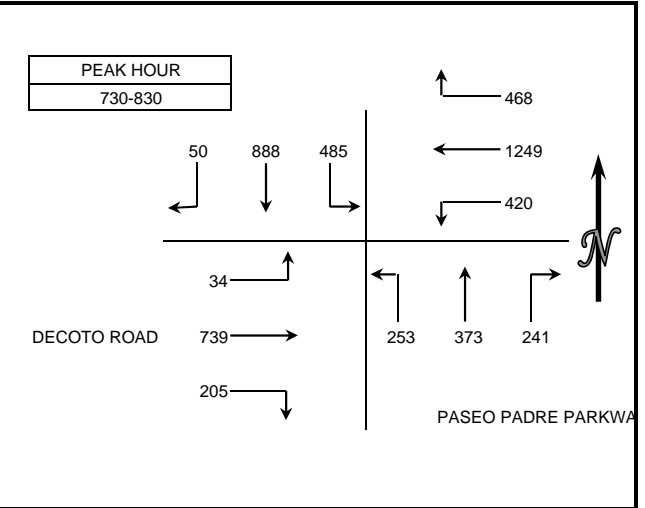




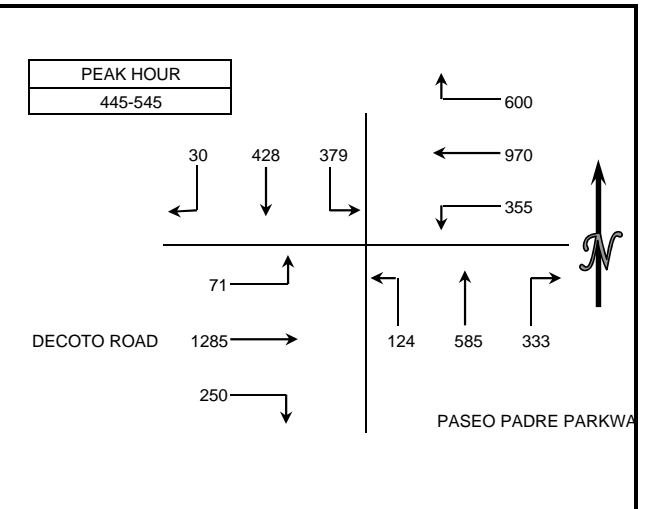
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S PASEO PADRE PARKWAY  
 E/W DECOTO ROAD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	9	229	141	57	300	80	33	77	43	24	109	3	1105														
715-730	10	309	129	72	263	90	41	92	44	25	139	12	1226														
730-745	11	219	122	114	311	102	62	109	54	48	197	6	1355														
745-800	14	261	121	115	316	114	53	92	76	38	181	7	1388														
800-815	14	219	125	139	326	104	74	92	58	57	157	9	1374														
815-830	11	189	117	100	296	100	52	80	65	62	204	12	1288														
830-845	11	164	91	104	263	116	54	98	69	40	176	8	1194														
845-900	13	132	80	81	282	111	64	102	82	29	166	11	1153														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	44	1018	513	358	1190	386	189	370	217	135	626	28	5074														
715-815	49	1008	497	440	1216	410	230	385	232	168	674	34	5343														
730-830	50	888	485	468	1249	420	241	373	253	205	739	34	5405														
745-845	50	833	454	458	1201	434	233	362	268	197	718	36	5244														
800-900	49	704	413	424	1167	431	244	372	274	188	703	40	5009														



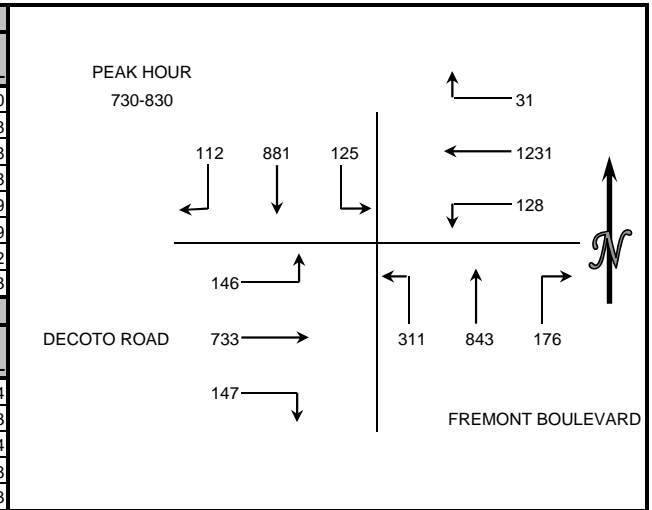
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	12	118	75	93	221	80	79	111	28	52	270	15	1154														
415-430	9	96	61	103	196	69	74	121	31	63	305	15	1143														
430-445	13	102	77	128	210	89	83	133	24	59	306	19	1243														
445-500	3	112	102	142	228	99	86	146	23	54	326	13	1334														
500-515	12	111	95	160	266	103	90	135	36	70	316	24	1418														
515-530	8	92	86	155	250	92	88	166	22	74	348	16	1397														
530-545	7	113	96	143	226	61	69	138	43	52	295	18	1261														
545-600	14	109	104	116	183	72	85	159	48	66	240	27	1223														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	37	428	315	466	855	337	322	511	106	228	1207	62	4874														
415-515	37	421	335	533	900	360	333	535	114	246	1253	71	5138														
430-530	36	417	360	585	954	383	347	580	105	257	1296	72	5392														
445-545	30	428	379	600	970	355	333	585	124	250	1285	71	5410														
500-600	41	425	381	574	925	328	332	598	149	262	1199	85	5299														



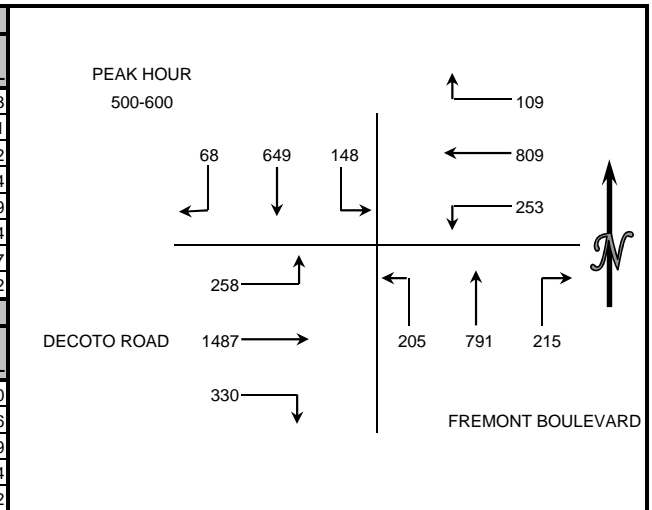
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT PATTERSON RANCH EIR  
 DATE: WEDNESDAY APRIL 4, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BOULEVARD  
 E/W DECOTO ROAD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	9	167	15	10	236	28	25	104	34	30	117	15	790														
715-730	16	183	26	3	371	23	41	170	54	41	152	18	1098														
730-745	22	219	28	5	301	22	45	210	84	38	172	22	1168														
745-800	34	261	24	5	318	38	44	202	66	62	213	31	1298														
800-815	23	207	34	7	315	24	33	232	73	20	185	46	1199														
815-830	33	194	39	14	297	44	54	199	88	27	163	47	1199														
830-845	41	169	28	6	297	44	33	177	78	17	167	35	1092														
845-900	35	163	35	3	296	41	42	204	75	40	163	36	1133														
HOURLY TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	81	830	93	23	1226	111	155	686	238	171	654	86	4354														
715-815	95	870	112	20	1305	107	163	814	277	161	722	117	4763														
730-830	112	881	125	31	1231	128	176	843	311	147	733	146	4864														
745-845	131	831	125	32	1227	150	164	810	305	126	728	159	4788														
800-900	132	733	136	30	1205	153	162	812	314	104	678	164	4623														



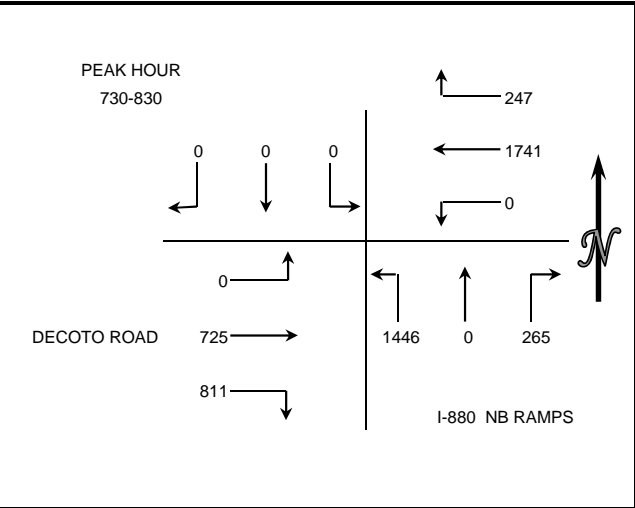
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	10	108	27	26	158	48	50	211	61	51	312	41	1103														
415-430	12	134	23	27	157	57	43	186	46	80	345	41	1151														
430-445	16	152	28	30	190	59	49	208	45	63	388	44	1272														
445-500	15	139	52	26	174	60	47	182	54	74	339	42	1204														
500-515	14	175	35	21	216	71	70	199	65	93	399	71	1429														
515-530	10	156	34	29	186	60	42	229	40	67	373	48	1274														
530-545	34	168	38	24	199	62	51	177	46	73	390	55	1317														
545-600	10	150	41	35	208	60	52	186	54	97	325	84	1302														
HOURLY TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	53	533	130	109	679	224	189	787	206	268	1384	168	4730														
415-515	57	600	138	104	737	247	209	775	210	310	1471	198	5056														
430-530	55	622	149	106	766	250	208	818	204	297	1499	205	5179														
445-545	73	638	159	100	775	253	210	787	205	307	1501	216	5224														
500-600	68	649	148	109	809	253	215	791	205	330	1487	258	5322														



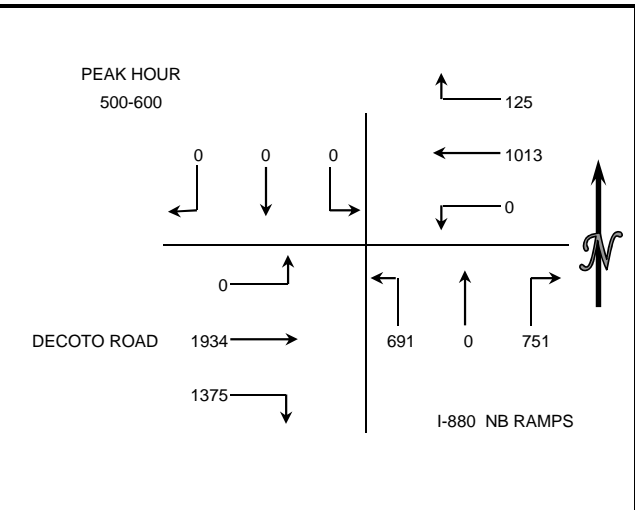
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT PATTERSON RANCH EIR  
 DATE: WEDNESDAY APRIL 4, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S I-880 NB RAMPS  
 E/W DECOTO ROAD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	0	0	0	71	413	0	52	0	304	180	106	0	1126														
715-730	0	0	0	70	437	0	54	0	337	174	142	0	1214														
730-745	0	0	0	73	404	0	72	0	360	213	161	0	1283														
745-800	0	0	0	51	474	0	79	0	355	189	146	0	1294														
800-815	0	0	0	56	428	0	59	0	368	220	198	0	1329														
815-830	0	0	0	67	435	0	55	0	363	189	220	0	1329														
830-845	0	0	0	80	382	0	44	0	365	209	198	0	1278														
845-900	0	0	0	47	418	0	57	0	377	200	161	0	1260														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	0	0	0	265	1728	0	257	0	1356	756	555	0	4917														
715-815	0	0	0	250	1743	0	264	0	1420	796	647	0	5120														
730-830	0	0	0	247	1741	0	265	0	1446	811	725	0	5235														
745-845	0	0	0	254	1719	0	237	0	1451	807	762	0	5230														
800-900	0	0	0	250	1663	0	215	0	1473	818	777	0	5196														



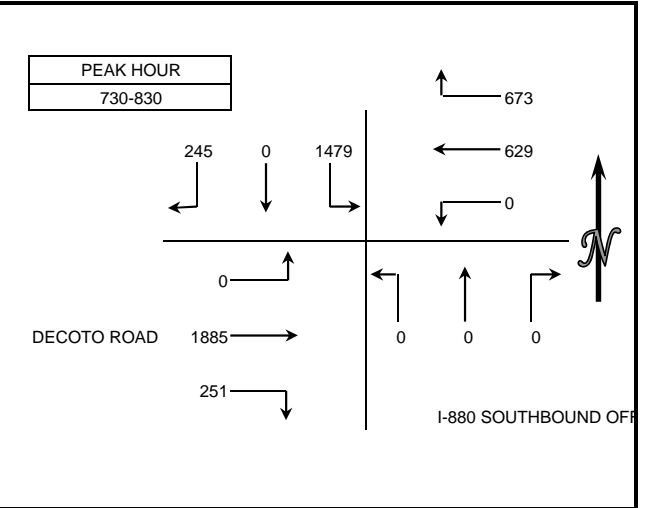
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	0	0	0	29	205	0	151	0	159	347	367	0	1258														
415-430	0	0	0	53	226	0	167	0	160	372	414	0	1392														
430-445	0	0	0	46	234	0	158	0	179	361	436	0	1414														
445-500	0	0	0	41	236	0	180	0	159	365	433	0	1414														
500-515	0	0	0	24	249	0	164	0	151	376	460	0	1424														
515-530	0	0	0	35	250	0	189	0	195	340	478	0	1487														
530-545	0	0	0	29	244	0	198	0	174	332	492	0	1469														
545-600	0	0	0	37	270	0	200	0	171	327	504	0	1509														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	0	0	0	169	901	0	656	0	657	1445	1650	0	5478														
415-515	0	0	0	164	945	0	669	0	649	1474	1743	0	5644														
430-530	0	0	0	146	969	0	691	0	684	1442	1807	0	5739														
445-545	0	0	0	129	979	0	731	0	679	1413	1863	0	5794														
500-600	0	0	0	125	1013	0	751	0	691	1375	1934	0	5889														



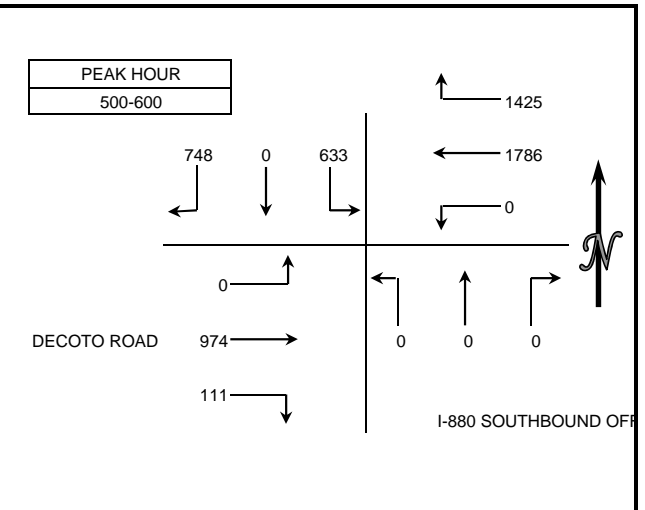
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S I-880 SOUTHBOUND OFF-RAMP  
 E/W DECOTO ROAD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	43	0	281	172	101	0	0	0	0	49	362	0	1008														
715-730	63	0	339	169	122	0	0	0	0	64	439	0	1196														
730-745	77	0	348	175	159	0	0	0	0	84	486	0	1329														
745-800	62	0	377	168	147	0	0	0	0	69	435	0	1258														
800-815	51	0	371	155	149	0	0	0	0	54	509	0	1289														
815-830	55	0	383	175	174	0	0	0	0	44	455	0	1286														
830-845	33	0	429	152	149	0	0	0	0	34	468	0	1265														
845-900	34	0	383	167	121	0	0	0	0	32	401	0	1138														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	245	0	1345	684	529	0	0	0	0	266	1722	0	4791														
715-815	253	0	1435	667	577	0	0	0	0	271	1869	0	5072														
730-830	245	0	1479	673	629	0	0	0	0	251	1885	0	5162														
745-845	201	0	1560	650	619	0	0	0	0	201	1867	0	5098														
800-900	173	0	1566	649	593	0	0	0	0	164	1833	0	4978														



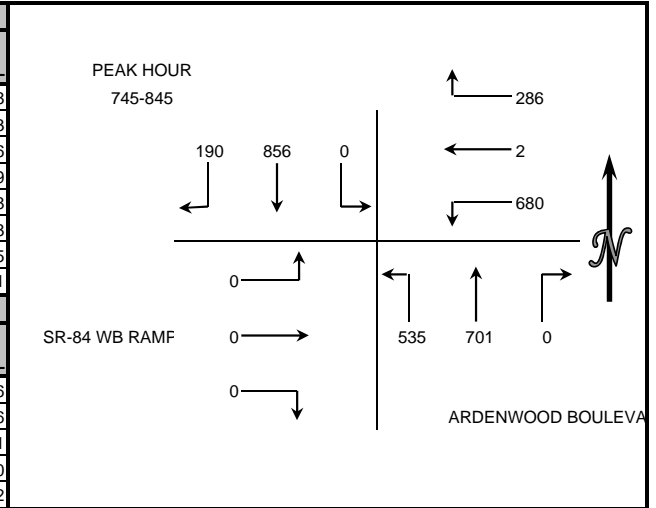
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	173	0	174	367	353	0	0	0	0	31	220	0	1318														
415-430	189	0	148	317	406	0	0	0	0	23	209	0	1292														
430-445	206	0	138	376	390	0	0	0	0	19	191	0	1320														
445-500	186	0	149	390	424	0	0	0	0	23	237	0	1409														
500-515	179	0	144	377	430	0	0	0	0	22	251	0	1403														
515-530	186	0	163	352	431	0	0	0	0	21	236	0	1389														
530-545	200	0	170	364	453	0	0	0	0	32	236	0	1455														
545-600	183	0	156	332	472	0	0	0	0	36	251	0	1430														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	754	0	609	1450	1573	0	0	0	0	96	857	0	5339														
415-515	760	0	579	1460	1650	0	0	0	0	87	888	0	5424														
430-530	757	0	594	1495	1675	0	0	0	0	85	915	0	5521														
445-545	751	0	626	1483	1738	0	0	0	0	98	960	0	5656														
500-600	748	0	633	1425	1786	0	0	0	0	111	974	0	5677														



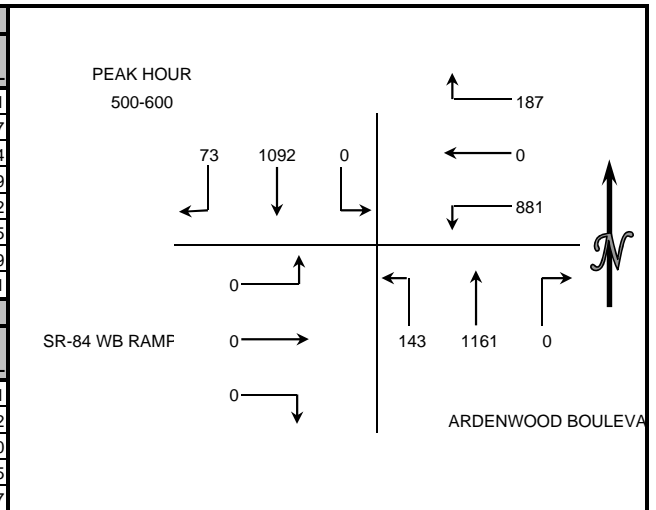
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT PATTERSON RANCH EIR  
 DATE: WEDNESDAY APRIL 4, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S ARDENWOOD BOULEVARD  
 E/W SR-84 WB RAMPS  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	67	126	0	73	0	104	0	86	122	0	0	0	578														
715-730	55	140	0	52	1	113	0	103	139	0	0	0	603														
730-745	43	163	0	56	3	115	0	118	158	0	0	0	656														
745-800	53	205	0	95	0	190	0	134	142	0	0	0	819														
800-815	34	217	0	65	0	201	0	174	127	0	0	0	818														
815-830	65	236	0	67	0	160	0	206	144	0	0	0	878														
830-845	38	198	0	59	2	129	0	187	122	0	0	0	735														
845-900	48	210	0	77	1	125	0	138	112	0	0	0	711														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	218	634	0	276	4	522	0	441	561	0	0	0	2656														
715-815	185	725	0	268	4	619	0	529	566	0	0	0	2896														
730-830	195	821	0	283	3	666	0	632	571	0	0	0	3171														
745-845	190	856	0	286	2	680	0	701	535	0	0	0	3250														
800-900	185	861	0	268	3	615	0	705	505	0	0	0	3142														



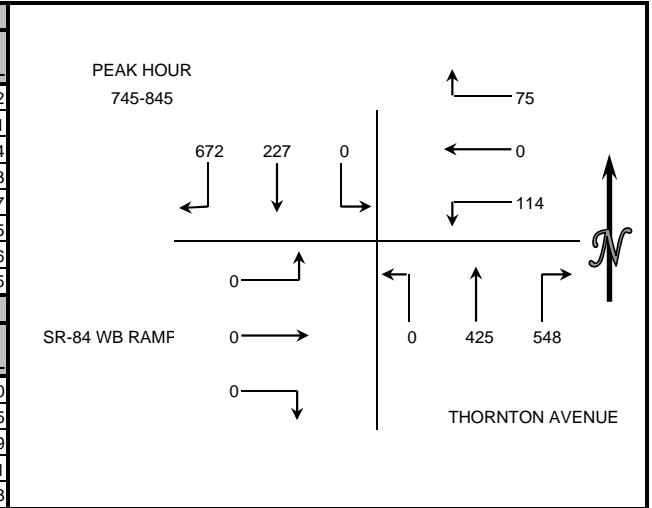
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	16	225	0	63	0	189	0	200	28	0	0	0	721														
415-430	7	206	0	35	1	211	0	203	24	0	0	0	687														
430-445	11	228	0	59	0	185	0	230	21	0	0	0	734														
445-500	11	277	0	49	1	207	0	210	34	0	0	0	789														
500-515	20	301	0	49	0	201	0	246	35	0	0	0	852														
515-530	14	269	0	45	0	245	0	282	30	0	0	0	885														
530-545	12	267	0	35	0	230	0	300	35	0	0	0	879														
545-600	27	255	0	58	0	205	0	333	43	0	0	0	921														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	45	936	0	206	2	792	0	843	107	0	0	0	2931														
415-515	49	1012	0	192	2	804	0	889	114	0	0	0	3062														
430-530	56	1075	0	202	1	838	0	968	120	0	0	0	3260														
445-545	57	1114	0	178	1	883	0	1038	134	0	0	0	3405														
500-600	73	1092	0	187	0	881	0	1161	143	0	0	0	3537														



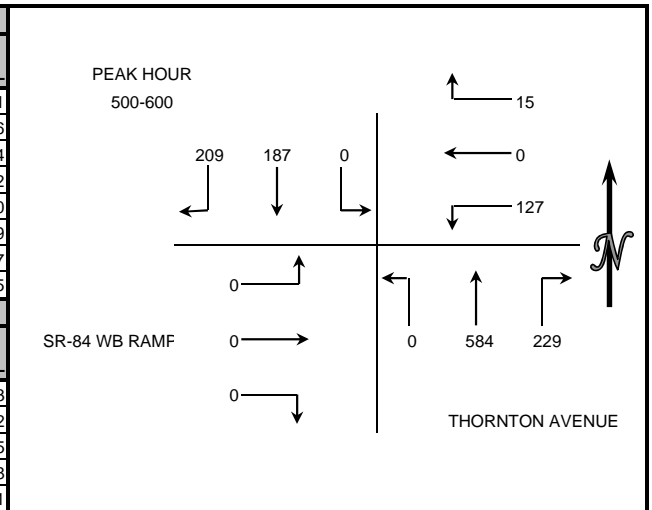
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT PATTERSON RANCH EIR  
 DATE: WEDNESDAY APRIL 4, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S THORNTON AVENUE  
 E/W SR-84 WB RAMPS  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	108	21	0	8	0	31	158	76	0	0	0	0	402														
715-730	123	36	0	3	0	22	133	74	0	0	0	0	391														
730-745	152	61	0	13	0	32	129	97	0	0	0	0	484														
745-800	147	54	0	15	0	28	129	120	0	0	0	0	493														
800-815	156	56	0	11	0	28	135	111	0	0	0	0	497														
815-830	174	58	0	12	0	21	167	113	0	0	0	0	545														
830-845	195	59	0	37	0	37	117	81	0	0	0	0	526														
845-900	158	45	0	15	0	16	94	107	0	0	0	0	435														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	530	172	0	39	0	113	549	367	0	0	0	0	1770														
715-815	578	207	0	42	0	110	526	402	0	0	0	0	1865														
730-830	629	229	0	51	0	109	560	441	0	0	0	0	2019														
745-845	672	227	0	75	0	114	548	425	0	0	0	0	2061														
800-900	683	218	0	75	0	102	513	412	0	0	0	0	2003														



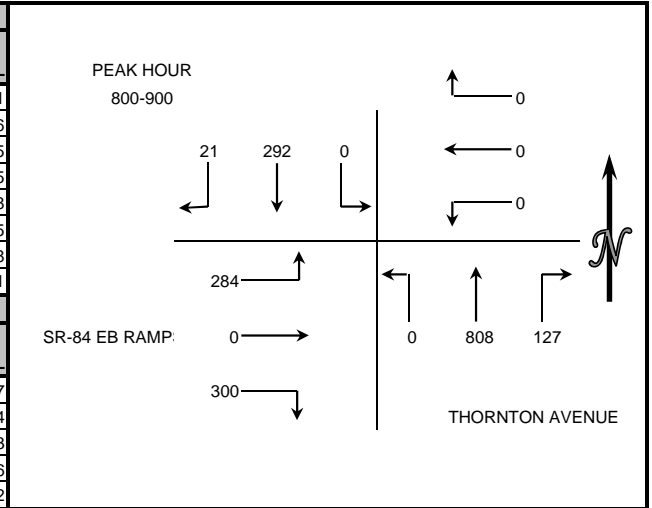
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	22	31	0	12	0	35	53	128	0	0	0	0	281														
415-430	22	29	0	1	0	39	48	137	0	0	0	0	276														
430-445	31	34	0	0	0	25	49	135	0	0	0	0	274														
445-500	38	38	0	1	0	26	49	140	0	0	0	0	292														
500-515	68	57	0	3	0	22	58	162	0	0	0	0	370														
515-530	49	61	0	2	0	39	42	156	0	0	0	0	349														
530-545	38	34	0	7	0	31	68	149	0	0	0	0	327														
545-600	54	35	0	3	0	35	61	117	0	0	0	0	305														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	113	132	0	14	0	125	199	540	0	0	0	0	1123														
415-515	159	158	0	5	0	112	204	574	0	0	0	0	1212														
430-530	186	190	0	6	0	112	198	593	0	0	0	0	1285														
445-545	193	190	0	13	0	118	217	607	0	0	0	0	1338														
500-600	209	187	0	15	0	127	229	584	0	0	0	0	1351														



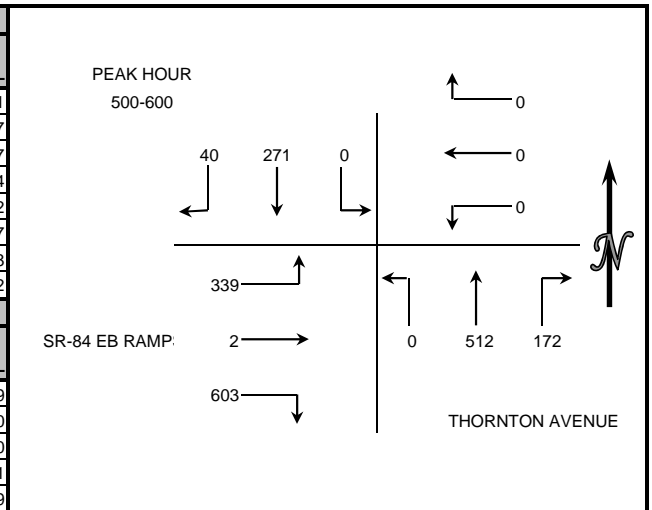
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT PATTERSON RANCH EIR  
 DATE: WEDNESDAY APRIL 4, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S THORNTON AVENUE  
 E/W SR-84 EB RAMP  
 CITY: FREMONT

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	7	40	0	0	0	0	27	133	0	57	0	37	301
715-730	7	54	0	0	0	0	32	180	0	66	0	47	386
730-745	8	83	0	0	0	0	37	163	0	85	0	49	425
745-800	5	77	0	0	0	0	28	156	0	67	0	72	405
800-815	7	71	0	0	0	0	30	203	0	84	0	63	458
815-830	2	70	0	0	0	0	50	242	0	62	0	69	495
830-845	5	84	0	0	0	0	20	195	0	80	0	64	448
845-900	7	67	0	0	0	0	27	168	0	74	0	88	431
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	27	254	0	0	0	0	124	632	0	275	0	205	1517
715-815	27	285	0	0	0	0	127	702	0	302	0	231	1674
730-830	22	301	0	0	0	0	145	764	0	298	0	253	1783
745-845	19	302	0	0	0	0	128	796	0	293	0	268	1806
800-900	21	292	0	0	0	0	127	808	0	300	0	284	1832



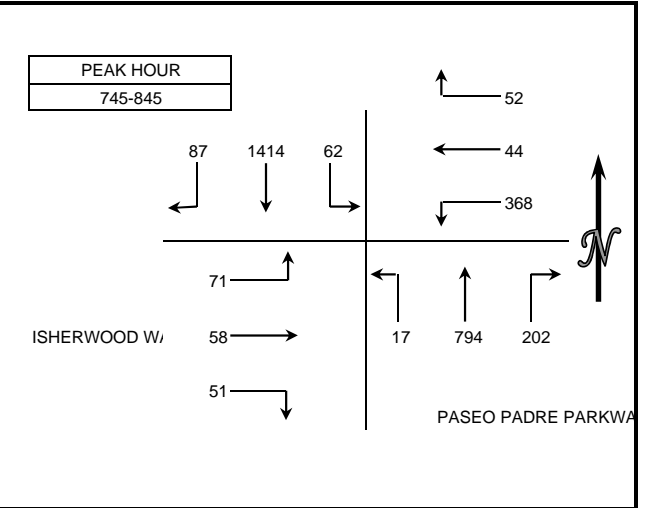
15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	8	60	0	0	0	0	39	100	0	126	0	88	421
415-430	7	53	0	0	0	0	34	122	0	155	0	96	467
430-445	9	54	0	0	0	0	58	90	0	133	0	83	427
445-500	10	62	0	0	0	0	32	105	0	157	0	88	454
500-515	13	70	0	0	0	0	53	148	0	158	0	80	522
515-530	12	71	0	0	0	0	47	106	0	170	0	81	487
530-545	8	68	0	0	0	0	40	107	0	130	2	93	448
545-600	7	62	0	0	0	0	32	151	0	145	0	85	482
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	34	229	0	0	0	0	163	417	0	571	0	355	1769
415-515	39	239	0	0	0	0	177	465	0	603	0	347	1870
430-530	44	257	0	0	0	0	190	449	0	618	0	332	1890
445-545	43	271	0	0	0	0	172	466	0	615	2	342	1911
500-600	40	271	0	0	0	0	172	512	0	603	2	339	1939



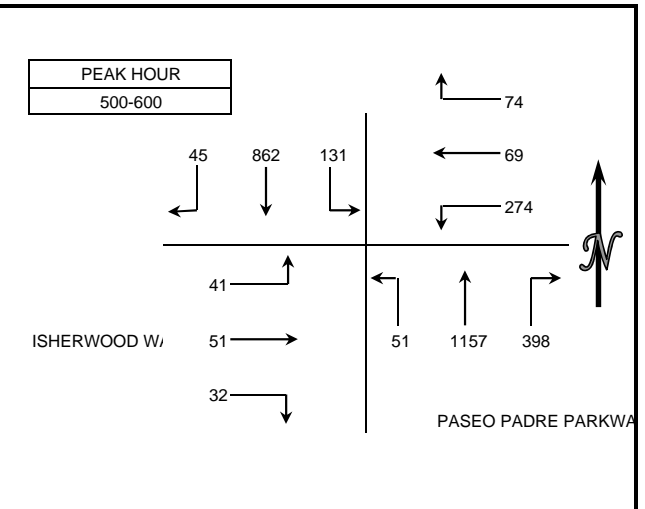
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S PASEO PADRE PARKWAY  
 E/W ISHERWOOD WAY  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	27	259	5	4	7	59	29	121	1	10	14	16	552														
715-730	77	344	6	9	10	77	40	152	1	16	25	37	794														
730-745	21	343	12	10	4	91	34	184	2	8	18	17	744														
745-800	10	379	17	13	7	101	51	185	3	11	11	9	797														
800-815	23	324	11	17	14	88	60	204	2	10	14	20	787														
815-830	41	359	22	12	18	96	51	190	9	16	18	23	855														
830-845	13	352	12	10	5	83	40	215	3	14	15	19	781														
845-900	5	294	10	11	8	56	33	191	4	12	9	5	638														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	135	1325	40	36	28	328	154	642	7	45	68	79	2887														
715-815	131	1390	46	49	35	357	185	725	8	45	68	83	3122														
730-830	95	1405	62	52	43	376	196	763	16	45	61	69	3183														
745-845	87	1414	62	52	44	368	202	794	17	51	58	71	3220														
800-900	82	1329	55	50	45	323	184	800	18	52	56	67	3061														



15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	13	197	18	17	16	74	73	216	8	5	19	15	671														
415-430	7	228	22	13	11	50	70	240	12	6	15	9	683														
430-445	10	207	25	10	14	57	81	237	9	10	16	7	683														
445-500	2	217	26	17	19	63	94	249	11	8	9	8	723														
500-515	16	197	31	20	21	65	116	274	15	8	7	13	783														
515-530	12	225	28	17	17	66	96	307	14	6	17	15	820														
530-545	7	209	33	22	13	73	97	283	11	10	17	8	783														
545-600	10	231	39	15	18	70	89	293	11	8	10	5	799														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	32	849	91	57	60	244	318	942	40	29	59	39	2760														
415-515	35	849	104	60	65	235	361	1000	47	32	47	37	2872														
430-530	40	846	110	64	71	251	387	1067	49	32	49	43	3009														
445-545	37	848	118	76	70	267	403	1113	51	32	50	44	3109														
500-600	45	862	131	74	69	274	398	1157	51	32	51	41	3185														





# Intersection Turning Movement

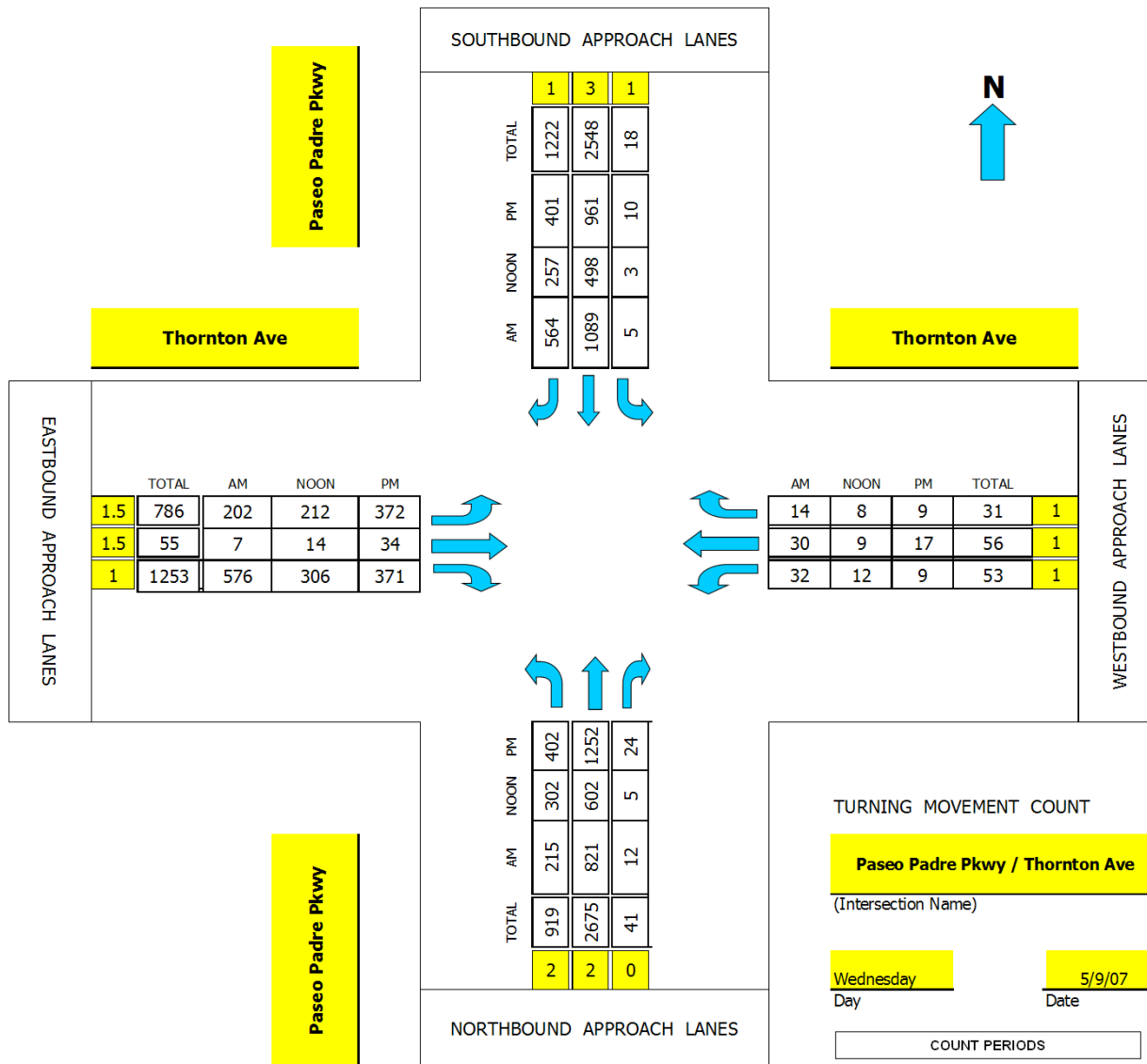
Prepared by:



National Data & Surveying Services

## TMC Summary of Paseo Padre Pkwy/Thornton Ave

Project #: 07-7094-010

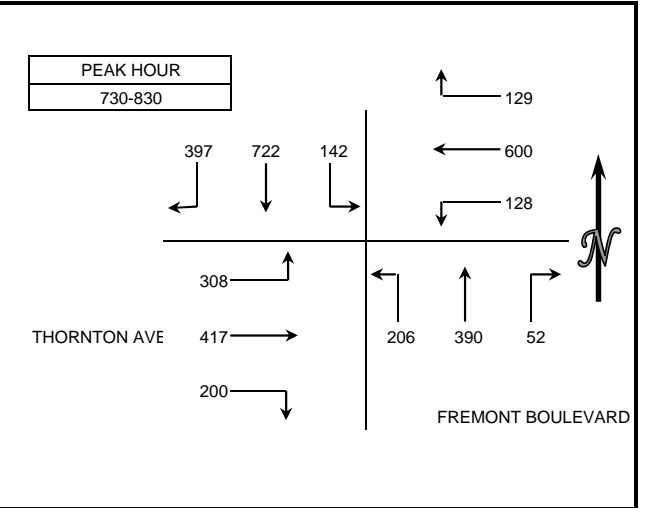


AM PEAK HOUR	730 AM
NOON PEAK HOUR	1230 PM
PM PEAK HOUR	515 PM

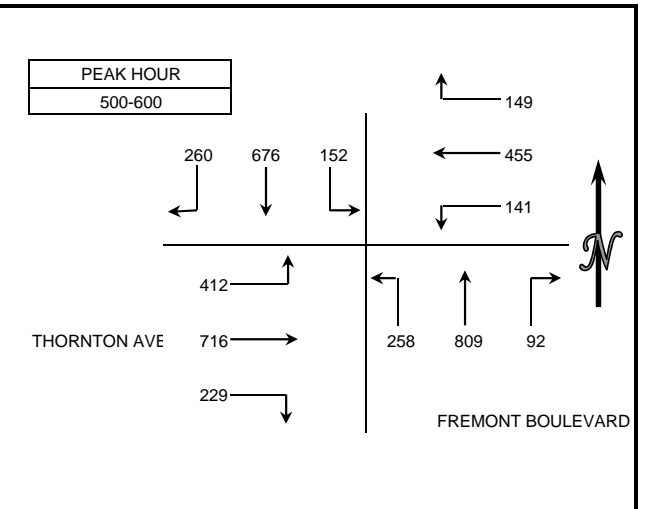
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BOULEVARD  
 E/W THORNTON AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	62	83	9	18	151	14	5	72	50	30	70	49	613														
715-730	91	101	22	42	193	16	11	89	67	53	81	60	826														
730-745	125	152	25	39	190	28	14	93	57	50	96	75	944														
745-800	106	174	32	34	131	41	11	84	50	62	114	80	919														
800-815	91	196	43	24	158	33	13	118	59	39	101	91	966														
815-830	75	200	42	32	121	26	14	95	40	49	106	62	862														
830-845	72	193	46	26	125	24	7	96	54	57	99	45	844														
845-900	74	193	45	30	118	29	8	100	39	39	91	54	820														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	384	510	88	133	665	99	41	338	224	195	361	264	3302														
715-815	413	623	122	139	672	118	49	384	233	204	392	306	3655														
730-830	397	722	142	129	600	128	52	390	206	200	417	308	3691														
745-845	344	763	163	116	535	124	45	393	203	207	420	278	3591														
800-900	312	782	176	112	522	112	42	409	192	184	397	252	3492														



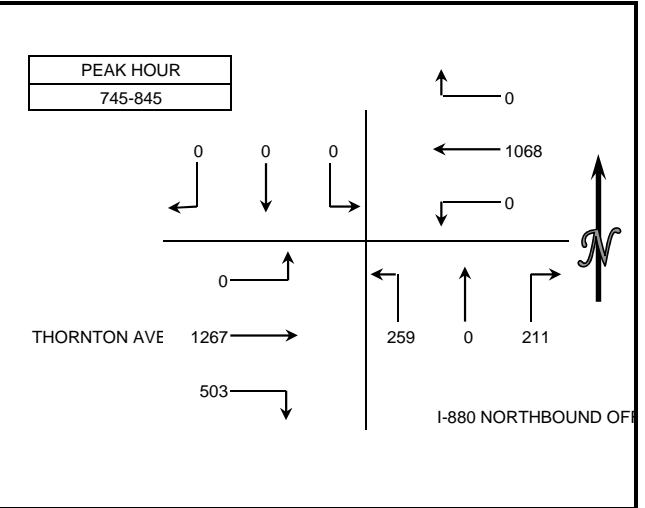
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	43	119	17	35	106	30	19	131	58	71	113	89	831														
415-430	56	141	35	34	90	33	26	150	56	73	135	94	923														
430-445	52	138	25	28	115	26	17	148	58	65	159	93	924														
445-500	48	123	34	42	100	34	25	167	55	88	135	95	946														
500-515	59	146	24	33	117	45	17	179	64	58	140	87	969														
515-530	71	169	59	27	109	24	24	192	67	40	172	111	1065														
530-545	75	188	33	37	100	39	29	208	61	82	195	121	1168														
545-600	55	173	36	52	129	33	22	230	66	49	209	93	1147														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	199	521	111	139	411	123	87	596	227	297	542	371	3624														
415-515	215	548	118	137	422	138	85	644	233	284	569	369	3762														
430-530	230	576	142	130	441	129	83	686	244	251	606	386	3904														
445-545	253	626	150	139	426	142	95	746	247	268	642	414	4148														
500-600	260	676	152	149	455	141	92	809	258	229	716	412	4349														



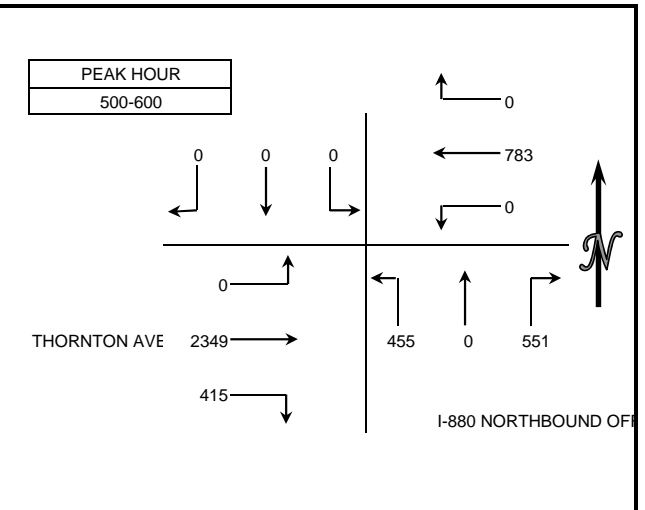
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S I-880 NORTHBOUND OFF-RAMP  
 E/W THORNTON AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	0	0	0	0	183	0	37	0	46	126	162	0	554														
715-730	0	0	0	0	259	0	38	0	62	164	246	0	769														
730-745	0	0	0	0	287	0	53	0	46	134	240	0	760														
745-800	0	0	0	0	296	0	85	0	68	134	348	0	931														
800-815	0	0	0	0	269	0	42	0	69	123	285	0	788														
815-830	0	0	0	0	228	0	36	0	55	128	326	0	773														
830-845	0	0	0	0	275	0	48	0	67	118	308	0	816														
845-900	0	0	0	0	233	0	24	0	43	87	290	0	677														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	0	0	0	0	1025	0	213	0	222	558	996	0	3014														
715-815	0	0	0	0	1111	0	218	0	245	555	1119	0	3248														
730-830	0	0	0	0	1080	0	216	0	238	519	1199	0	3252														
745-845	0	0	0	0	1068	0	211	0	259	503	1267	0	3308														
800-900	0	0	0	0	1005	0	150	0	234	456	1209	0	3054														



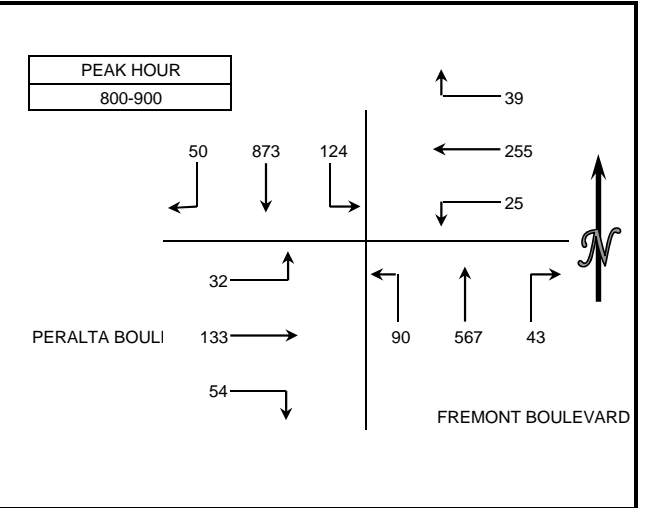
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	0	0	0	0	220	0	124	0	134	102	338	0	918														
415-430	0	0	0	0	201	0	136	0	130	90	372	0	929														
430-445	0	0	0	0	186	0	125	0	130	103	436	0	980														
445-500	0	0	0	0	195	0	129	0	106	104	503	0	1037														
500-515	0	0	0	0	202	0	145	0	113	102	574	0	1136														
515-530	0	0	0	0	231	0	158	0	126	107	641	0	1263														
530-545	0	0	0	0	183	0	129	0	103	113	584	0	1112														
545-600	0	0	0	0	167	0	119	0	113	93	550	0	1042														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	0	0	0	0	802	0	514	0	500	399	1649	0	3864														
415-515	0	0	0	0	784	0	535	0	479	399	1885	0	4082														
430-530	0	0	0	0	814	0	557	0	475	416	2154	0	4416														
445-545	0	0	0	0	811	0	561	0	448	426	2302	0	4548														
500-600	0	0	0	0	783	0	551	0	455	415	2349	0	4553														



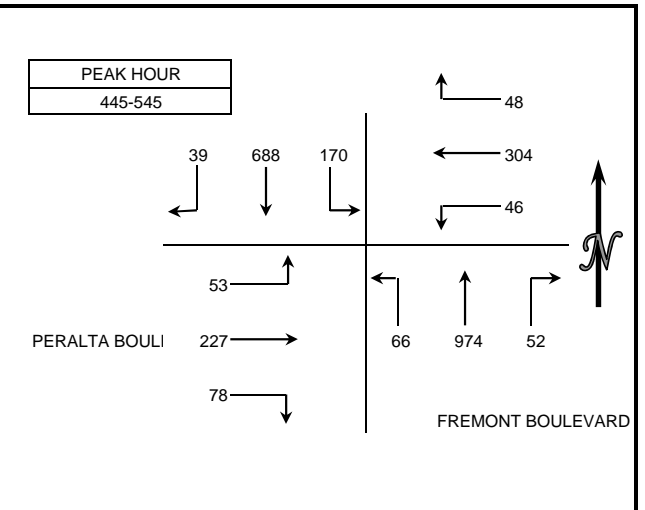
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BOULEVARD  
 E/W PERALTA BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-715	3	144	14	8	48	4	4	98	20	12	14	4	373	
715-730	2	165	16	17	50	1	14	126	19	23	21	2	456	
730-745	6	202	21	15	52	3	8	155	17	15	22	5	521	
745-800	17	188	30	12	63	2	17	145	22	22	22	4	544	
800-815	16	216	21	8	65	4	21	156	25	14	34	6	586	
815-830	7	225	29	8	62	10	14	140	23	11	37	7	573	
830-845	14	221	38	13	56	4	5	146	23	15	28	10	573	
845-900	13	211	36	10	72	7	3	125	19	14	34	9	553	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-800	28	699	81	52	213	10	43	524	78	72	79	15	1894	
715-815	41	771	88	52	230	10	60	582	83	74	99	17	2107	
730-830	46	831	101	43	242	19	60	596	87	62	115	22	2224	
745-845	54	850	118	41	246	20	57	587	93	62	121	27	2276	
800-900	50	873	124	39	255	25	43	567	90	54	133	32	2285	



15 MIN COUNTS														4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	15	154	40	3	46	7	9	183	13	8	35	17	530	
415-430	11	167	27	0	42	6	13	207	12	16	45	15	561	
430-445	10	179	46	11	55	11	13	222	20	15	38	18	638	
445-500	12	183	41	12	73	14	16	247	25	17	62	15	717	
500-515	16	158	31	7	70	15	12	257	18	20	59	15	678	
515-530	4	165	43	16	74	10	11	230	10	17	52	12	644	
530-545	7	182	55	13	87	7	13	240	13	24	54	11	706	
545-600	8	166	36	10	68	7	13	259	12	15	41	16	651	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-500	48	683	154	26	216	38	51	859	70	56	180	65	2446	
415-515	49	687	145	30	240	46	54	933	75	68	204	63	2594	
430-530	42	685	161	46	272	50	52	956	73	69	211	60	2677	
445-545	39	688	170	48	304	46	52	974	66	78	227	53	2745	
500-600	35	671	165	46	299	39	49	986	53	76	206	54	2679	



# Intersection Turning Movement

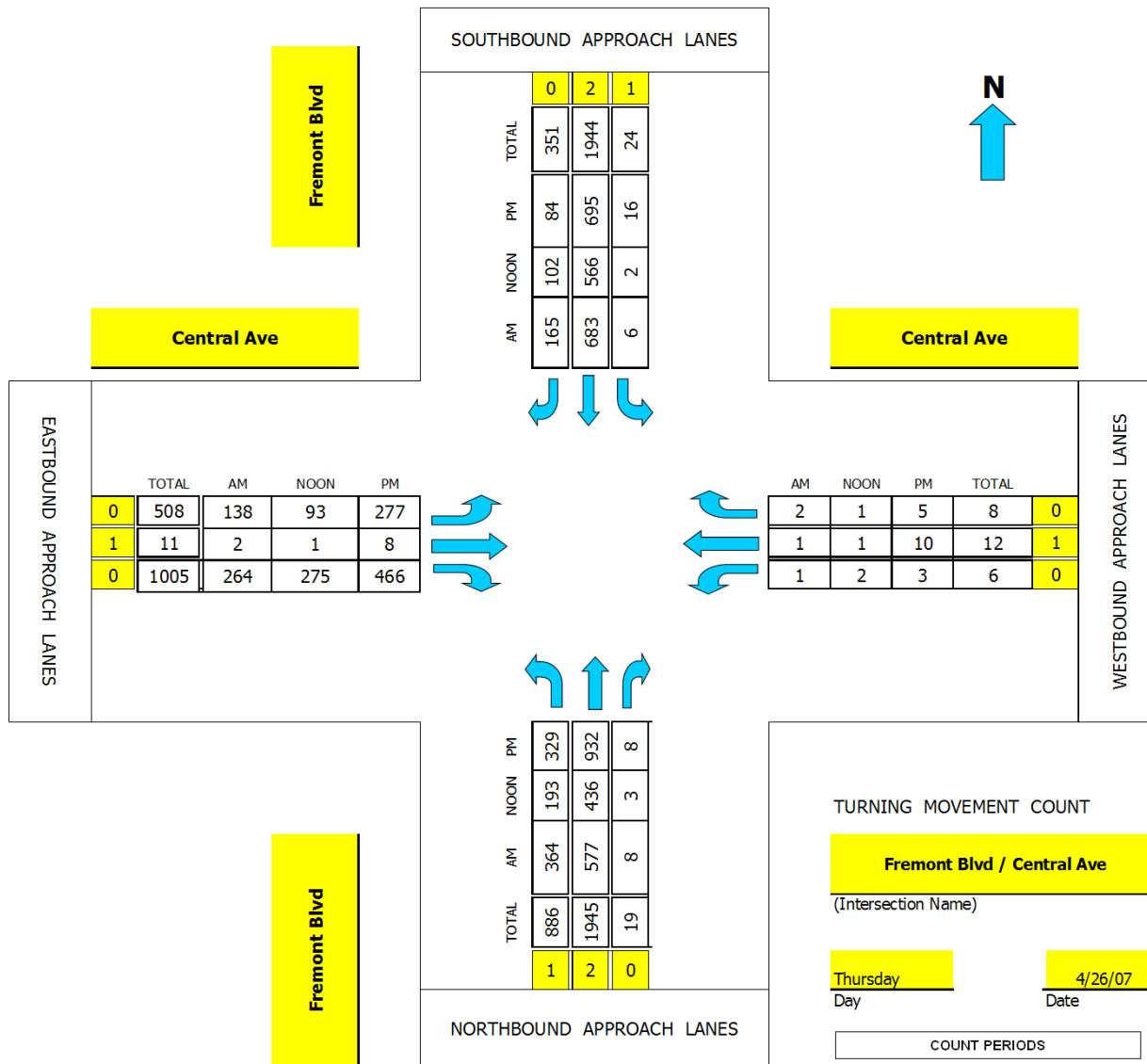
Prepared by:



National Data & Surveying Services

## TMC Summary of Fremont Blvd/Central Ave

Project #: 07-7094-007



AM PEAK HOUR 730 AM

NOON PEAK HOUR 900 AM

PM PEAK HOUR 500 PM

# Intersection Turning Movement

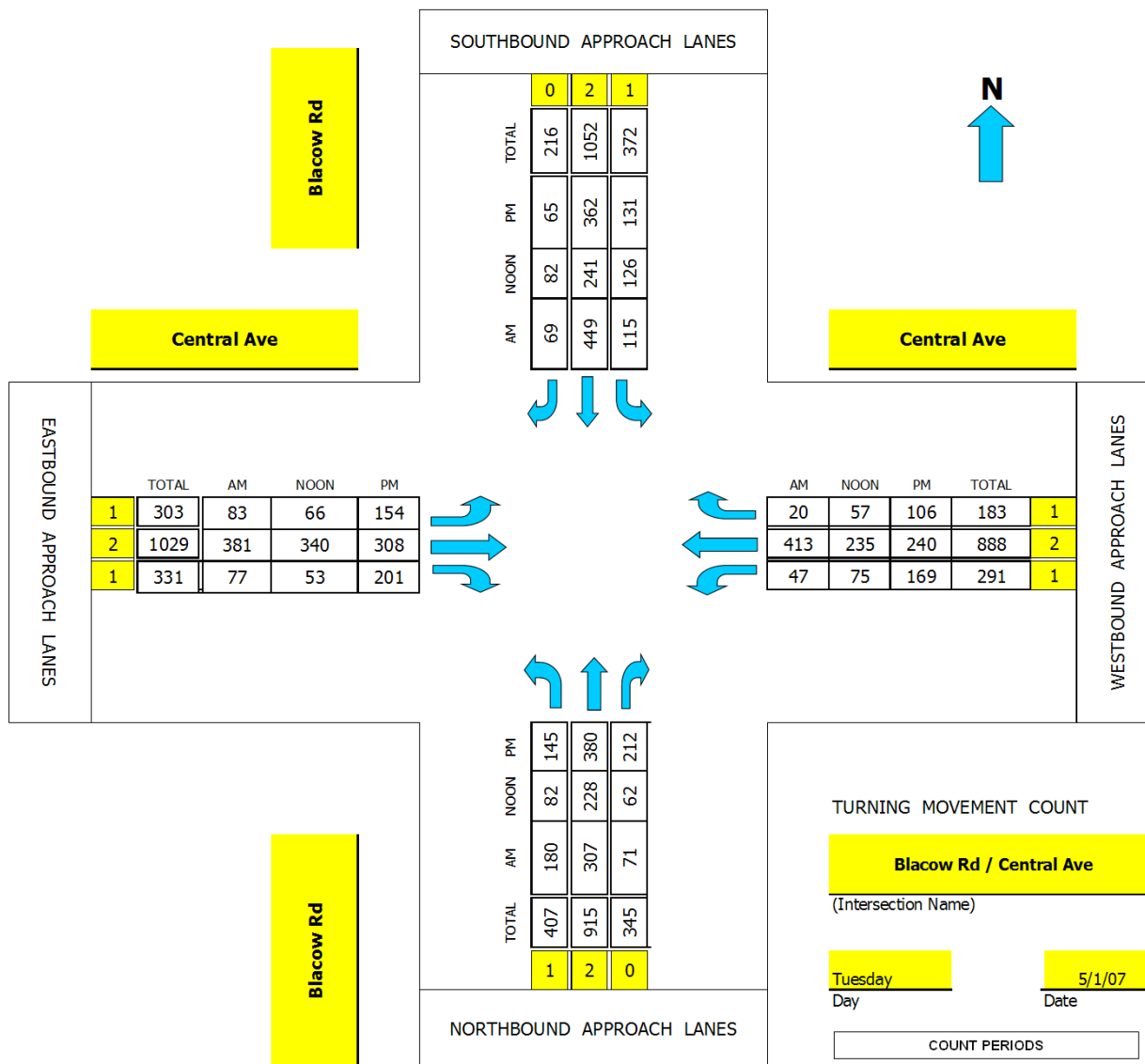
Prepared by:



National Data & Surveying Services

## TMC Summary of Blacow Rd/Central Ave

Project #: 07-7094-025



AM PEAK HOUR 730 AM

NOON PEAK HOUR 1230 PM

PM PEAK HOUR 430 PM

# Intersection Turning Movement

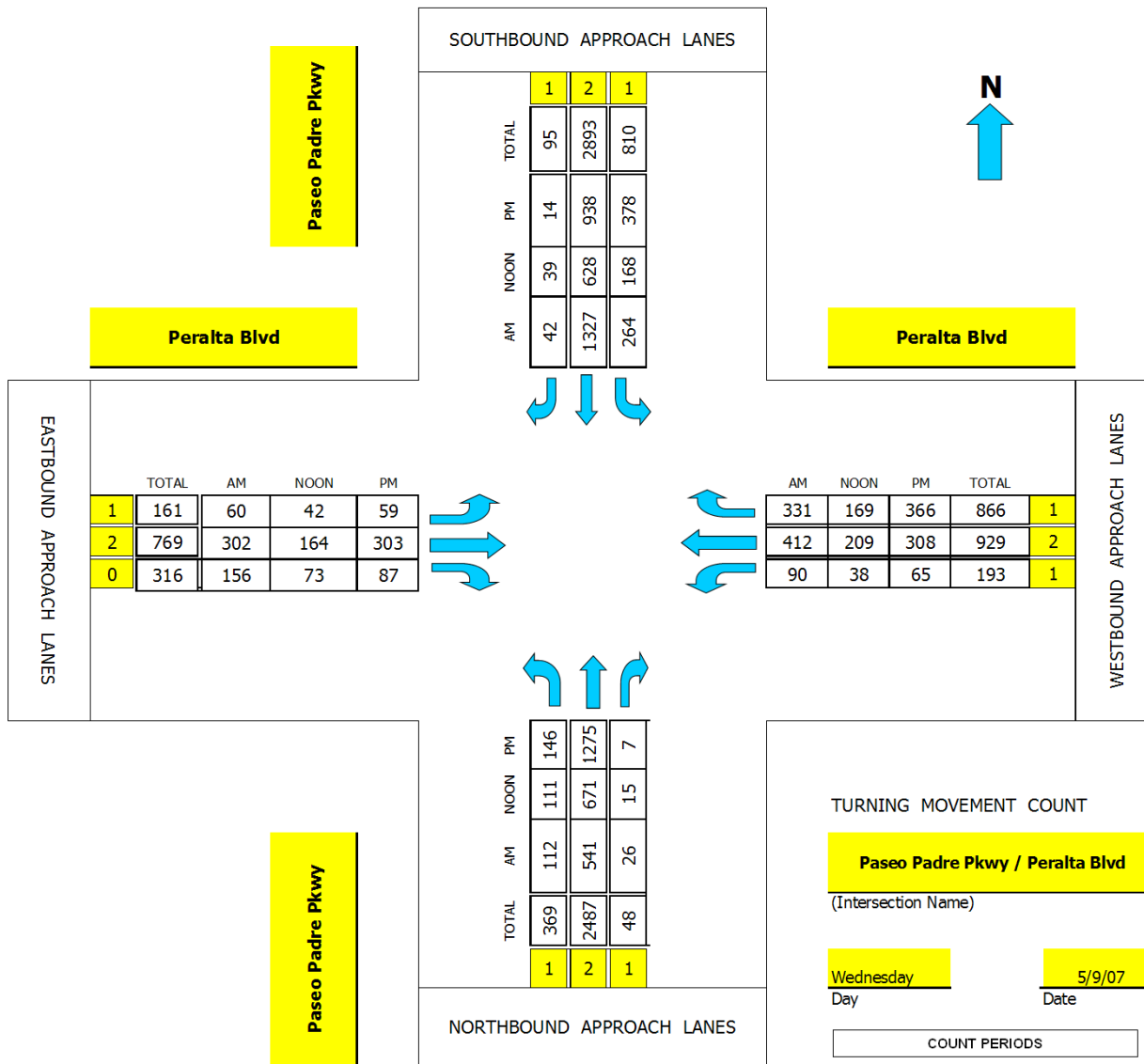
Prepared by:



National Data & Surveying Services

## TMC Summary of Paseo Padre Pkwy/Peralta Blvd

Project #: 07-7094-012

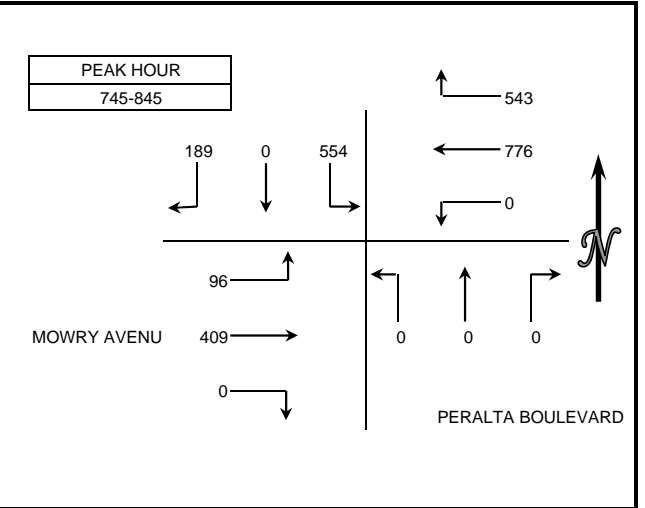


AM PEAK HOUR	745 AM
NOON PEAK HOUR	1200 PM
PM PEAK HOUR	515 PM

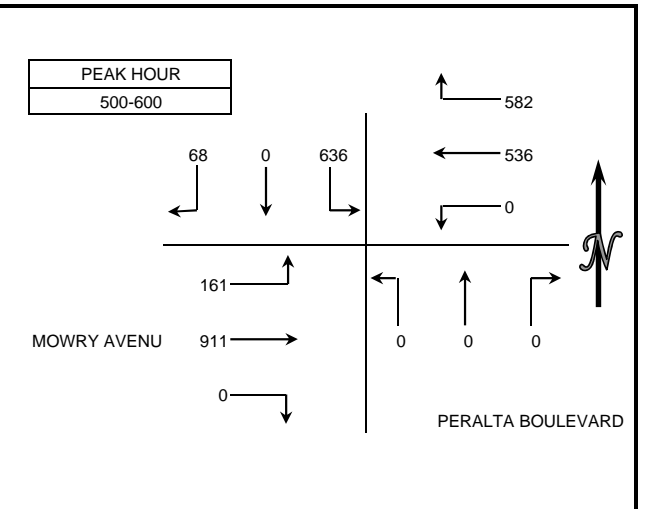
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 13, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S PERALTA BOULEVARD  
 E/W MOWRY AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	16	0	73	137	184	0	0	0	0	0	38	13	461														
715-730	17	0	105	141	196	0	0	0	0	0	64	15	538														
730-745	29	0	138	132	163	0	0	0	0	0	95	19	576														
745-800	48	0	125	159	183	0	0	0	0	0	86	16	617														
800-815	66	0	184	148	187	0	0	0	0	0	104	19	708														
815-830	47	0	118	123	200	0	0	0	0	0	122	37	647														
830-845	28	0	127	113	206	0	0	0	0	0	97	24	595														
845-900	21	0	101	111	195	0	0	0	0	0	108	24	560														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	110	0	441	569	726	0	0	0	0	0	283	63	2192														
715-815	160	0	552	580	729	0	0	0	0	0	349	69	2439														
730-830	190	0	565	562	733	0	0	0	0	0	407	91	2548														
745-845	189	0	554	543	776	0	0	0	0	0	409	96	2567														
800-900	162	0	530	495	788	0	0	0	0	0	431	104	2510														



15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	22	0	130	119	133	0	0	0	0	0	199	44	647														
415-430	21	0	124	129	148	0	0	0	0	0	191	28	641														
430-445	12	0	144	129	127	0	0	0	0	0	186	26	624														
445-500	15	0	133	140	169	0	0	0	0	0	192	30	679														
500-515	14	0	178	137	131	0	0	0	0	0	208	43	711														
515-530	15	0	151	136	135	0	0	0	0	0	234	52	723														
530-545	22	0	183	141	138	0	0	0	0	0	247	41	772														
545-600	17	0	124	168	132	0	0	0	0	0	222	25	688														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	70	0	531	517	577	0	0	0	0	0	768	128	2591														
415-515	62	0	579	535	575	0	0	0	0	0	777	127	2655														
430-530	56	0	606	542	562	0	0	0	0	0	820	151	2737														
445-545	66	0	645	554	573	0	0	0	0	0	881	166	2885														
500-600	68	0	636	582	536	0	0	0	0	0	911	161	2894														

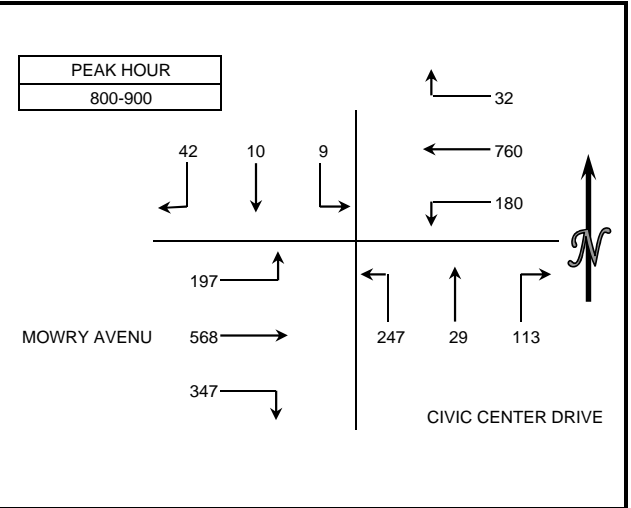




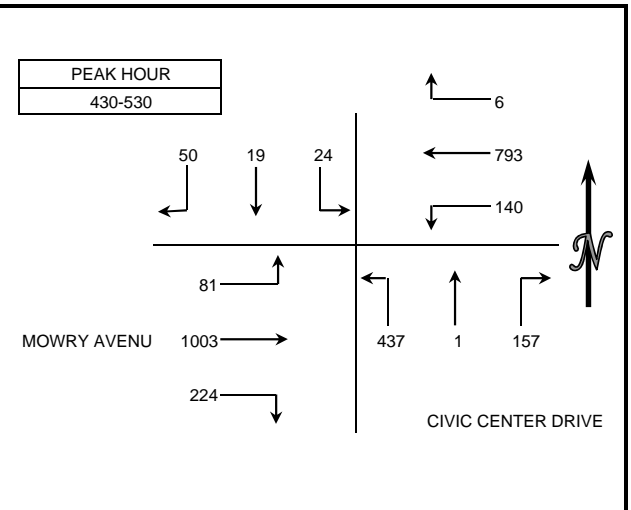
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 13, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S CIVIC CENTER DRIVE  
 E/W MOWRY AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	2	2	0	1	155	11	18	1	34	46	106	10	386														
715-730	3	0	2	3	201	16	13	3	54	64	152	6	517														
730-745	6	2	0	4	173	28	21	3	63	65	169	15	549														
745-800	4	2	0	6	204	44	24	4	51	93	125	27	584														
800-815	9	1	0	6	181	65	31	4	74	83	135	43	632														
815-830	3	3	3	5	197	47	25	11	69	88	133	36	620														
830-845	14	3	1	12	224	30	33	7	60	77	140	46	647														
845-900	16	3	5	9	158	38	24	7	44	99	160	72	635														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	15	6	2	14	733	99	76	11	202	268	552	58	2036														
715-815	22	5	2	19	759	153	89	14	242	305	581	91	2282														
730-830	22	8	3	21	755	184	101	22	257	329	562	121	2385														
745-845	30	9	4	29	806	186	113	26	254	341	533	152	2483														
800-900	42	10	9	32	760	180	113	29	247	347	568	197	2534														



15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	15	7	6	1	185	22	48	2	97	62	242	27	714														
415-430	16	1	3	2	162	26	32	2	82	41	201	19	587														
430-445	14	2	7	0	196	36	27	1	103	51	239	22	698														
445-500	15	4	5	2	221	42	30	0	105	46	255	33	758														
500-515	12	7	9	3	195	33	53	0	108	72	237	18	747														
515-530	9	6	3	1	181	29	47	0	121	55	272	8	732														
530-545	6	6	2	3	178	25	33	0	93	67	262	20	695														
545-600	9	2	3	0	175	22	32	1	114	38	267	20	683														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	60	14	21	5	764	126	137	5	387	200	937	101	2757														
415-515	57	14	24	7	774	137	142	3	398	210	932	92	2790														
430-530	50	19	24	6	793	140	157	1	437	224	1003	81	2935														
445-545	42	23	19	9	775	129	163	0	427	240	1026	79	2932														
500-600	36	21	17	7	729	109	165	1	436	232	1038	66	2857														



# Intersection Turning Movement

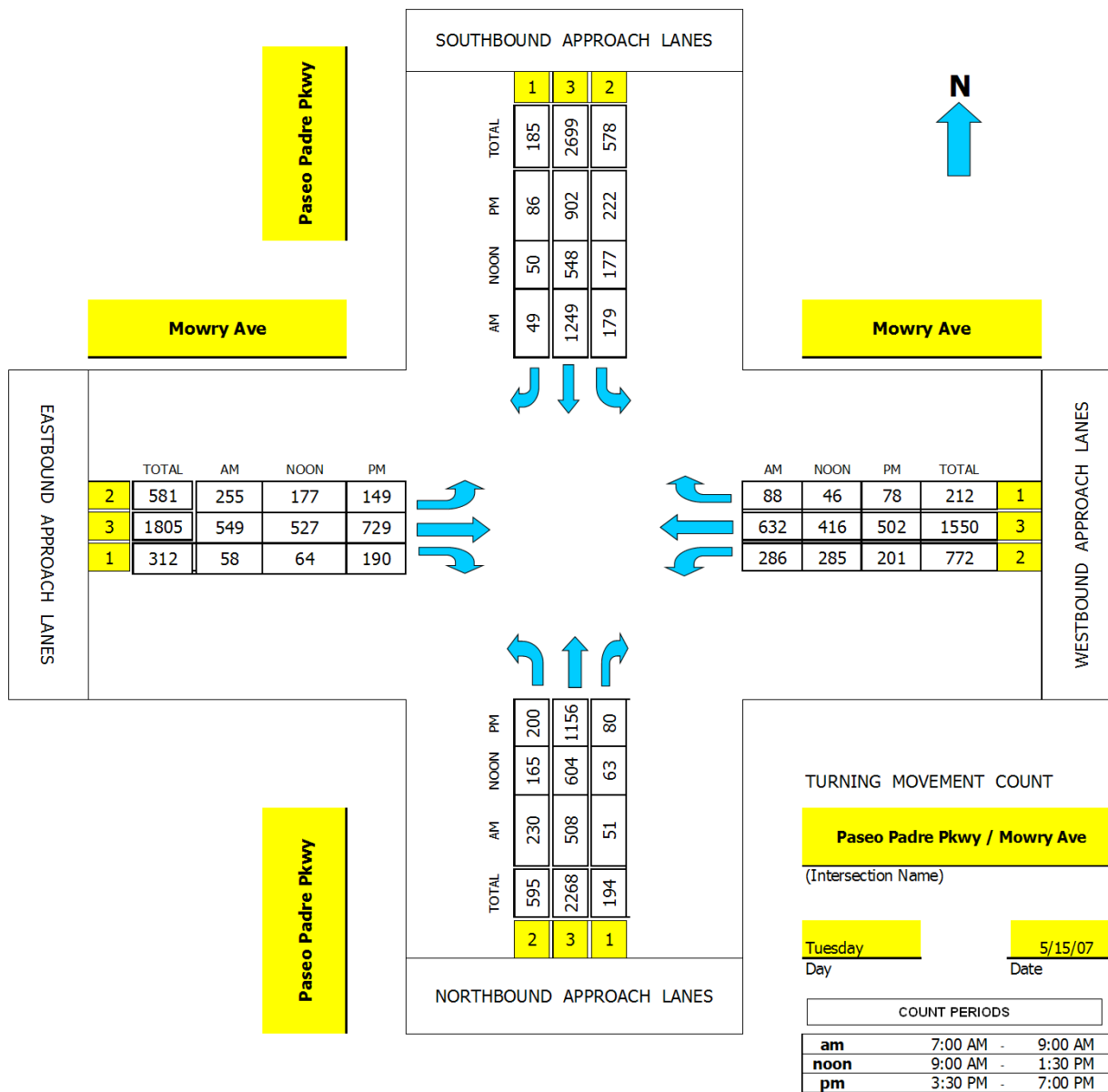
Prepared by:



National Data & Surveying Services

## TMC Summary of Paseo Padre Pkwy/Mowry Ave

Project #: 07-7094-015

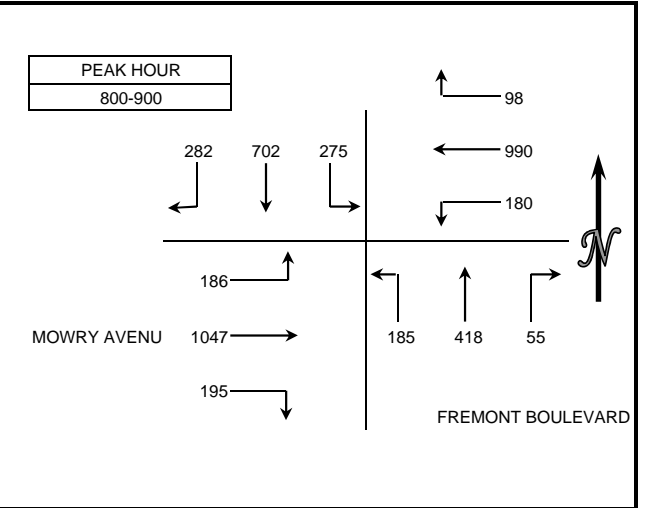


AM PEAK HOUR	800 AM
NOON PEAK HOUR	1130 AM
PM PEAK HOUR	530 PM

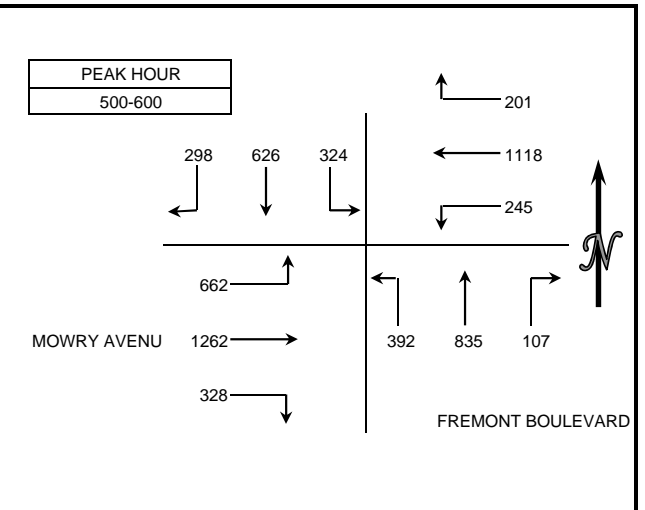
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 6, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BOULEVARD  
 E/W MOWRY AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	40	95	30	24	129	22	15	53	34	19	127	44	632														
715-730	70	137	61	47	153	24	10	62	27	24	165	67	847														
730-745	77	196	76	23	177	24	15	73	37	33	197	43	971														
745-800	63	169	43	32	213	31	14	87	33	28	222	49	984														
800-815	74	183	68	19	227	40	19	98	40	51	244	37	1100														
815-830	88	192	79	17	264	63	9	88	40	61	297	63	1261														
830-845	56	156	66	31	287	47	13	116	39	37	241	37	1126														
845-900	64	171	62	31	212	30	14	116	66	46	265	49	1126														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	250	597	210	126	672	101	54	275	131	104	711	203	3434														
715-815	284	685	248	121	770	119	58	320	137	136	828	196	3902														
730-830	302	740	266	91	881	158	57	346	150	173	960	192	4316														
745-845	281	700	256	99	991	181	55	389	152	177	1004	186	4471														
800-900	282	702	275	98	990	180	55	418	185	195	1047	186	4613														



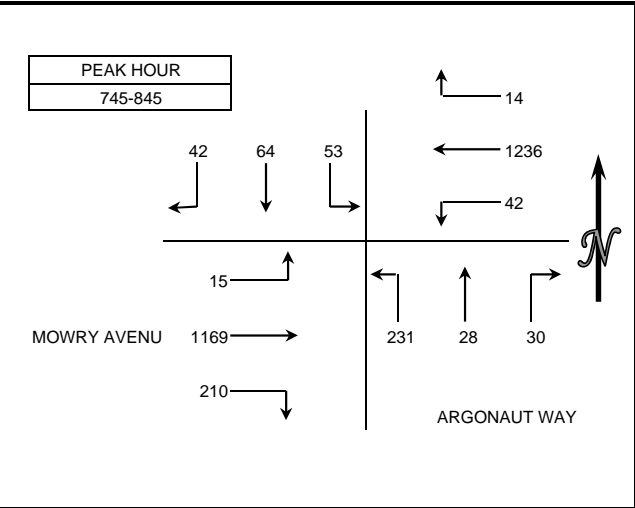
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	65	162	78	48	250	52	34	224	74	43	265	108	1403														
415-430	63	162	75	51	298	61	31	206	105	54	252	100	1458														
430-445	74	168	67	35	252	49	23	174	84	74	277	115	1392														
445-500	70	172	70	46	277	75	27	200	92	68	287	144	1528														
500-515	65	203	92	63	308	76	28	211	112	65	322	181	1726														
515-530	74	155	79	52	275	54	25	200	85	77	304	164	1544														
530-545	73	144	69	49	244	51	26	210	92	90	275	135	1458														
545-600	86	124	84	37	291	64	28	214	103	96	361	182	1670														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	272	664	290	180	1077	237	115	804	355	239	1081	467	5781														
415-515	272	705	304	195	1135	261	109	791	393	261	1138	540	6104														
430-530	283	698	308	196	1112	254	103	785	373	284	1190	604	6190														
445-545	282	674	310	210	1104	256	106	821	381	300	1188	624	6256														
500-600	298	626	324	201	1118	245	107	835	392	328	1262	662	6398														



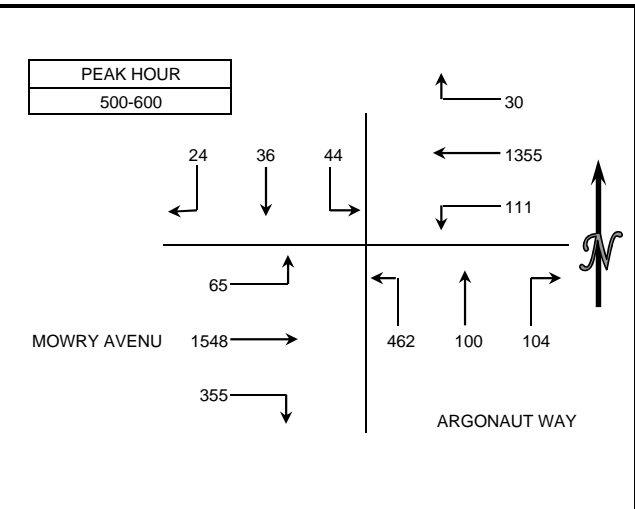
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 6, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S ARGONAUT WAY  
 E/W MOWRY AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-715	15	7	10	1	204	4	6	3	39	37	186	5	517	
715-730	8	10	13	3	246	5	5	5	39	34	210	3	581	
730-745	8	19	16	4	286	9	11	2	57	36	232	4	684	
745-800	13	21	11	4	267	10	7	9	44	53	287	5	731	
800-815	9	15	15	2	299	6	3	5	59	41	263	5	722	
815-830	10	12	12	7	330	13	5	8	67	53	311	0	828	
830-845	10	16	15	1	340	13	15	6	61	63	308	5	853	
845-900	12	14	14	3	286	8	9	5	41	46	264	5	707	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-800	44	57	50	12	1003	28	29	19	179	160	915	17	2513	
715-815	38	65	55	13	1098	30	26	21	199	164	992	17	2718	
730-830	40	67	54	17	1182	38	26	24	227	183	1093	14	2965	
745-845	42	64	53	14	1236	42	30	28	231	210	1169	15	3134	
800-900	41	57	56	13	1255	40	32	24	228	203	1146	15	3110	



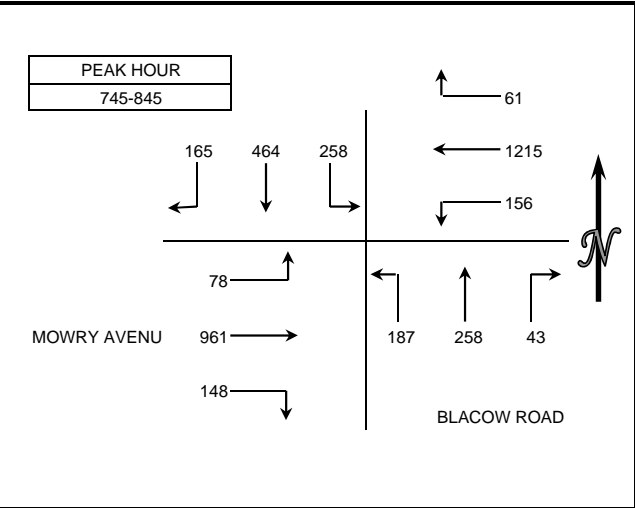
15 MIN COUNTS														4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	7	10	13	7	322	8	15	26	109	89	352	10	968	
415-430	2	7	8	4	355	18	21	22	93	64	361	15	970	
430-445	4	9	15	4	314	12	18	16	117	71	350	14	944	
445-500	3	8	4	8	326	20	38	19	109	82	371	13	1001	
500-515	7	12	9	5	369	28	33	27	113	89	393	18	1103	
515-530	5	5	8	8	359	25	34	29	122	98	381	10	1084	
530-545	3	11	10	10	309	22	13	25	125	87	393	19	1027	
545-600	9	8	17	7	318	36	24	19	102	81	381	18	1020	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-500	16	34	40	23	1317	58	92	83	428	306	1434	52	3883	
415-515	16	36	36	21	1364	78	110	84	432	306	1475	60	4018	
430-530	19	34	36	25	1368	85	123	91	461	340	1495	55	4132	
445-545	18	36	31	31	1363	95	118	100	469	356	1538	60	4215	
500-600	24	36	44	30	1355	111	104	100	462	355	1548	65	4234	



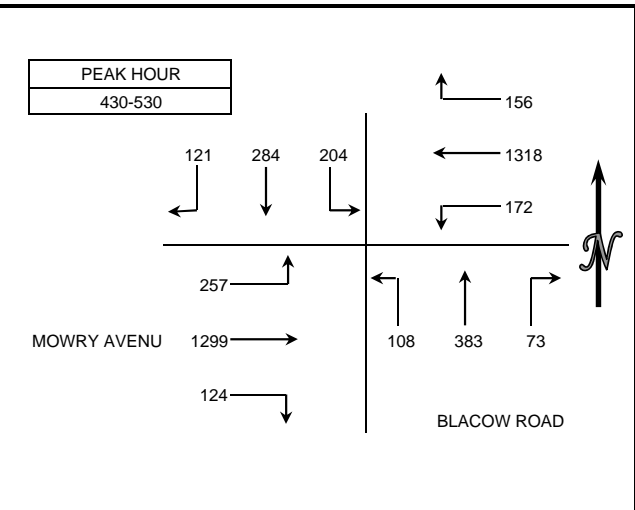
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 6, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S BLACOW ROAD  
 E/W MOWRY AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	38	73	25	11	232	21	8	16	33	31	159	16	663														
715-730	36	82	38	16	322	22	7	39	39	26	139	21	787														
730-745	60	111	51	15	299	23	14	48	36	28	172	25	882														
745-800	49	117	65	14	252	32	3	47	40	32	215	16	882														
800-815	36	103	41	13	269	27	11	48	37	33	226	19	863														
815-830	44	133	85	20	307	50	17	78	55	44	269	28	1130														
830-845	36	111	67	14	387	47	12	85	55	39	251	15	1119														
845-900	37	94	51	16	206	15	15	37	21	23	192	37	744														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	183	383	179	56	1105	98	32	150	148	117	685	78	3214														
715-815	181	413	195	58	1142	104	35	182	152	119	752	81	3414														
730-830	189	464	242	62	1127	132	45	221	168	137	882	88	3757														
745-845	165	464	258	61	1215	156	43	258	187	148	961	78	3994														
800-900	153	441	244	63	1169	139	55	248	168	139	938	99	3856														



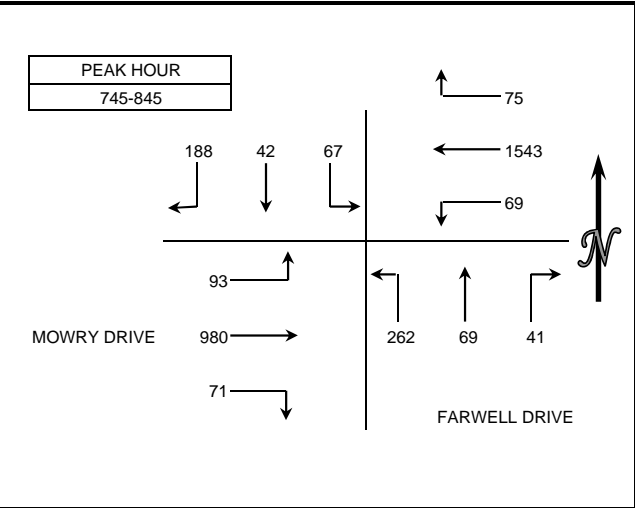
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	31	73	62	27	339	39	17	97	31	32	345	78	1171														
415-430	24	61	53	31	329	43	13	62	22	36	320	72	1066														
430-445	41	81	62	45	312	52	13	79	21	30	332	65	1133														
445-500	39	67	52	36	292	37	13	94	29	26	300	40	1025														
500-515	25	64	40	39	339	35	26	105	33	30	327	65	1128														
515-530	16	72	50	36	375	48	21	105	25	38	340	87	1213														
530-545	20	65	56	52	285	24	22	84	26	44	291	65	1034														
545-600	18	61	38	40	248	32	7	67	35	40	328	79	993														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	135	282	229	139	1272	171	56	332	103	124	1297	255	4395														
415-515	129	273	207	151	1272	167	65	340	105	122	1279	242	4352														
430-530	121	284	204	156	1318	172	73	383	108	124	1299	257	4499														
445-545	100	268	198	163	1291	144	82	388	113	138	1258	257	4400														
500-600	79	262	184	167	1247	139	76	361	119	152	1286	296	4368														



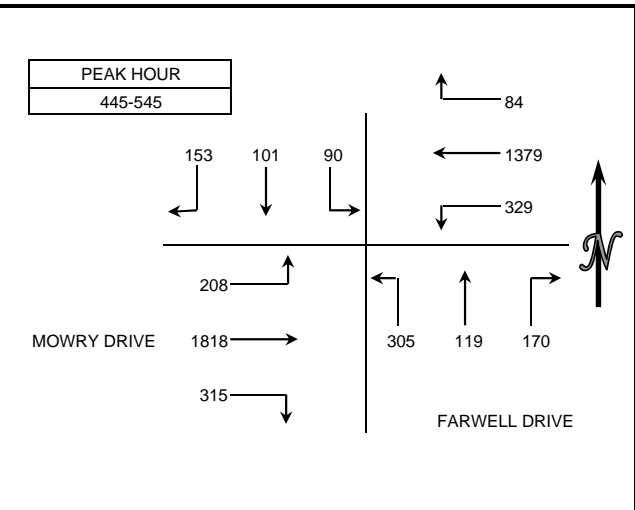
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 6, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FARWELL DRIVE  
 E/W MOWRY DRIVE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	54	2	16	15	225	4	6	5	48	17	183	14	589														
715-730	67	4	15	11	275	8	6	8	60	15	211	15	695														
730-745	62	12	26	13	338	12	5	12	87	15	241	20	843														
745-800	51	7	19	13	365	14	11	13	60	17	217	27	814														
800-815	43	10	17	20	353	20	9	17	56	11	234	20	810														
815-830	46	12	20	26	409	21	13	24	69	26	288	23	977														
830-845	48	13	11	16	416	14	8	15	77	17	241	23	899														
845-900	46	8	19	16	344	11	10	12	61	10	232	25	794														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	234	25	76	52	1203	38	28	38	255	64	852	76	2941														
715-815	223	33	77	57	1331	54	31	50	263	58	903	82	3162														
730-830	202	41	82	72	1465	67	38	66	272	69	980	90	3444														
745-845	188	42	67	75	1543	69	41	69	262	71	980	93	3500														
800-900	183	43	67	78	1522	66	40	68	263	64	995	91	3480														



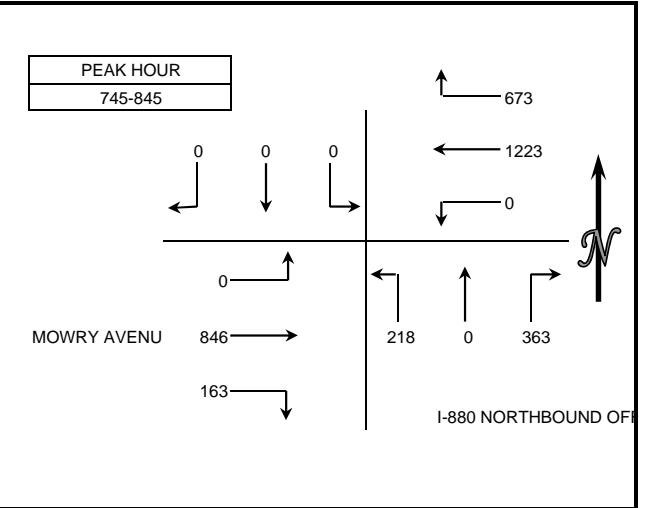
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	32	11	21	18	362	30	25	25	58	67	436	40	1125														
415-430	35	7	15	20	321	60	31	19	73	58	399	63	1101														
430-445	32	11	28	14	329	42	35	18	90	67	436	42	1144														
445-500	41	14	16	16	355	70	40	26	76	82	474	55	1265														
500-515	45	12	27	29	384	92	67	41	92	69	482	57	1397														
515-530	39	47	15	12	312	99	40	29	87	87	426	57	1250														
530-545	28	28	32	27	328	68	23	23	50	77	436	39	1159														
545-600	28	19	19	18	275	70	20	21	32	79	439	63	1083														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	140	43	80	68	1367	202	131	88	297	274	1745	200	4635														
415-515	153	44	86	79	1389	264	173	104	331	276	1791	217	4907														
430-530	157	84	86	71	1380	303	182	114	345	305	1818	211	5056														
445-545	153	101	90	84	1379	329	170	119	305	315	1818	208	5071														
500-600	140	106	93	86	1299	329	150	114	261	312	1783	216	4889														



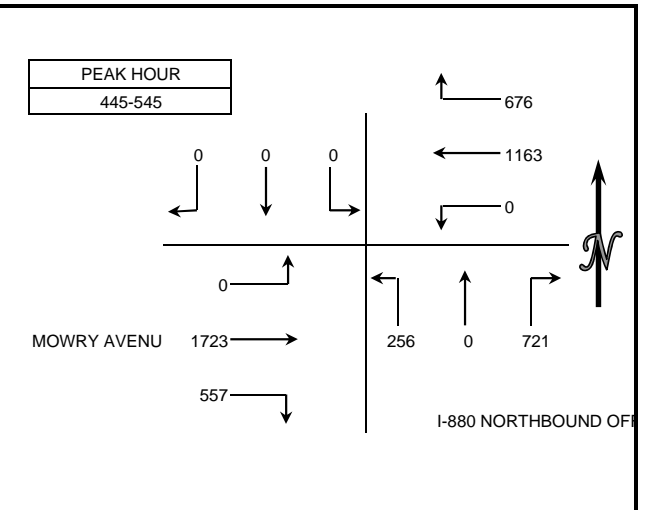
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 6, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S I-880 NORTHBOUND OFF-RAMP  
 E/W MOWRY AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	0	0	0	160	227	0	74	0	39	63	135	0	698														
715-730	0	0	0	170	254	0	100	0	51	48	149	0	772														
730-745	0	0	0	189	323	0	105	0	49	64	177	0	907														
745-800	0	0	0	165	275	0	88	0	57	56	187	0	828														
800-815	0	0	0	143	289	0	87	0	57	43	202	0	821														
815-830	0	0	0	178	316	0	102	0	54	26	233	0	909														
830-845	0	0	0	187	343	0	86	0	50	38	224	0	928														
845-900	0	0	0	159	296	0	69	0	63	38	198	0	823														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	0	0	0	684	1079	0	367	0	196	231	648	0	3205														
715-815	0	0	0	667	1141	0	380	0	214	211	715	0	3328														
730-830	0	0	0	675	1203	0	382	0	217	189	799	0	3465														
745-845	0	0	0	673	1223	0	363	0	218	163	846	0	3486														
800-900	0	0	0	667	1244	0	344	0	224	145	857	0	3481														



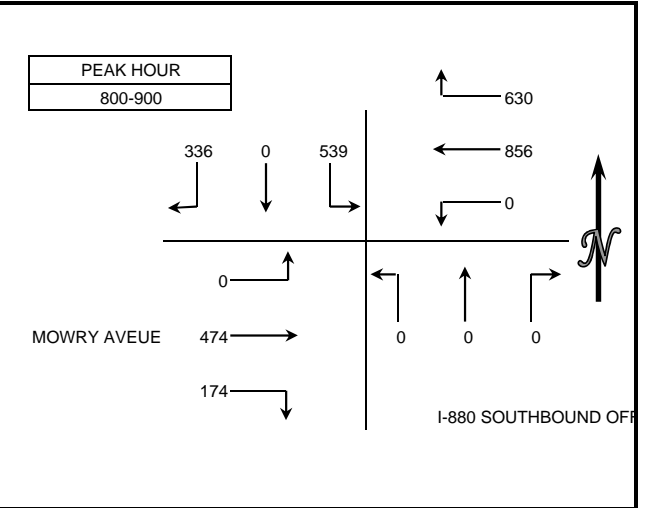
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	0	0	0	166	303	0	162	0	80	133	393	0	1237														
415-430	0	0	0	173	259	0	154	0	67	129	379	0	1161														
430-445	0	0	0	178	277	0	190	0	76	146	393	0	1260														
445-500	0	0	0	175	279	0	190	0	63	136	440	0	1283														
500-515	0	0	0	154	314	0	185	0	57	135	412	0	1257														
515-530	0	0	0	174	299	0	171	0	66	148	437	0	1295														
530-545	0	0	0	173	271	0	175	0	70	138	434	0	1261														
545-600	0	0	0	147	279	0	198	0	61	137	417	0	1239														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	0	0	0	692	1118	0	696	0	286	544	1605	0	4941														
415-515	0	0	0	680	1129	0	719	0	263	546	1624	0	4961														
430-530	0	0	0	681	1169	0	736	0	262	565	1682	0	5095														
445-545	0	0	0	676	1163	0	721	0	256	557	1723	0	5096														
500-600	0	0	0	648	1163	0	729	0	254	558	1700	0	5052														



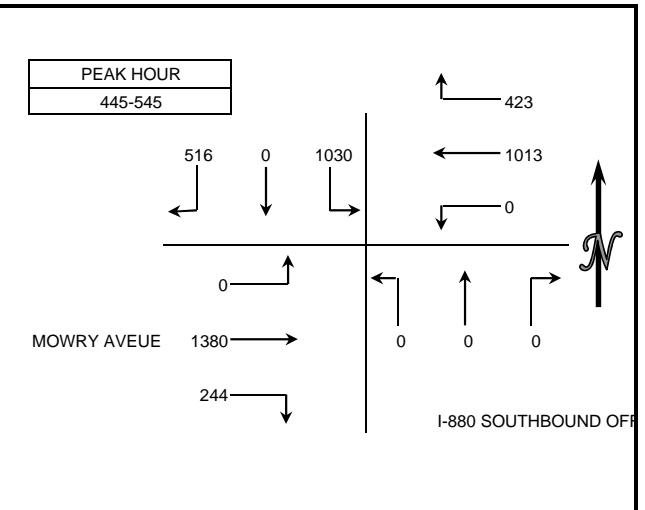
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 6, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S I-880 SOUTHBOUND OFF-RAMP  
 E/W MOWRY AVEUE  
 CITY: FREMONT

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	75	0	86	129	106	0	0	0	0	39	114	0	549
715-730	68	0	89	127	139	0	0	0	0	53	107	0	583
730-745	97	0	108	161	195	0	0	0	0	53	138	0	752
745-800	64	0	124	149	214	0	0	0	0	35	132	0	718
800-815	73	0	127	162	205	0	0	0	0	46	123	0	736
815-830	79	0	157	149	226	0	0	0	0	41	105	0	757
830-845	86	0	130	176	205	0	0	0	0	44	133	0	774
845-900	98	0	125	143	220	0	0	0	0	43	113	0	742
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	304	0	407	566	654	0	0	0	0	180	491	0	2602
715-815	302	0	448	599	753	0	0	0	0	187	500	0	2789
730-830	313	0	516	621	840	0	0	0	0	175	498	0	2963
745-845	302	0	538	636	850	0	0	0	0	166	493	0	2985
800-900	336	0	539	630	856	0	0	0	0	174	474	0	3009



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	135	0	217	120	240	0	0	0	0	73	311	0	1096
415-430	129	0	210	118	243	0	0	0	0	71	321	0	1092
430-445	106	0	206	92	227	0	0	0	0	68	290	0	989
445-500	121	0	255	113	246	0	0	0	0	64	359	0	1158
500-515	138	0	231	106	254	0	0	0	0	71	346	0	1146
515-530	129	0	273	104	266	0	0	0	0	59	339	0	1170
530-545	128	0	271	100	247	0	0	0	0	50	336	0	1132
545-600	135	0	252	95	257	0	0	0	0	71	341	0	1151
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	491	0	888	443	956	0	0	0	0	276	1281	0	4335
415-515	494	0	902	429	970	0	0	0	0	274	1316	0	4385
430-530	494	0	965	415	993	0	0	0	0	262	1334	0	4463
445-545	516	0	1030	423	1013	0	0	0	0	244	1380	0	4606
500-600	530	0	1027	405	1024	0	0	0	0	251	1362	0	4599

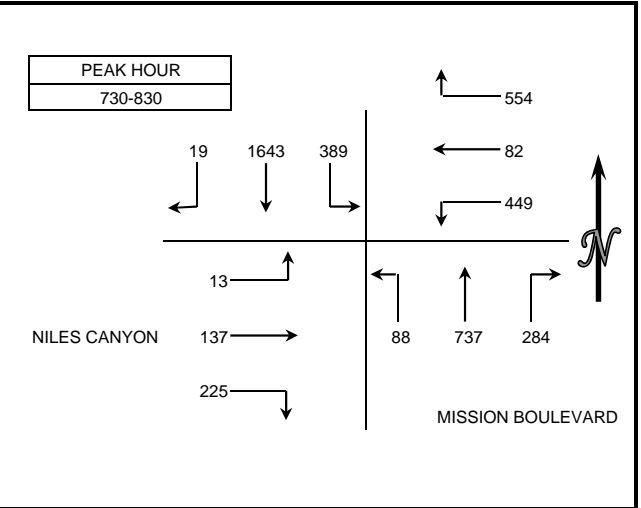




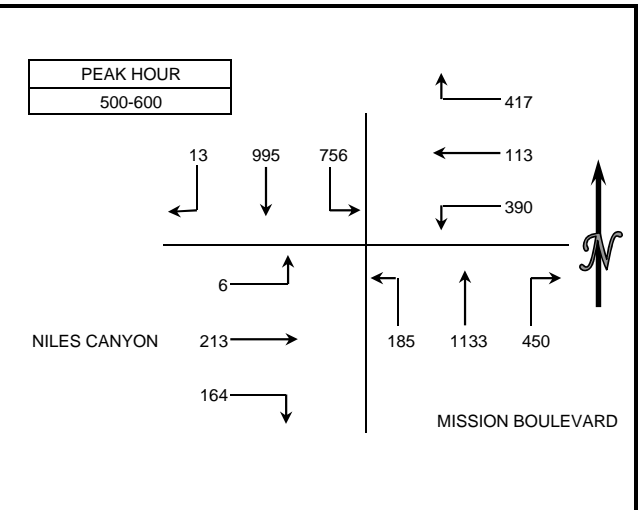
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S MISSION BOULEVARD  
 E/W NILES CANYON RD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	4	332	109	147	29	98	53	140	14	54	26	1	1007														
715-730	7	388	96	135	25	105	70	165	19	43	19	2	1074														
730-745	9	409	115	145	19	99	75	180	27	51	36	2	1167														
745-800	4	398	84	139	24	120	56	192	20	70	24	3	1134														
800-815	3	435	105	135	17	108	74	187	21	55	39	4	1183														
815-830	3	401	85	135	22	122	79	178	20	49	38	4	1136														
830-845	3	448	72	154	15	136	64	158	17	53	44	1	1165														
845-900	1	378	44	133	15	141	47	173	21	44	14	6	1017														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	24	1527	404	566	97	422	254	677	80	218	105	8	4382														
715-815	23	1630	400	554	85	432	275	724	87	219	118	11	4558														
730-830	19	1643	389	554	82	449	284	737	88	225	137	13	4620														
745-845	13	1682	346	563	78	486	273	715	78	227	145	12	4618														
800-900	10	1662	306	557	69	507	264	696	79	201	135	15	4501														



15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	2	189	98	90	14	77	117	233	44	54	36	2	956														
415-430	1	237	132	94	17	67	104	198	55	51	43	2	1001														
430-445	3	196	122	88	18	82	115	210	40	39	39	3	955														
445-500	1	233	155	91	23	86	102	230	62	48	53	1	1085														
500-515	0	271	180	118	28	106	133	269	59	55	54	0	1273														
515-530	5	250	194	98	30	94	116	287	31	39	47	3	1194														
530-545	6	232	222	106	30	107	97	292	41	37	41	1	1212														
545-600	2	242	160	95	25	83	104	285	54	33	71	2	1156														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	7	855	507	363	72	312	438	871	201	192	171	8	3997														
415-515	5	937	589	391	86	341	454	907	216	193	189	6	4314														
430-530	9	950	651	395	99	368	466	996	192	181	193	7	4507														
445-545	12	986	751	413	111	393	448	1078	193	179	195	5	4764														
500-600	13	995	756	417	113	390	450	1133	185	164	213	6	4835														

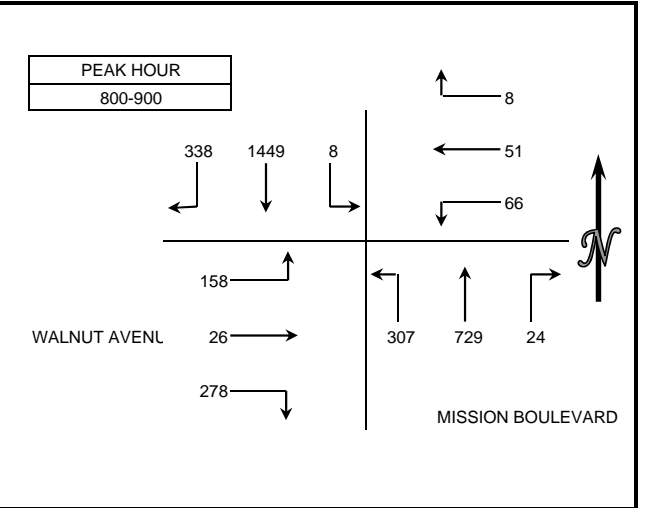




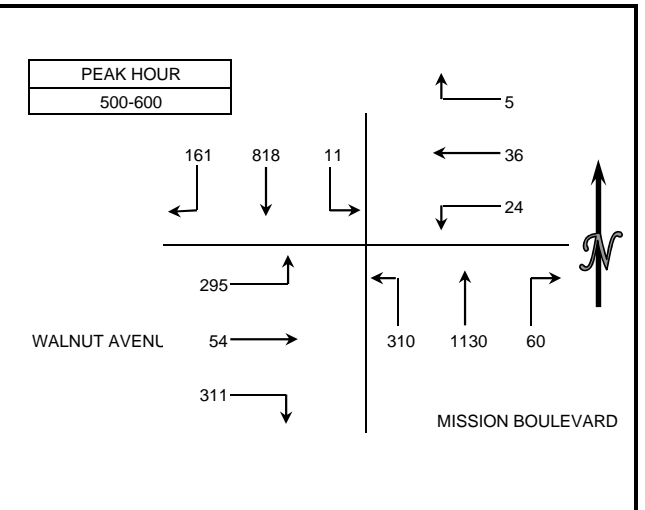
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 13, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S MISSION BOULEVARD  
 E/W WALNUT AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	32	275	2	2	10	14	0	122	67	48	3	22	597														
715-730	54	314	1	1	21	20	0	151	74	45	2	29	712														
730-745	76	370	0	1	7	18	0	174	96	53	9	31	835														
745-800	86	316	2	0	17	14	3	161	77	51	6	33	766														
800-815	99	381	3	1	11	15	10	183	92	82	9	31	917														
815-830	90	346	2	2	19	19	6	180	68	79	12	65	888														
830-845	90	399	0	4	11	21	5	174	61	60	5	33	863														
845-900	59	323	3	1	10	11	3	192	86	57	0	29	774														
HOURLY TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	248	1275	5	4	55	66	3	608	314	197	20	115	2910														
715-815	315	1381	6	3	56	67	13	669	339	231	26	124	3230														
730-830	351	1413	7	4	54	66	19	698	333	265	36	160	3406														
745-845	365	1442	7	7	58	69	24	698	298	272	32	162	3434														
800-900	338	1449	8	8	51	66	24	729	307	278	26	158	3442														



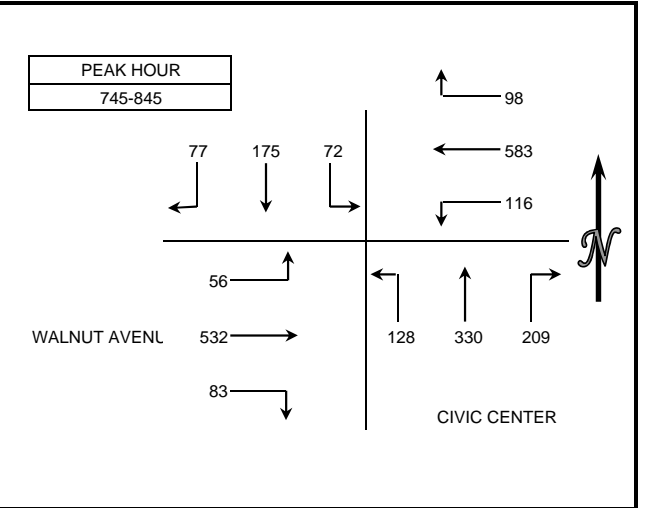
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	46	178	1	0	6	8	8	276	63	76	9	51	722														
415-430	43	195	0	1	3	8	16	268	47	48	8	47	684														
430-445	24	189	2	0	8	3	11	244	52	68	12	78	691														
445-500	41	211	0	3	8	6	11	251	51	83	9	58	732														
500-515	30	188	1	0	7	4	12	278	72	93	11	85	781														
515-530	39	212	3	1	15	3	18	298	86	84	14	91	864														
530-545	48	222	3	2	5	9	13	290	73	71	17	68	821														
545-600	44	196	4	2	9	8	17	264	79	63	12	51	749														
HOURLY TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	154	773	3	4	25	25	46	1039	213	275	38	234	2829														
415-515	138	783	3	4	26	21	50	1041	222	292	40	268	2888														
430-530	134	800	6	4	38	16	52	1071	261	328	46	312	3068														
445-545	158	833	7	6	35	22	54	1117	282	331	51	302	3198														
500-600	161	818	11	5	36	24	60	1130	310	311	54	295	3215														



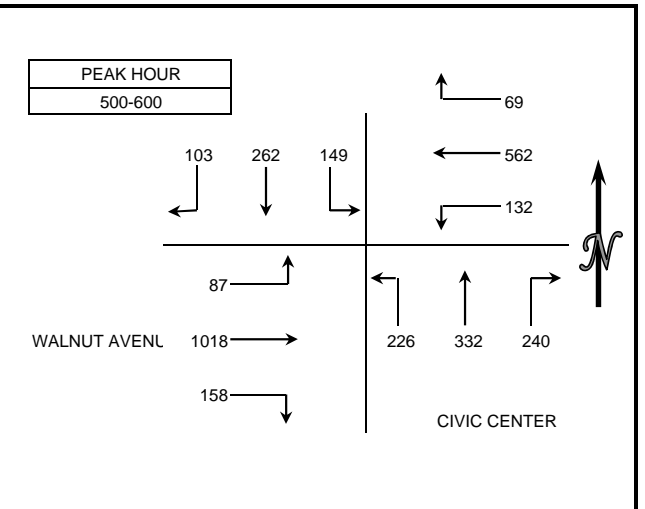
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 12, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S CIVIC CENTER  
 E/W WALNUT AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-715	15	25	8	15	69	10	73	55	8	8	82	15	383	
715-730	7	31	14	19	93	20	81	53	14	19	107	5	463	
730-745	18	37	19	21	110	32	64	92	16	14	134	9	566	
745-800	18	40	14	33	125	28	50	81	25	28	158	12	612	
800-815	24	45	17	26	160	34	58	96	21	17	125	11	634	
815-830	19	42	16	18	150	29	45	72	36	14	114	8	563	
830-845	16	48	25	21	148	25	56	81	46	24	135	25	650	
845-900	13	32	19	27	125	18	39	76	34	18	100	13	514	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-800	58	133	55	88	397	90	268	281	63	69	481	41	2024	
715-815	67	153	64	99	488	114	253	322	76	78	524	37	2275	
730-830	79	164	66	98	545	123	217	341	98	73	531	40	2375	
745-845	77	175	72	98	583	116	209	330	128	83	532	56	2459	
800-900	72	167	77	92	583	106	198	325	137	73	474	57	2361	



15 MIN COUNTS														4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	14	60	38	26	103	35	32	73	33	15	146	11	586	
415-430	20	54	46	21	115	21	39	51	43	22	191	10	633	
430-445	33	79	53	19	149	31	49	95	59	34	204	21	826	
445-500	25	62	37	24	137	24	38	64	30	26	231	16	714	
500-515	24	73	40	15	158	35	60	86	61	37	233	20	842	
515-530	20	63	35	16	122	27	84	93	43	44	253	23	823	
530-545	22	60	24	24	129	28	38	64	43	32	236	25	725	
545-600	37	66	50	14	153	42	58	89	79	45	296	19	948	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-500	92	255	174	90	504	111	158	283	165	97	772	58	2759	
415-515	102	268	176	79	559	111	186	296	193	119	859	67	3015	
430-530	102	277	165	74	566	117	231	338	193	141	921	80	3205	
445-545	91	258	136	79	546	114	220	307	177	139	953	84	3104	
500-600	103	262	149	69	562	132	240	332	226	158	1018	87	3338	



# Intersection Turning Movement

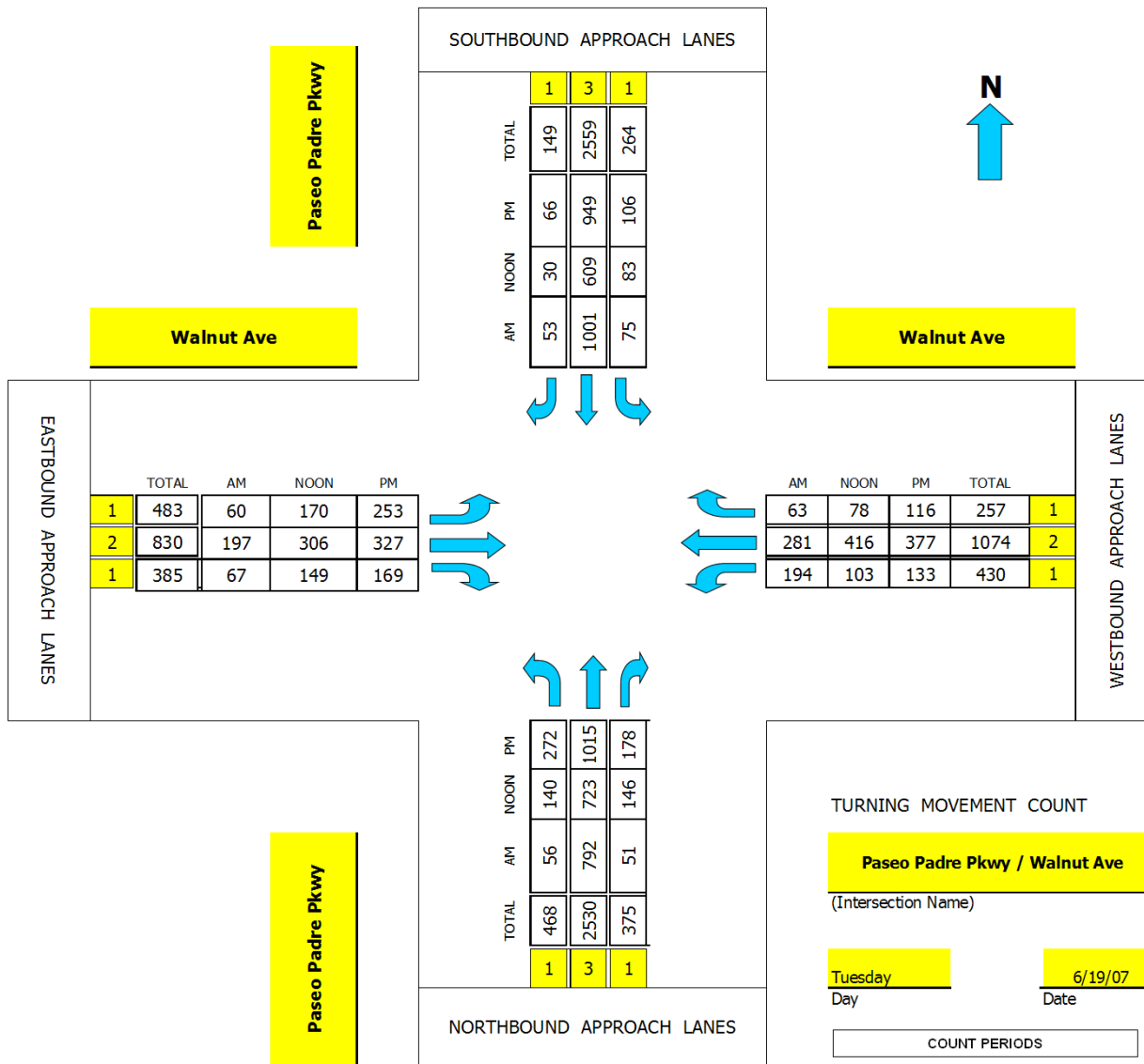
Prepared by:



National Data & Surveying Services

## TMC Summary of Paseo Padre Pkwy/Walnut Ave

Project #: 07-7094-018

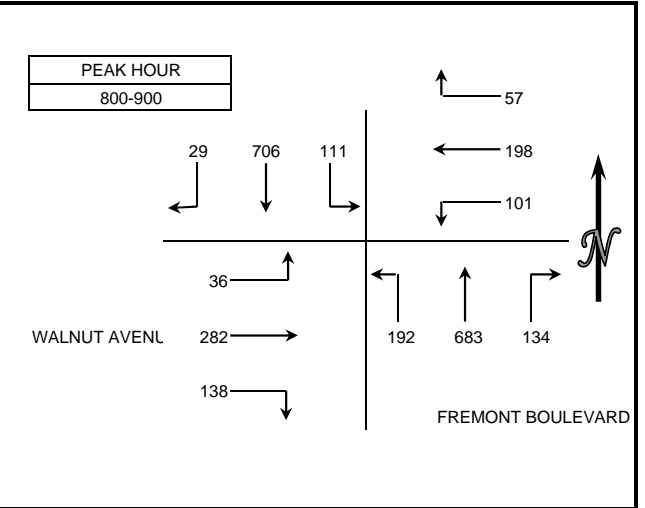


AM PEAK HOUR	800 AM
NOON PEAK HOUR	1230 PM
PM PEAK HOUR	600 PM

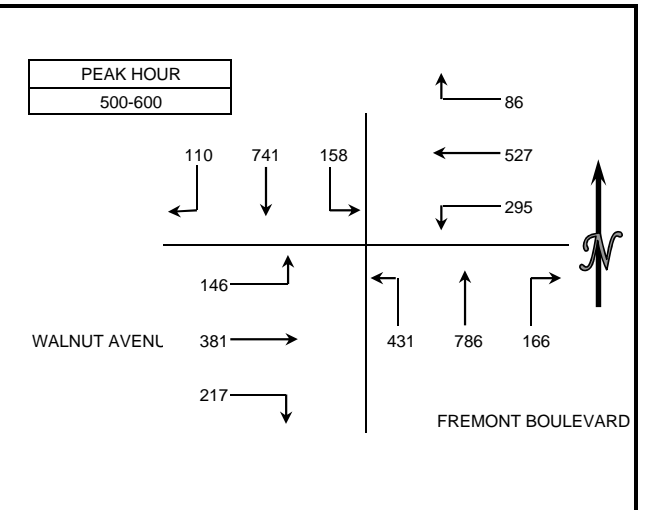
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: WEDNESDAY, FEBRUARY 13, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BOULEVARD  
 E/W WALNUT AVENUE  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	5	109	8	7	19	5	15	87	25	24	25	3	332														
715-730	7	147	14	3	30	10	21	91	17	28	52	2	422														
730-745	3	160	16	11	28	15	20	113	18	33	32	3	452														
745-800	4	148	26	6	42	12	39	117	21	29	46	6	496														
800-815	5	180	22	12	43	26	29	170	37	38	56	4	622														
815-830	12	190	40	11	48	24	31	171	61	39	61	15	703														
830-845	2	177	29	18	48	26	38	161	47	32	81	11	670														
845-900	10	159	20	16	59	25	36	181	47	29	84	6	672														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	19	564	64	27	119	42	95	408	81	114	155	14	1702														
715-815	19	635	78	32	143	63	109	491	93	128	186	15	1992														
730-830	24	678	104	40	161	77	119	571	137	139	195	28	2273														
745-845	23	695	117	47	181	88	137	619	166	138	244	36	2491														
800-900	29	706	111	57	198	101	134	683	192	138	282	36	2667														



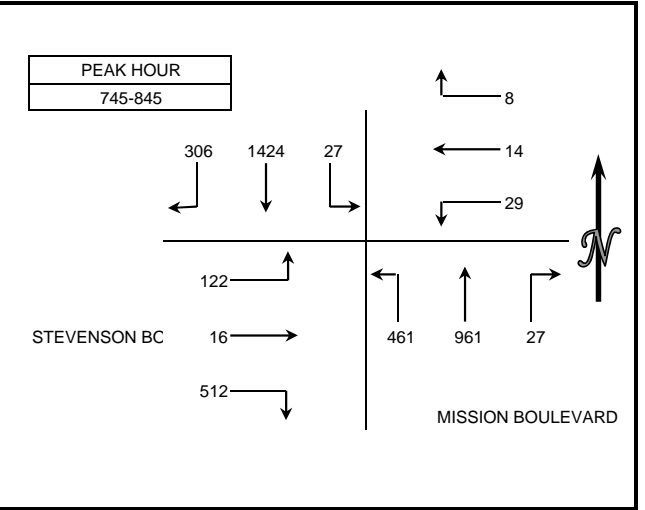
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	14	155	31	31	133	57	30	226	74	53	90	37	931														
415-430	27	174	27	31	107	30	39	214	70	49	76	29	873														
430-445	15	132	32	26	131	26	38	232	96	49	110	38	925														
445-500	29	168	49	10	120	65	39	196	83	61	133	32	985														
500-515	27	162	35	16	135	82	45	176	118	54	101	45	996														
515-530	37	195	42	19	122	67	34	197	100	60	96	40	1009														
530-545	17	173	30	24	122	59	33	211	94	48	89	29	929														
545-600	29	211	51	27	148	87	54	202	119	55	95	32	1110														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	85	629	139	98	491	178	146	868	323	212	409	136	3714														
415-515	98	636	143	83	493	203	161	818	367	213	420	144	3779														
430-530	108	657	158	71	508	240	156	801	397	224	440	155	3915														
445-545	110	698	156	69	499	273	151	780	395	223	419	146	3919														
500-600	110	741	158	86	527	295	166	786	431	217	381	146	4044														



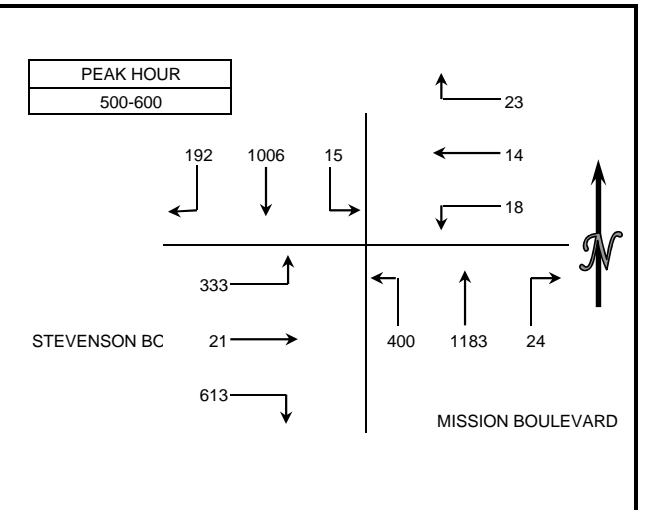
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S MISSION BOULEVARD  
 E/W STEVENSON BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	53	290	2	0	2	0	0	157	53	65	2	17	641														
715-730	64	288	2	2	0	1	1	189	80	82	4	20	733														
730-745	77	349	2	1	2	2	1	226	91	98	1	35	885														
745-800	90	393	2	1	1	2	3	260	121	125	2	46	1046														
800-815	67	342	0	0	2	10	10	235	112	113	2	36	929														
815-830	94	357	7	2	3	11	7	243	125	146	6	24	1025														
830-845	55	332	18	5	8	6	7	223	103	128	6	16	907														
845-900	85	345	14	8	9	10	9	206	116	82	9	30	923														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	284	1320	8	4	5	5	5	832	345	370	9	118	3305														
715-815	298	1372	6	4	5	15	15	910	404	418	9	137	3593														
730-830	328	1441	11	4	8	25	21	964	449	482	11	141	3885														
745-845	306	1424	27	8	14	29	27	961	461	512	16	122	3907														
800-900	301	1376	39	15	22	37	33	907	456	469	23	106	3784														



15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	37	222	3	2	1	0	1	200	66	102	4	58	696														
415-430	46	210	9	2	2	1	6	231	75	141	3	91	817														
430-445	49	258	7	7	3	8	0	279	96	167	7	107	988														
445-500	36	246	4	3	7	6	2	275	107	156	1	68	911														
500-515	41	221	5	5	1	5	2	240	85	147	2	96	850														
515-530	57	273	1	2	1	1	2	291	99	162	2	73	964														
530-545	38	260	5	4	2	5	8	346	108	172	6	85	1039														
545-600	56	252	4	12	10	7	12	306	108	132	11	79	989														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	168	936	23	14	13	15	9	985	344	566	15	324	3412														
415-515	172	935	25	17	13	20	10	1025	363	611	13	362	3566														
430-530	183	998	17	17	12	20	6	1085	387	632	12	344	3713														
445-545	172	1000	15	14	11	17	14	1152	399	637	11	322	3764														
500-600	192	1006	15	23	14	18	24	1183	400	613	21	333	3842														



# Intersection Turning Movement

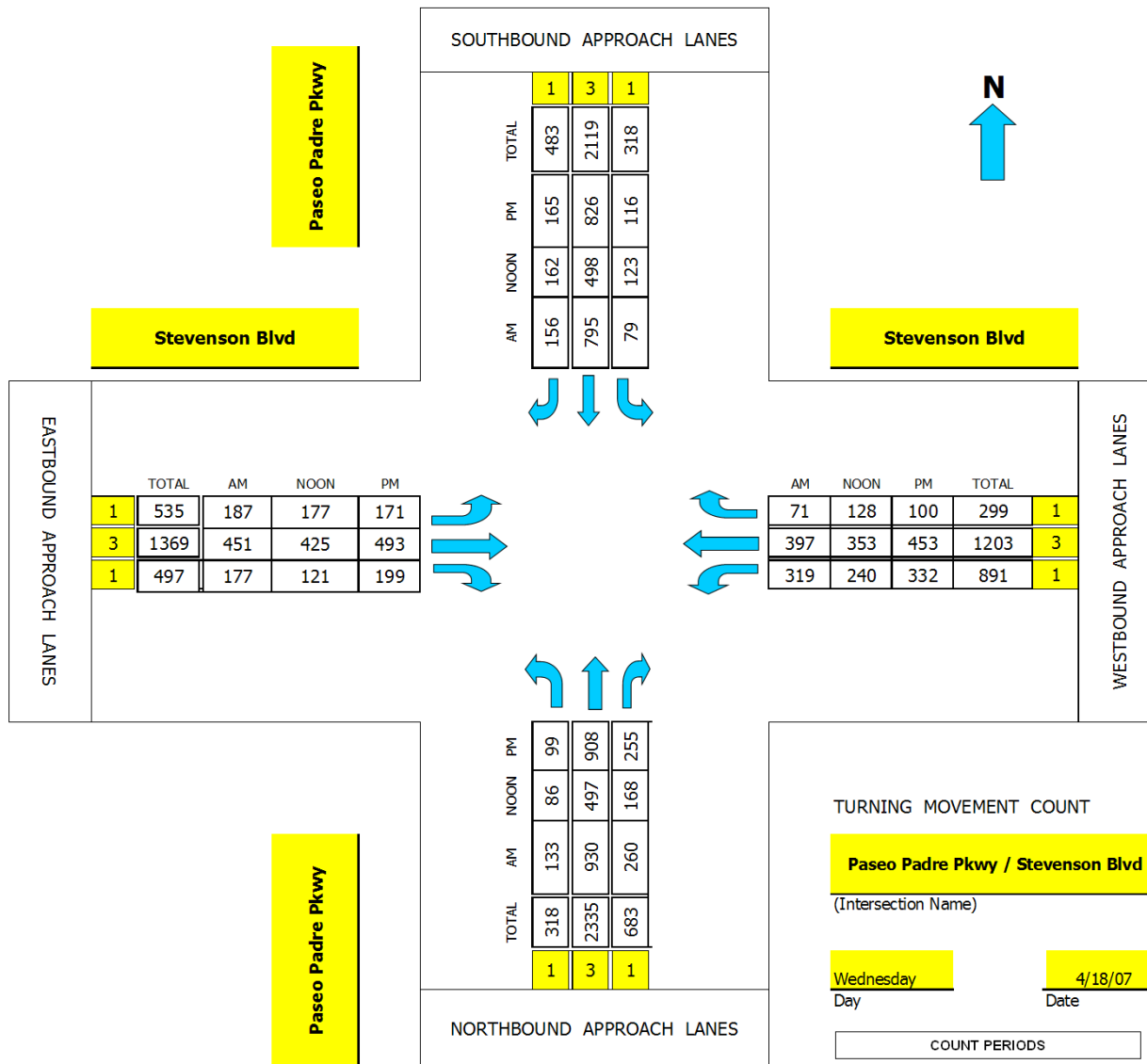
Prepared by:



National Data & Surveying Services

## TMC Summary of Paseo Padre Pkwy/Stevenson Blvd

Project #: 07-7094-019



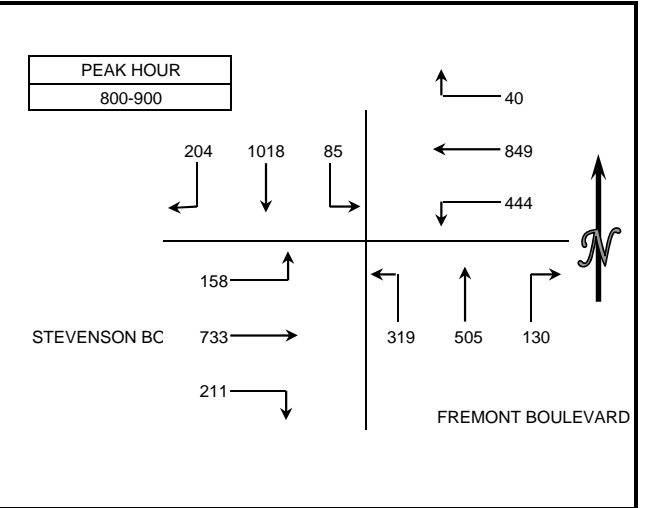
AM PEAK HOUR	<u>800 AM</u>
NOON PEAK HOUR	<u>1130 AM</u>
PM PEAK HOUR	<u>530 PM</u>



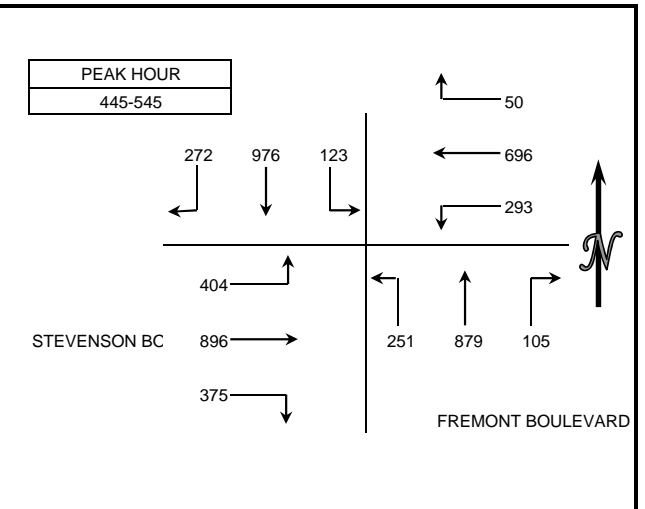
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 12, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BOULEVARD  
 E/W STEVENSON BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	20	118	3	7	160	38	21	72	51	46	107	31	674														
715-730	29	212	2	3	173	46	33	84	86	61	161	44	934														
730-745	50	253	10	9	153	70	21	98	81	91	168	45	1049														
745-800	29	232	10	12	231	72	26	112	92	86	183	48	1133														
800-815	40	234	26	5	219	98	36	121	96	54	164	32	1125														
815-830	53	290	25	9	202	106	38	119	82	54	192	38	1208														
830-845	51	230	14	10	231	126	18	127	74	56	192	37	1166														
845-900	60	264	20	16	197	114	38	138	67	47	185	51	1197														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	128	815	25	31	717	226	101	366	310	284	619	168	3790														
715-815	148	931	48	29	776	286	116	415	355	292	676	169	4241														
730-830	172	1009	71	35	805	346	121	450	351	285	707	163	4515														
745-845	173	986	75	36	883	402	118	479	344	250	731	155	4632														
800-900	204	1018	85	40	849	444	130	505	319	211	733	158	4696														



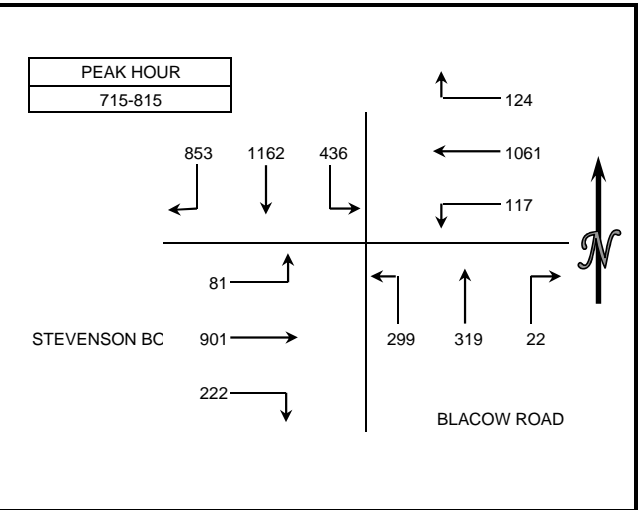
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	59	268	37	14	179	49	23	157	34	87	235	75	1217														
415-430	70	217	32	21	140	68	24	177	33	64	200	76	1122														
430-445	82	250	29	15	194	83	24	212	60	91	237	87	1364														
445-500	69	223	32	15	159	59	19	185	43	96	207	78	1185														
500-515	63	249	31	14	188	85	29	232	72	82	213	94	1352														
515-530	63	241	23	9	168	74	31	209	65	103	242	120	1348														
530-545	77	263	37	12	181	75	26	253	71	94	234	112	1435														
545-600	37	229	31	15	146	42	21	208	52	69	208	97	1155														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	280	958	130	65	672	259	90	731	170	338	879	316	4888														
415-515	284	939	124	65	681	295	96	806	208	333	857	335	5023														
430-530	277	963	115	53	709	301	103	838	240	372	899	379	5249														
445-545	272	976	123	50	696	293	105	879	251	375	896	404	5320														
500-600	240	982	122	50	683	276	107	902	260	348	897	423	5290														



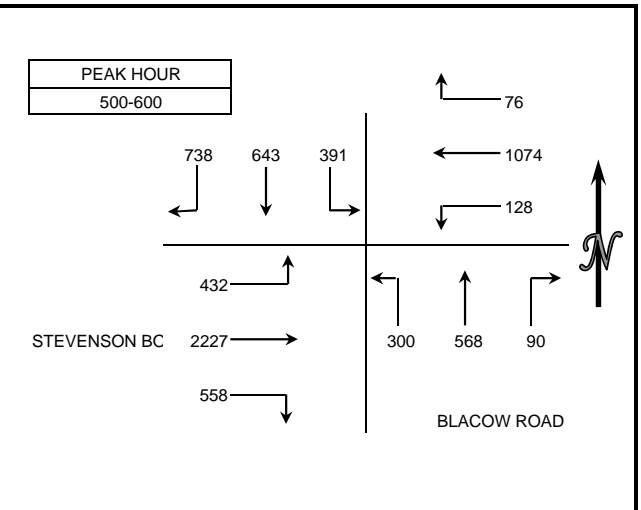
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 12, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S BLACOW ROAD  
 E/W STEVENSON BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-715	182	194	79	51	281	13	11	67	66	36	161	17	1158	
715-730	241	256	89	67	300	23	6	74	83	42	202	23	1406	
730-745	220	299	155	23	281	43	8	91	96	57	252	18	1543	
745-800	200	363	135	19	254	28	4	86	66	70	233	24	1482	
800-815	192	244	57	15	226	23	4	68	54	53	214	16	1166	
815-830	164	200	107	25	199	27	3	53	42	48	207	22	1097	
830-845	115	115	59	19	185	25	5	52	45	33	171	28	852	
845-900	157	120	76	6	141	30	14	39	33	30	232	39	917	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-800	843	1112	458	160	1116	107	29	318	311	205	848	82	5589	
715-815	853	1162	436	124	1061	117	22	319	299	222	901	81	5597	
730-830	776	1106	454	82	960	121	19	298	258	228	906	80	5288	
745-845	671	922	358	78	864	103	16	259	207	204	825	90	4597	
800-900	628	679	299	65	751	105	26	212	174	164	824	105	4032	



15 MIN COUNTS														4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	80	92	40	28	250	36	13	111	55	66	332	60	1163	
415-430	112	103	60	21	203	28	22	129	72	73	393	73	1289	
430-445	188	191	57	16	241	18	16	138	51	91	484	88	1579	
445-500	207	145	73	26	243	29	17	119	60	96	478	107	1600	
500-515	228	143	88	20	265	36	16	135	74	120	507	113	1745	
515-530	185	187	90	19	304	20	28	155	69	157	607	93	1914	
530-545	209	198	115	20	260	33	25	138	64	125	597	110	1894	
545-600	116	115	98	17	245	39	21	140	93	156	516	116	1672	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-500	587	531	230	91	937	111	68	497	238	326	1687	328	5631	
415-515	735	582	278	83	952	111	71	521	257	380	1862	381	6213	
430-530	808	666	308	81	1053	103	77	547	254	464	2076	401	6838	
445-545	829	673	366	85	1072	118	86	547	267	498	2189	423	7153	
500-600	738	643	391	76	1074	128	90	568	300	558	2227	432	7225	



# AM Peak-Hour Volume Count Worksheet

**AUTO-CENSUS**

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

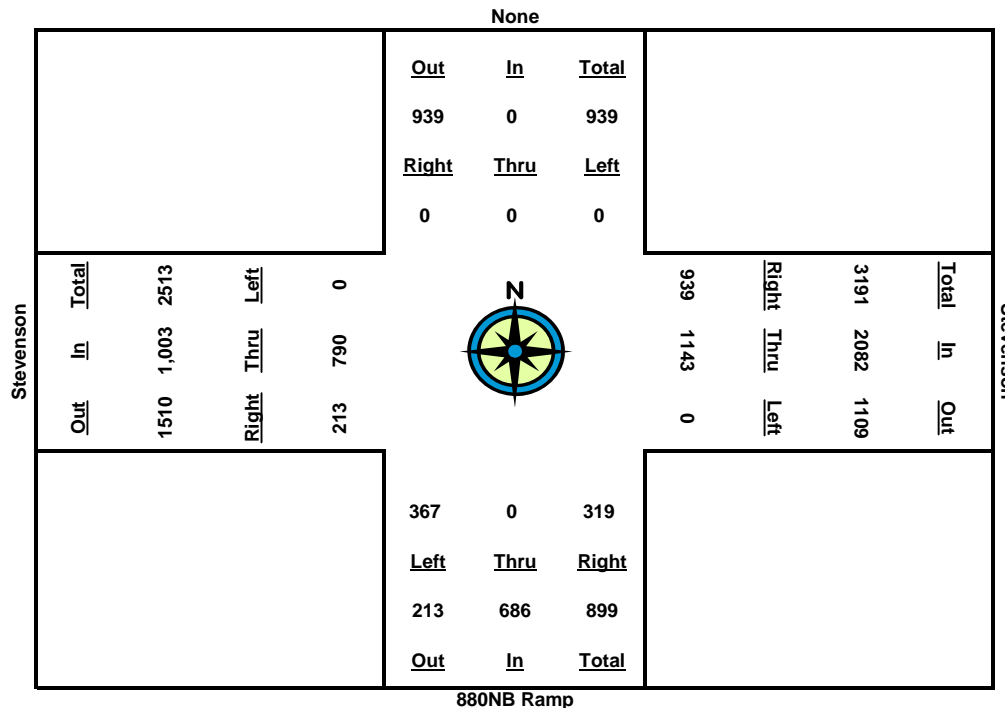
Phone 408-826-9673 Fax 408-877-1625

Date: 1/30/08 Wednesday  
 Counter: Irene and Jo  
 Intersection Name: 880NB and Stevenson Fremont  
 Weather: Clear

Start Time	None				Stevenson				880NB Ramp				Stevenson			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	178	166	0	344	38	0	47	85	40	123	0	163
7:30	0	0	0	0	413	409	0	822	97	0	118	215	86	259	0	345
7:45	0	0	0	0	628	639	0	1,267	149	0	222	371	142	419	0	561
8:00	0	0	0	0	855	950	0	1,805	248	0	330	578	187	618	0	805
8:15	0	0	0	0	1,133	1,248	0	2,381	340	0	400	740	240	839	0	1,079
8:30	0	0	0	0	1,352	1,552	0	2,904	416	0	485	901	299	1,049	0	1,348
8:45	0	0	0	0	1,553	1,844	0	3,397	482	0	536	1,018	339	1,182	0	1,521
9:00	0	0	0	0	1,740	2,158	0	3,898	538	0	626	1,164	397	1,368	0	1,765

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	855	950	0	1,805	248	0	330	578	187	618	0	805	3,188
7:15 - 8:15	0	0	0	0	955	1,082	0	2,037	302	0	353	655	200	716	0	916	3,608
7:30 - 8:30	0	0	0	0	939	1,143	0	2,082	319	0	367	686	213	790	0	1,003	3,771
7:45 - 8:45	0	0	0	0	925	1,205	0	2,130	333	0	314	647	197	763	0	960	3,737
8:00 - 9:00	0	0	0	0	885	1,208	0	2,093	290	0	296	586	210	750	0	960	3,639
<b>Peak Volumes:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>939</b>	<b>1,143</b>	<b>0</b>	<b>2,082</b>	<b>319</b>	<b>0</b>	<b>367</b>	<b>686</b>	<b>213</b>	<b>790</b>	<b>0</b>	<b>1,003</b>	<b>3,771</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	367	0	319	0	0	0	0	790	213	0	1,143	939



# PM Peak-Hour Volume Count Worksheet

## AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

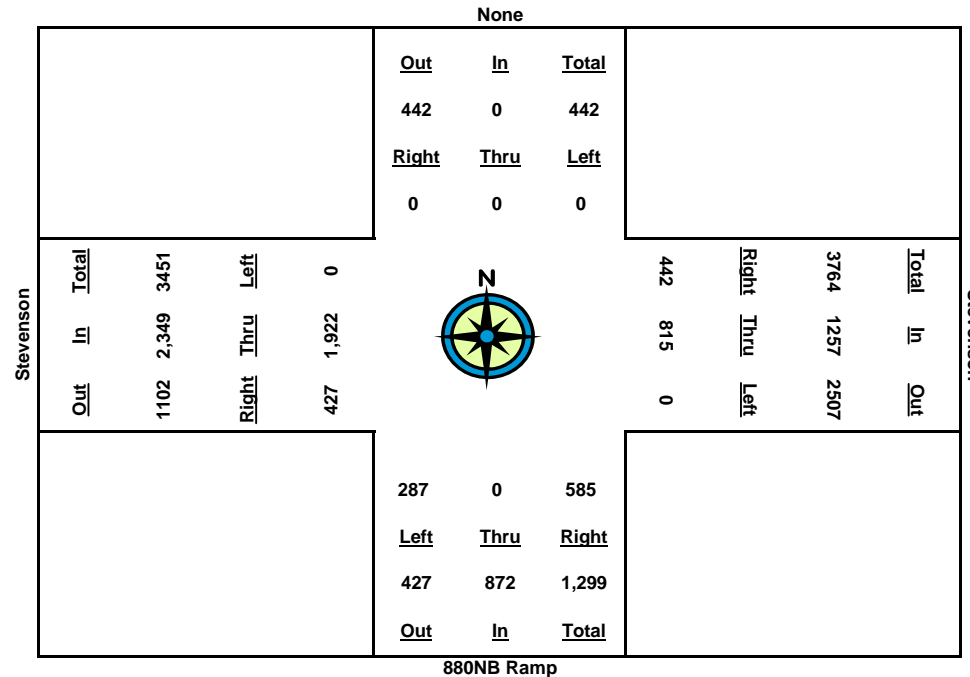
Phone 408-826-9673 Fax 408-877-1625

Date: 1/30/08 Wednesday  
 Counter: Irene and Jo  
 Intersection Name: 880NB and Stevenson Fremont  
 Weather: Clear

Start Time	None				Stevenson				880NB Ramp				Stevenson			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	100	211	0	311	106	0	63	169	114	444	0	558
5:30	0	0	0	0	208	422	0	630	292	0	133	425	236	1,053	0	1,289
5:45	0	0	0	0	329	630	0	959	447	0	213	660	356	1,535	0	1,891
6:00	0	0	0	0	442	815	0	1,257	585	0	287	872	427	1,922	0	2,349
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
5:00 - 6:00	0	0	0	0	442	815	0	1,257	585	0	287	872	427	1,922	0	2,349	4,478
x	0	0	0	0	-100	-211	0	-311	-106	0	-63	-169	-114	-444	0	-558	-1,038
x	0	0	0	0	-208	-422	0	-630	-292	0	-133	-425	-236	-1,053	0	-1,289	-2,344
x	0	0	0	0	-329	-630	0	-959	-447	0	-213	-660	-356	-1,535	0	-1,891	-3,510
x	0	0	0	0	-442	-815	0	-1,257	-585	0	-287	-872	-427	-1,922	0	-2,349	-4,478
<b>Peak Volumes:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>442</b>	<b>815</b>	<b>0</b>	<b>1,257</b>	<b>585</b>	<b>0</b>	<b>287</b>	<b>872</b>	<b>427</b>	<b>1,922</b>	<b>0</b>	<b>2,349</b>	<b>4,478</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	287	0	585	0	0	0	0	1,922	427	0	815	442



# AM Peak-Hour Volume Count Worksheet

**AUTO-CENSUS**

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

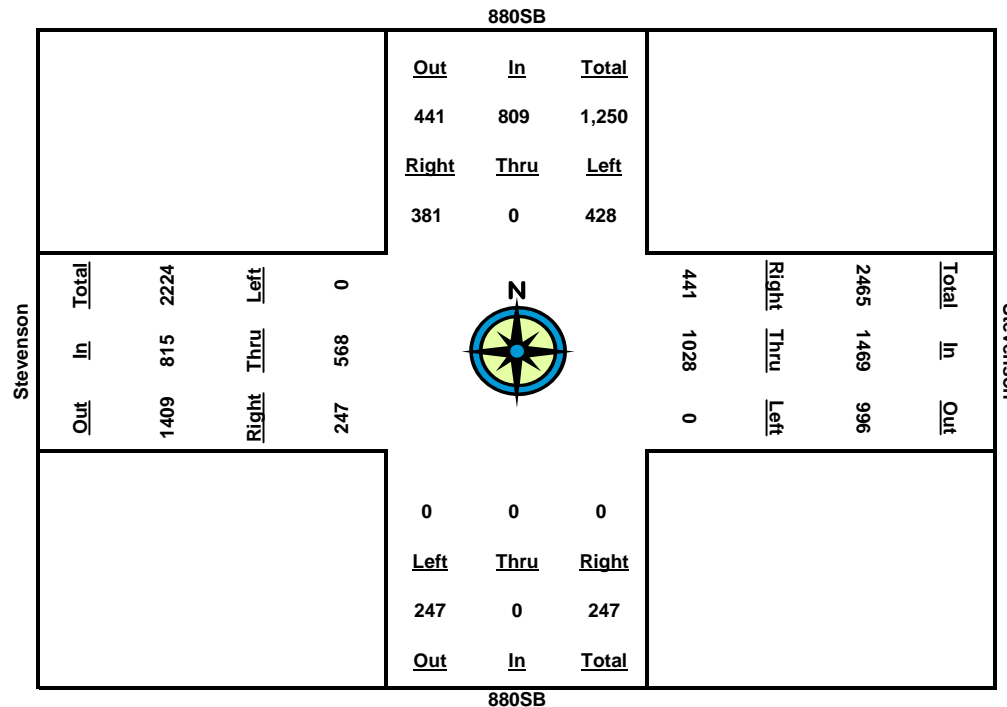
Phone 408-826-9673 Fax 408-877-1625

Date: 1/30/08 Wednesday  
 Counter: Jose and Patti  
 Intersection Name: 880SB and Stevenson Fremont  
 Weather: Clear

Start Time	880SB				Stevenson				880SB				Stevenson			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	73	0	58	131	90	121	0	211	0	0	0	0	66	103	0	169
7:30	150	0	135	285	187	248	0	435	0	0	0	0	135	198	0	333
7:45	239	0	214	453	310	452	0	762	0	0	0	0	209	331	0	540
8:00	344	0	310	654	419	697	0	1,116	0	0	0	0	288	469	0	757
8:15	454	0	437	891	543	969	0	1,512	0	0	0	0	350	604	0	954
8:30	536	0	561	1,097	653	1,202	0	1,855	0	0	0	0	399	736	0	1,135
8:45	620	0	642	1,262	751	1,480	0	2,231	0	0	0	0	456	899	0	1,355
9:00	717	0	712	1,429	840	1,755	0	2,595	0	0	0	0	505	984	0	1,489

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	344	0	310	654	419	697	0	1,116	0	0	0	0	288	469	0	757	2,527
7:15 - 8:15	381	0	379	760	453	848	0	1,301	0	0	0	0	284	501	0	785	2,846
7:30 - 8:30	386	0	426	812	466	954	0	1,420	0	0	0	0	264	538	0	802	3,034
7:45 - 8:45	381	0	428	809	441	1,028	0	1,469	0	0	0	0	247	568	0	815	3,093
8:00 - 9:00	373	0	402	775	421	1,058	0	1,479	0	0	0	0	217	515	0	732	2,986
<b>Peak Volumes:</b>	<b>381</b>	<b>0</b>	<b>428</b>	<b>809</b>	<b>441</b>	<b>1,028</b>	<b>0</b>	<b>1,469</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>247</b>	<b>568</b>	<b>0</b>	<b>815</b>	<b>3,093</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	428	0	381	0	568	247	0	1,028	441



# PM Peak-Hour Volume Count Worksheet

## AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

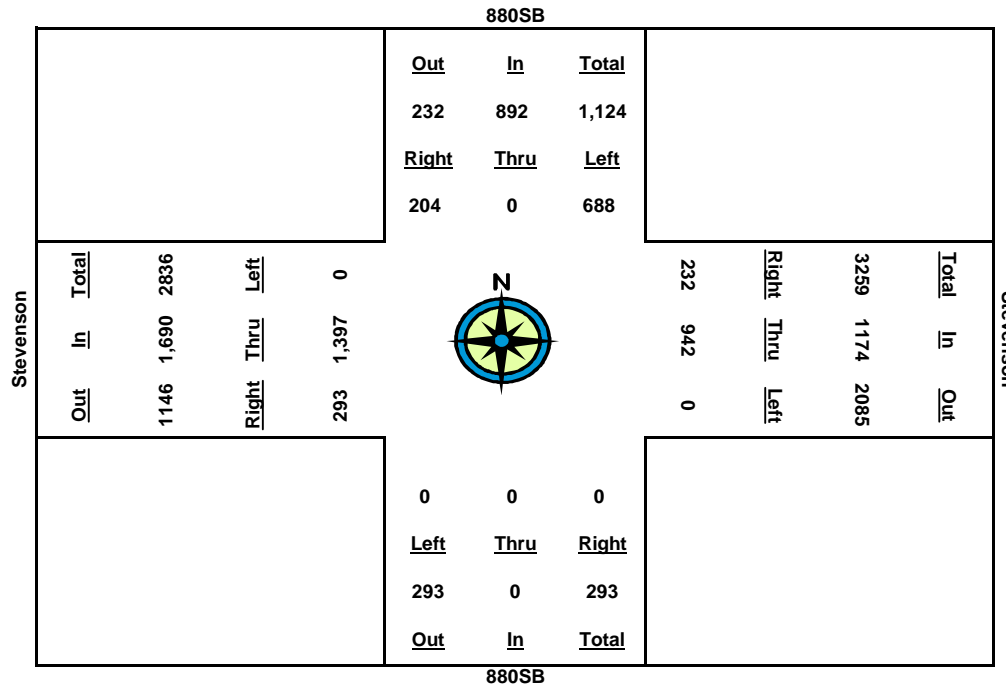
Phone 408-826-9673 Fax 408-877-1625

Date: 1/30/08 Wednesday  
 Counter: Matt and Alvan  
 Intersection Name: 880SB and Stevenson Fremont  
 Weather: Clear

Start Time	880SB North Approach				Stevenson East Approach				880SB South Approach				Stevenson West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	22	0	113	135	22	150	0	172	0	0	0	0	80	389	0	469
5:30	64	0	226	290	50	336	0	386	0	0	0	0	144	766	0	910
5:45	144	0	489	633	140	636	0	776	0	0	0	0	233	1,110	0	1,343
6:00	204	0	688	892	232	942	0	1,174	0	0	0	0	293	1,397	0	1,690
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
5:00 - 6:00	204	0	688	892	232	942	0	1,174	0	0	0	0	293	1,397	0	1,690	3,756
x	-22	0	-113	-135	-22	-150	0	-172	0	0	0	0	-80	-389	0	-469	-776
x	-64	0	-226	-290	-50	-336	0	-386	0	0	0	0	-144	-766	0	-910	-1,586
x	-144	0	-489	-633	-140	-636	0	-776	0	0	0	0	-233	-1,110	0	-1,343	-2,752
x	-204	0	-688	-892	-232	-942	0	-1,174	0	0	0	0	-293	-1,397	0	-1,690	-3,756
<b>Peak Volumes:</b>	<b>204</b>	<b>0</b>	<b>688</b>	<b>892</b>	<b>232</b>	<b>942</b>	<b>0</b>	<b>1,174</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>293</b>	<b>1,397</b>	<b>0</b>	<b>1,690</b>	<b>3,756</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	688	0	204	0	1,397	293	0	942	232



# AM Peak-Hour Volume Count Worksheet

**AUTO-CENSUS**

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

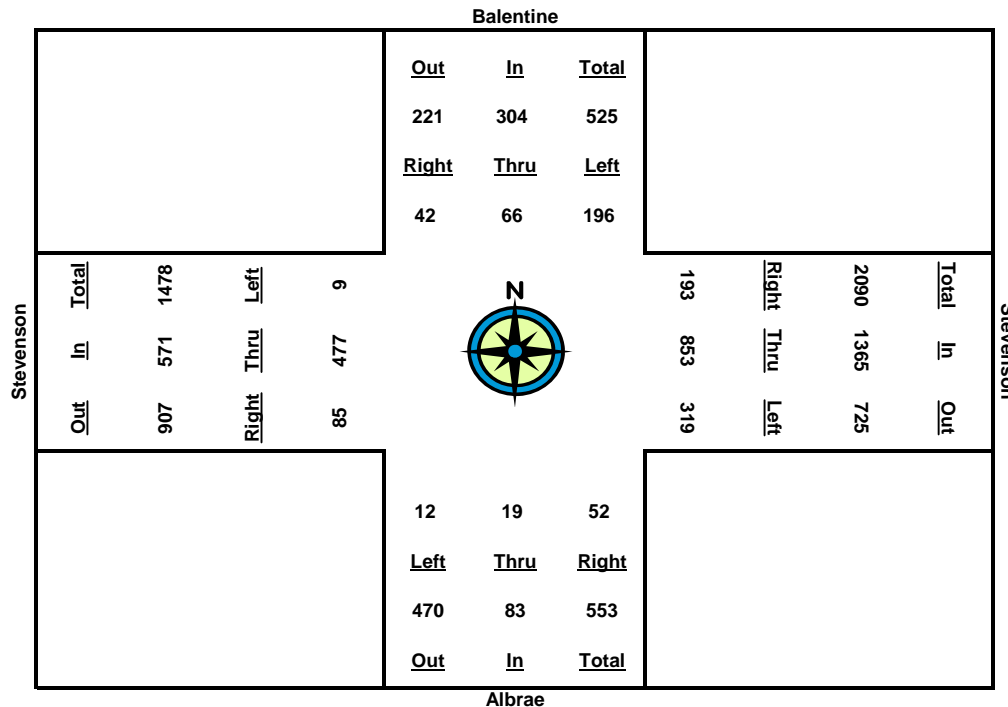
Phone 408-826-9673 Fax 408-877-1625

Date: 1/30/08 Wednesday  
 Counter: Alia and Chris  
 Intersection Name: Albrae/Balentine and Stevenson Fremont  
 Weather: Clear

Start Time	Balentine				Stevenson				Albrae				Stevenson			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	5	4	35	44	47	122	31	200	14	7	1	22	6	122	14	142
7:30	7	7	77	91	100	261	79	440	32	13	5	50	13	209	20	242
7:45	13	16	124	153	152	427	139	718	53	15	9	77	23	360	24	407
8:00	26	32	182	240	204	634	227	1,065	66	20	12	98	45	501	27	573
8:15	38	45	225	308	249	830	308	1,387	78	22	14	114	72	615	29	716
8:30	44	64	270	378	290	1,060	380	1,730	88	24	17	129	88	739	33	860
8:45	55	82	320	457	345	1,280	458	2,083	105	34	21	160	108	837	33	978
9:00	61	93	352	506	393	1,461	520	2,374	115	49	28	192	126	931	35	1,092

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	26	32	182	240	204	634	227	1,065	66	20	12	98	45	501	27	573	1,976
7:15 - 8:15	33	41	190	264	202	708	277	1,187	64	15	13	92	66	493	15	574	2,117
7:30 - 8:30	37	57	193	287	190	799	301	1,290	56	11	12	79	75	530	13	618	2,274
7:45 - 8:45	42	66	196	304	193	853	319	1,365	52	19	12	83	85	477	9	571	2,323
8:00 - 9:00	35	61	170	266	189	827	293	1,309	49	29	16	94	81	430	8	519	2,188
<b>Peak Volumes:</b>	<b>42</b>	<b>66</b>	<b>196</b>	<b>304</b>	<b>193</b>	<b>853</b>	<b>319</b>	<b>1,365</b>	<b>52</b>	<b>19</b>	<b>12</b>	<b>83</b>	<b>85</b>	<b>477</b>	<b>9</b>	<b>571</b>	<b>2,323</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	12	19	52	196	66	42	9	477	85	319	853	193



# PM Peak-Hour Volume Count Worksheet

## AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

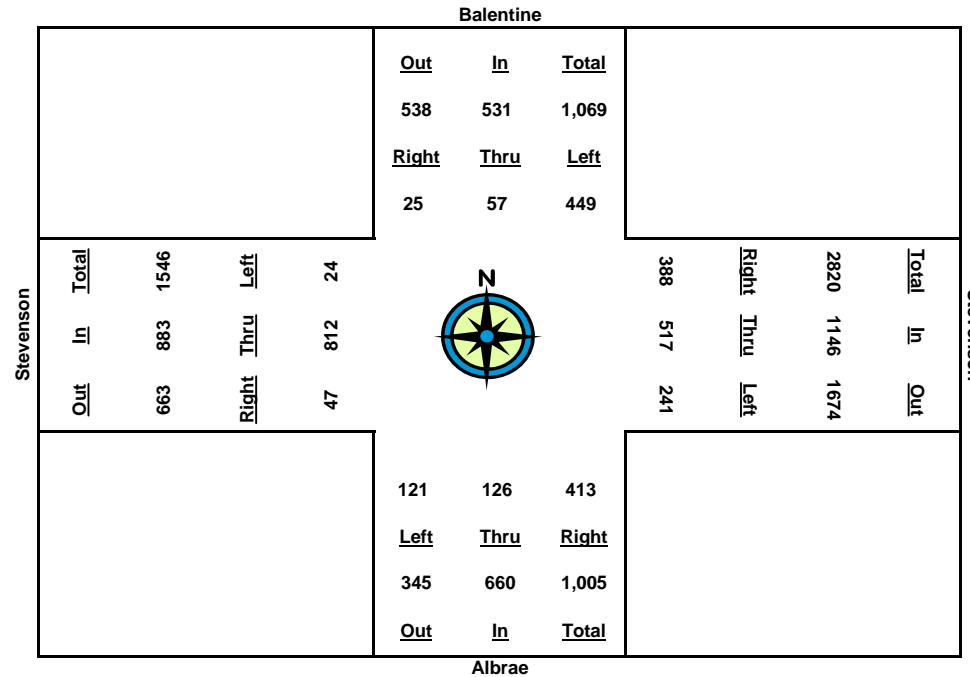
Phone 408-826-9673 Fax 408-877-1625

Date: 1/30/08 Wednesday  
 Counter: Alia and Chris  
 Intersection Name: Albrae/Balentine and Stevenson Fremont  
 Weather: Clear

Start Time	Balentine				Stevenson				Albrae				Stevenson			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	9	13	125	147	104	141	78	323	142	21	46	209	3	267	3	273
5:30	15	29	237	281	198	252	142	592	253	44	74	371	16	455	8	479
5:45	19	38	351	408	282	366	195	843	338	97	93	528	35	638	17	690
6:00	25	57	449	531	388	517	241	1,146	413	126	121	660	47	812	24	883
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
5:00 - 6:00	25	57	449	531	388	517	241	1,146	413	126	121	660	47	812	24	883	3,220
x	-9	-13	-125	-147	-104	-141	-78	-323	-142	-21	-46	-209	-3	-267	-3	-273	-952
x	-15	-29	-237	-281	-198	-252	-142	-592	-253	-44	-74	-371	-16	-455	-8	-479	-1,723
x	-19	-38	-351	-408	-282	-366	-195	-843	-338	-97	-93	-528	-35	-638	-17	-690	-2,469
x	-25	-57	-449	-531	-388	-517	-241	-1,146	-413	-126	-121	-660	-47	-812	-24	-883	-3,220
<b>Peak Volumes:</b>	<b>25</b>	<b>57</b>	<b>449</b>	<b>531</b>	<b>388</b>	<b>517</b>	<b>241</b>	<b>1,146</b>	<b>413</b>	<b>126</b>	<b>121</b>	<b>660</b>	<b>47</b>	<b>812</b>	<b>24</b>	<b>883</b>	<b>3,220</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	121	126	413	449	57	25	24	812	47	241	517	388





MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : cherry-stevenson1-a  
Site Code : 1  
Start Date : 10/30/2007  
Page No : 1

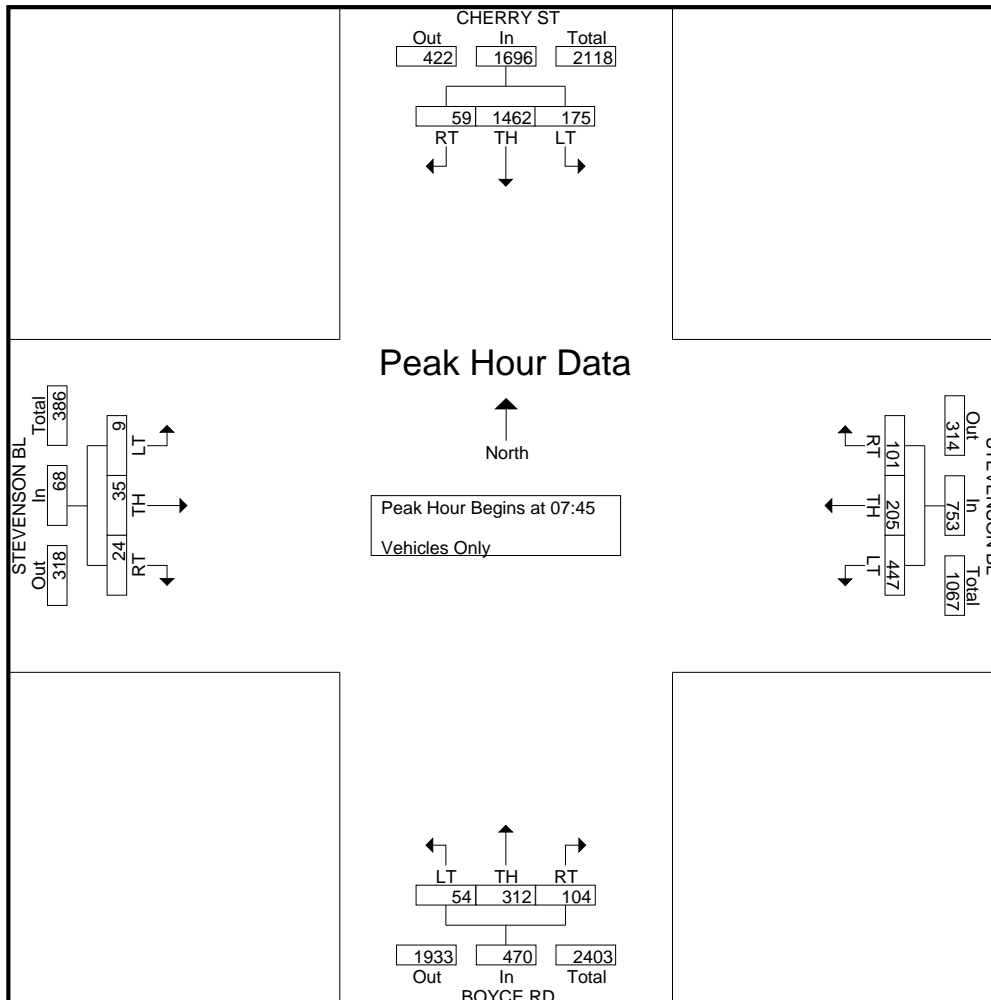
Groups Printed- Vehicles Only

Start Time	CHERRY ST Southbound				STEVENSON BL Westbound				BOYCE RD Northbound				STEVENSON BL Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	2	154	25	181	22	24	59	105	20	38	9	67	3	10	0	13	366
07:15	9	203	15	227	24	26	61	111	20	47	14	81	4	8	1	13	432
07:30	8	300	29	337	36	33	109	178	22	68	12	102	2	4	2	8	625
07:45	16	340	48	404	30	68	119	217	32	119	14	165	2	9	3	14	800
Total	35	997	117	1149	112	151	348	611	94	272	49	415	11	31	6	48	2223
08:00	21	315	28	364	32	55	90	177	22	63	21	106	5	2	2	9	656
08:15	11	425	56	492	27	42	113	182	27	64	9	100	9	10	3	22	796
08:30	11	382	43	436	12	40	125	177	23	66	10	99	8	14	1	23	735
08:45	8	352	40	400	22	27	131	180	19	57	11	87	6	5	2	13	680
Total	51	1474	167	1692	93	164	459	716	91	250	51	392	28	31	8	67	2867
Grand Total	86	2471	284	2841	205	315	807	1327	185	522	100	807	39	62	14	115	5090
Approch %	3	87	10		15.4	23.7	60.8		22.9	64.7	12.4		33.9	53.9	12.2		
Total %	1.7	48.5	5.6	55.8	4	6.2	15.9	26.1	3.6	10.3	2	15.9	0.8	1.2	0.3	2.3	

Start Time	CHERRY ST Southbound				STEVENSON BL Westbound				BOYCE RD Northbound				STEVENSON BL Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:45	16	340	48	404	30	68	119	217	32	119	14	165	2	9	3	14	800
08:00	21	315	28	364	32	55	90	177	22	63	21	106	5	2	2	9	656
08:15	11	425	56	492	27	42	113	182	27	64	9	100	9	10	3	22	796
08:30	11	382	43	436	12	40	125	177	23	66	10	99	8	14	1	23	735
Total Volume	59	1462	175	1696	101	205	447	753	104	312	54	470	24	35	9	68	2987
% App. Total	3.5	86.2	10.3		13.4	27.2	59.4		22.1	66.4	11.5		35.3	51.5	13.2		
PHF	.702	.860	.781	.862	.789	.754	.894	.868	.813	.655	.643	.712	.667	.625	.750	.739	.933

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

Peak Hour for Entire Intersection Begins at 07:45



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : cherry-stevenson1-p  
Site Code : 1  
Start Date : 10/30/2007  
Page No : 1

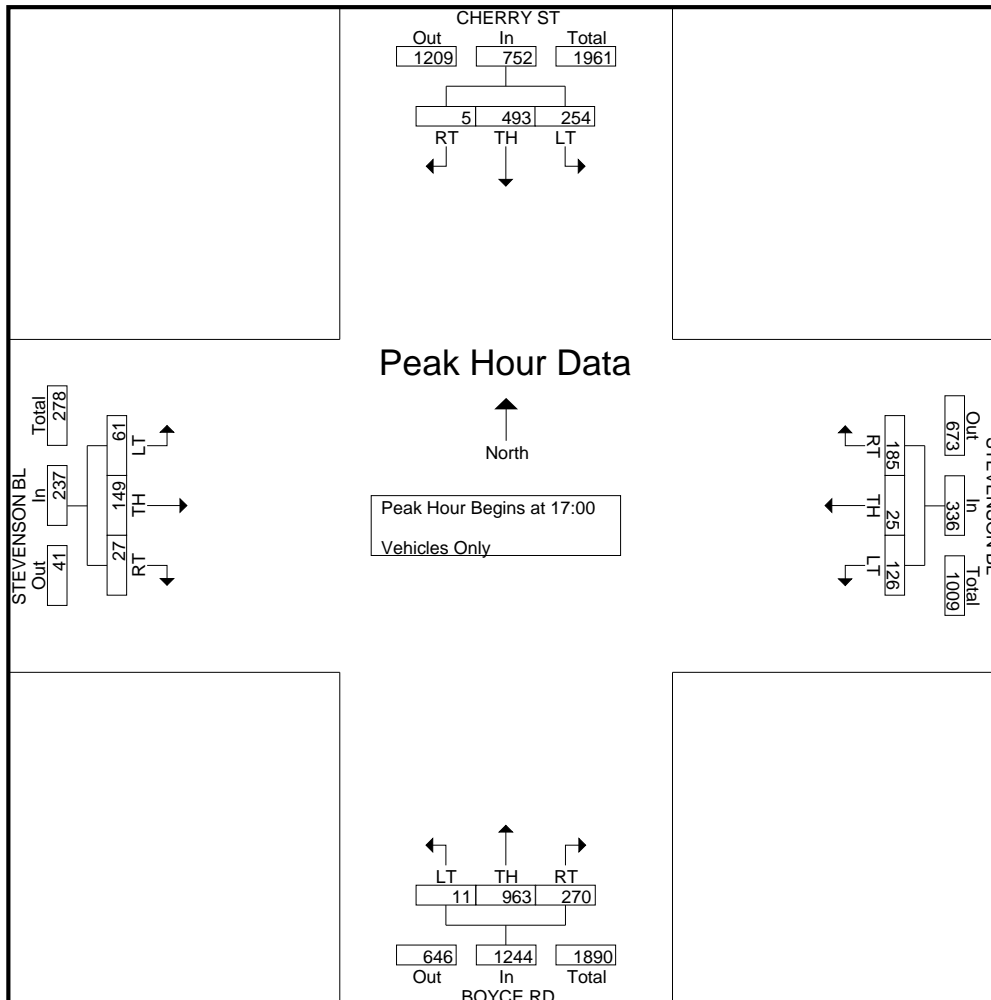
Groups Printed- Vehicles Only

Start Time	CHERRY ST Southbound				STEVENSON BL Westbound				BOYCE RD Northbound				STEVENSON BL Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	4	90	32	126	18	14	28	60	56	176	8	240	9	34	7	50	476
16:15	4	103	50	157	34	5	23	62	59	160	3	222	1	12	3	16	457
16:30	4	102	72	178	34	7	36	77	56	185	8	249	4	23	7	34	538
16:45	0	95	44	139	35	11	50	96	52	175	2	229	6	34	10	50	514
Total	12	390	198	600	121	37	137	295	223	696	21	940	20	103	27	150	1985
17:00	0	138	68	206	42	8	26	76	60	233	4	297	8	66	27	101	680
17:15	0	118	63	181	50	3	29	82	59	250	3	312	11	34	13	58	633
17:30	1	122	56	179	56	9	34	99	78	262	2	342	3	26	9	38	658
17:45	4	115	67	186	37	5	37	79	73	218	2	293	5	23	12	40	598
Total	5	493	254	752	185	25	126	336	270	963	11	1244	27	149	61	237	2569
Grand Total	17	883	452	1352	306	62	263	631	493	1659	32	2184	47	252	88	387	4554
Approch %	1.3	65.3	33.4		48.5	9.8	41.7		22.6	76	1.5		12.1	65.1	22.7		
Total %	0.4	19.4	9.9	29.7	6.7	1.4	5.8	13.9	10.8	36.4	0.7	48	1	5.5	1.9	8.5	

Start Time	CHERRY ST Southbound				STEVENSON BL Westbound				BOYCE RD Northbound				STEVENSON BL Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
17:00	0	138	68	206	42	8	26	76	60	233	4	297	8	66	27	101	680
17:15	0	118	63	181	50	3	29	82	59	250	3	312	11	34	13	58	633
17:30	1	122	56	179	56	9	34	99	78	262	2	342	3	26	9	38	658
17:45	4	115	67	186	37	5	37	79	73	218	2	293	5	23	12	40	598
Total Volume	5	493	254	752	185	25	126	336	270	963	11	1244	27	149	61	237	2569
% App. Total	0.7	65.6	33.8		55.1	7.4	37.5		21.7	77.4	0.9		11.4	62.9	25.7		
PHF	.313	.893	.934	.913	.826	.694	.851	.848	.865	.919	.688	.909	.614	.564	.565	.587	.944

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

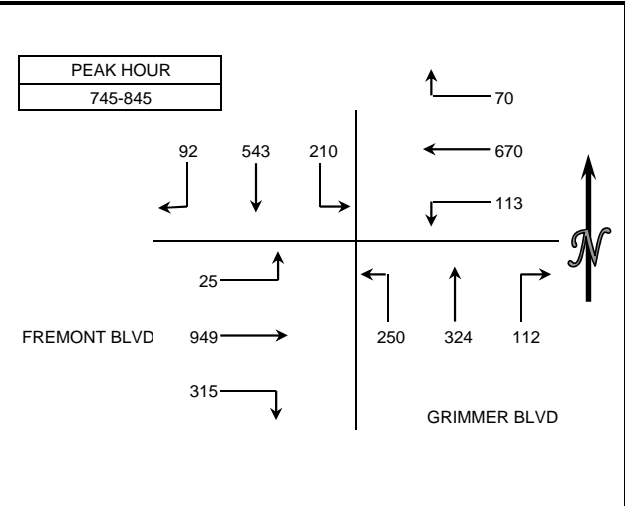
Peak Hour for Entire Intersection Begins at 17:00



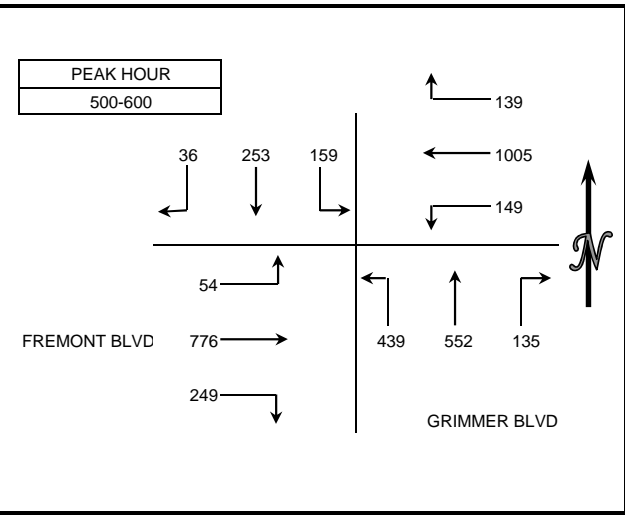
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S GRIMMER BLVD  
 E/W FREMONT BLVD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	14	68	33	10	107	29	7	40	21	20	157	3	509														
715-730	28	89	54	13	142	25	17	58	33	49	210	7	725														
730-745	13	104	39	10	149	27	23	79	44	55	274	13	830														
745-800	34	173	37	17	153	34	35	108	77	80	239	5	992														
800-815	27	120	51	19	169	22	27	91	64	76	208	3	877														
815-830	19	138	59	15	162	28	38	65	64	86	241	9	924														
830-845	12	112	63	19	186	29	12	60	45	73	261	8	880														
845-900	17	132	62	17	169	18	19	86	67	61	204	10	862														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	89	434	163	50	551	115	82	285	175	204	880	28	3056														
715-815	102	486	181	59	613	108	102	336	218	260	931	28	3424														
730-830	93	535	186	61	633	111	123	343	249	297	962	30	3623														
745-845	92	543	210	70	670	113	112	324	250	315	949	25	3673														
800-900	75	502	235	70	686	97	96	302	240	296	914	30	3543														



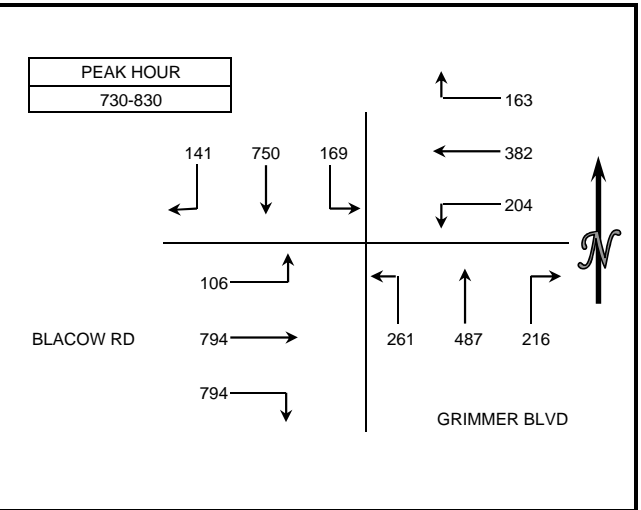
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	5	74	50	34	256	31	37	106	98	63	286	11	1051														
415-430	10	56	34	27	205	26	21	92	88	46	219	6	830														
430-445	15	64	48	23	202	27	22	83	106	67	186	9	852														
445-500	5	59	35	35	287	29	34	105	89	65	179	9	931														
500-515	8	79	41	40	283	42	40	151	113	72	228	13	1110														
515-530	9	58	38	26	251	36	25	125	93	53	200	12	926														
530-545	9	54	37	35	245	29	39	133	109	61	199	17	967														
545-600	10	62	43	38	226	42	31	143	124	63	149	12	943														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	35	253	167	119	950	113	114	386	381	241	870	35	3664														
415-515	38	258	158	125	977	124	117	431	396	250	812	37	3723														
430-530	37	260	162	124	1023	134	121	464	401	257	793	43	3819														
445-545	31	250	151	136	1066	136	138	514	404	251	806	51	3934														
500-600	36	253	159	139	1005	149	135	552	439	249	776	54	3946														



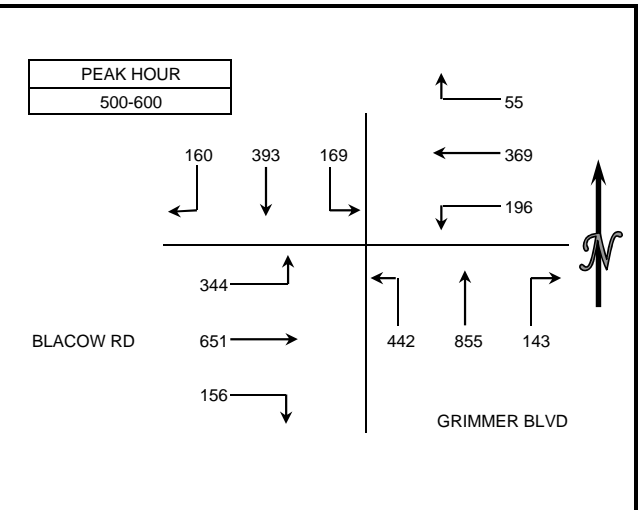
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S GRIMMER BLVD  
 E/W BLACOW RD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	16	48	9	14	91	22	25	49	28	40	75	20	437														
715-730	32	87	9	16	79	28	12	72	22	85	100	24	566														
730-745	33	176	36	30	62	55	65	95	61	124	180	30	947														
745-800	36	254	64	80	132	70	87	170	71	330	306	5	1605														
800-815	35	172	47	43	101	59	36	120	48	166	167	17	1011														
815-830	37	148	22	10	87	20	28	102	81	174	141	54	904														
830-845	31	189	20	11	67	16	12	76	60	171	140	35	828														
845-900	36	168	23	8	55	19	23	128	78	124	121	33	816														
HOURLY TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	117	565	118	140	364	175	189	386	182	579	661	79	3555														
715-815	136	689	156	169	374	212	200	457	202	705	753	76	4129														
730-830	141	750	169	163	382	204	216	487	261	794	794	106	4467														
745-845	139	763	153	144	387	165	163	468	260	841	754	111	4348														
800-900	139	677	112	72	310	114	99	426	267	635	569	139	3559														



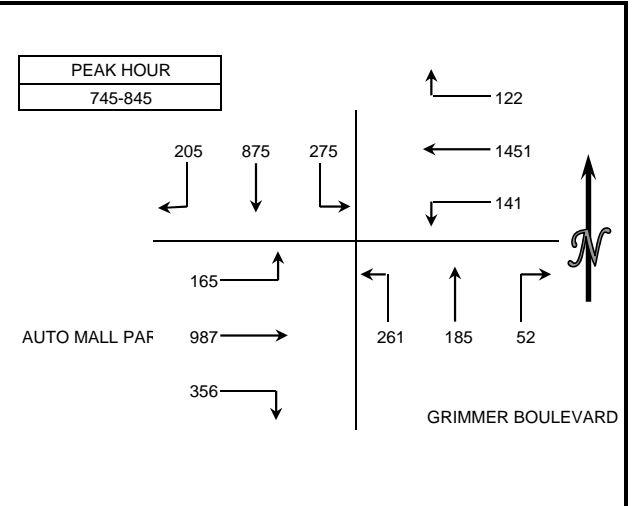
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	50	111	27	8	59	36	35	174	88	38	110	42	778														
415-430	24	91	38	24	97	36	33	184	70	47	121	52	817														
430-445	35	82	25	16	70	50	30	203	85	38	128	70	832														
445-500	53	93	36	19	105	48	27	185	84	36	167	95	948														
500-515	39	110	38	21	111	70	24	207	101	41	120	90	972														
515-530	43	103	38	15	78	55	47	225	89	45	177	95	1010														
530-545	40	101	42	11	94	43	42	194	122	32	164	73	958														
545-600	38	79	51	8	86	28	30	229	130	38	190	86	993														
HOURLY TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	162	377	126	67	331	170	125	746	327	159	526	259	3375														
415-515	151	376	137	80	383	204	114	779	340	162	536	307	3569														
430-530	170	388	137	71	364	223	128	820	359	160	592	350	3762														
445-545	175	407	154	66	388	216	140	811	396	154	628	353	3888														
500-600	160	393	169	55	369	196	143	855	442	156	651	344	3933														



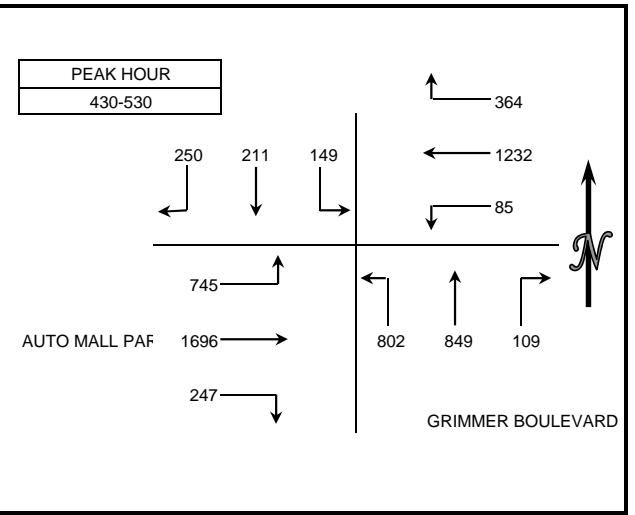
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S GRIMMER BOULEVARD  
 E/W AUTO MALL PARKWAY  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	41	110	41	24	302	20	6	35	22	71	187	50	909														
715-730	75	166	79	43	327	29	4	49	39	86	209	69	1175														
730-745	53	195	61	23	350	34	11	32	36	73	208	46	1122														
745-800	93	244	81	38	401	44	11	37	57	109	261	50	1426														
800-815	41	215	62	23	389	35	10	42	66	85	211	41	1220														
815-830	38	185	62	34	325	26	12	50	75	74	269	33	1183														
830-845	33	231	70	27	336	36	19	56	63	88	246	41	1246														
845-900	59	206	59	31	361	40	10	52	86	103	264	46	1317														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	262	715	262	128	1380	127	32	153	154	339	865	215	4632														
715-815	262	820	283	127	1467	142	36	160	198	353	889	206	4943														
730-830	225	839	266	118	1465	139	44	161	234	341	949	170	4951														
745-845	205	875	275	122	1451	141	52	185	261	356	987	165	5075														
800-900	171	837	253	115	1411	137	51	200	290	350	990	161	4966														



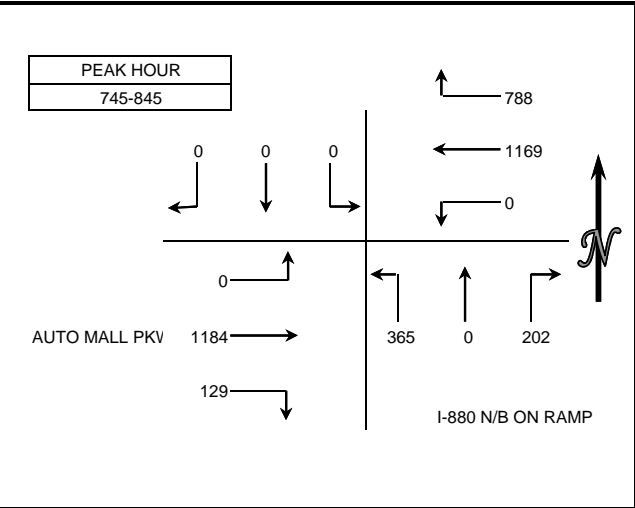
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	37	59	34	60	270	26	31	101	114	81	434	148	1395														
415-430	48	44	34	49	260	26	32	112	106	78	387	157	1333														
430-445	71	45	44	71	296	16	28	184	189	85	444	184	1657														
445-500	58	41	33	80	304	21	26	216	218	64	407	174	1642														
500-515	80	79	42	98	333	28	31	245	213	65	458	209	1881														
515-530	41	46	30	115	299	20	24	204	182	33	387	178	1559														
530-545	36	40	34	120	258	14	26	206	142	41	401	188	1506														
545-600	26	29	34	90	286	11	26	178	135	54	333	184	1386														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	214	189	145	260	1130	89	117	613	627	308	1672	663	6027														
415-515	257	209	153	298	1193	91	117	757	726	292	1696	724	6513														
430-530	250	211	149	364	1232	85	109	849	802	247	1696	745	6739														
445-545	215	206	139	413	1194	83	107	871	755	203	1653	749	6588														
500-600	183	194	140	423	1176	73	107	833	672	193	1579	759	6332														



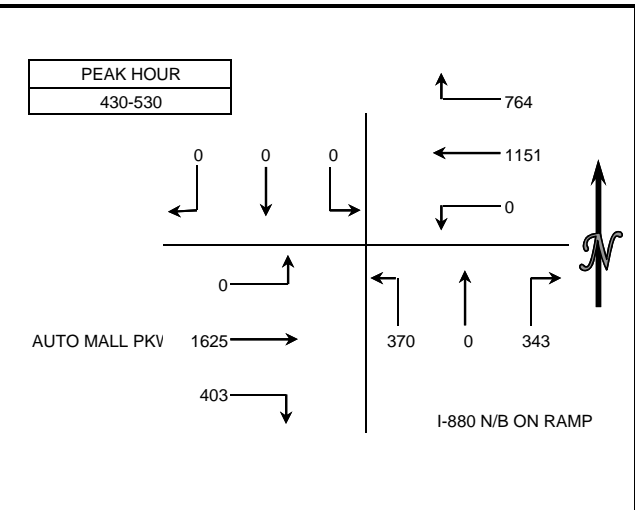
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S I-880 N/B ON RAMP AND E/W AUTO MALL PKWY  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	0	0	0	211	241	0	46	0	88	41	273	0	900														
715-730	0	0	0	172	264	0	30	0	61	36	246	0	809														
730-745	0	0	0	186	272	0	49	0	81	24	270	0	882														
745-800	0	0	0	195	306	0	62	0	105	26	320	0	1014														
800-815	0	0	0	180	285	0	51	0	84	32	283	0	915														
815-830	0	0	0	215	306	0	46	0	92	39	323	0	1021														
830-845	0	0	0	198	272	0	43	0	84	32	258	0	887														
845-900	0	0	0	187	312	0	61	0	107	42	289	0	998														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	0	0	0	764	1083	0	187	0	335	127	1109	0	3605														
715-815	0	0	0	733	1127	0	192	0	331	118	1119	0	3620														
730-830	0	0	0	776	1169	0	208	0	362	121	1196	0	3832														
745-845	0	0	0	788	1169	0	202	0	365	129	1184	0	3837														
800-900	0	0	0	780	1175	0	201	0	367	145	1153	0	3821														



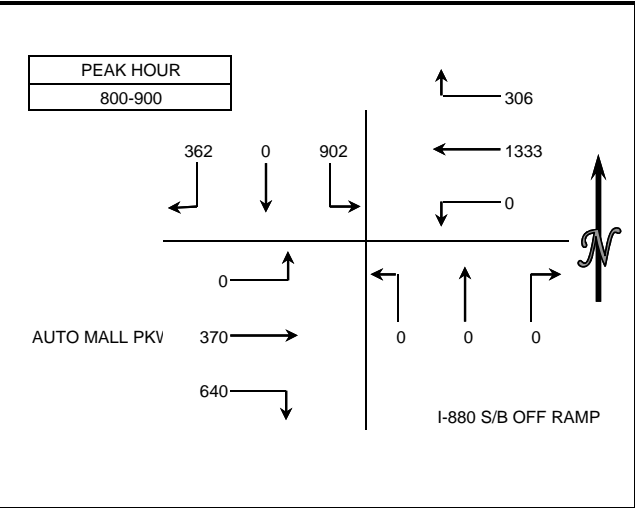
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	0	0	0	171	189	0	86	0	93	103	361	0	1003														
415-430	0	0	0	144	229	0	79	0	92	121	332	0	997														
430-445	0	0	0	172	246	0	85	0	82	109	394	0	1088														
445-500	0	0	0	180	276	0	73	0	97	90	375	0	1091														
500-515	0	0	0	212	320	0	91	0	81	102	409	0	1215														
515-530	0	0	0	200	309	0	94	0	110	102	447	0	1262														
530-545	0	0	0	168	266	0	79	0	82	94	382	0	1071														
545-600	0	0	0	183	235	0	91	0	80	116	363	0	1068														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	0	0	0	667	940	0	323	0	364	423	1462	0	4179														
415-515	0	0	0	708	1071	0	328	0	352	422	1510	0	4391														
430-530	0	0	0	764	1151	0	343	0	370	403	1625	0	4656														
445-545	0	0	0	760	1171	0	337	0	370	388	1613	0	4639														
500-600	0	0	0	763	1130	0	355	0	353	414	1601	0	4616														



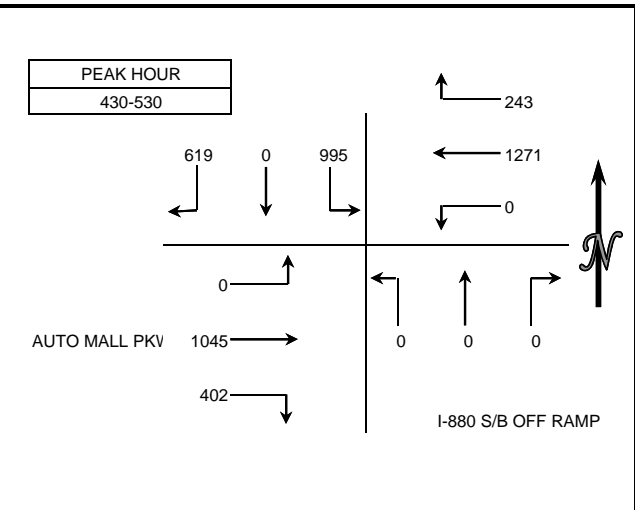
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S I-880 S/B OFF RAMP  
 E/W AUTO MALL PKWY  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	62	0	188	69	201	0	0	0	0	76	54	0	650														
715-730	58	0	229	63	242	0	0	0	0	91	69	0	752														
730-745	73	0	251	81	289	0	0	0	0	116	66	0	876														
745-800	88	0	218	70	338	0	0	0	0	148	86	0	948														
800-815	107	0	251	89	322	0	0	0	0	183	85	0	1037														
815-830	90	0	235	73	306	0	0	0	0	157	80	0	941														
830-845	74	0	204	79	336	0	0	0	0	148	118	0	959														
845-900	91	0	212	65	369	0	0	0	0	152	87	0	976														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	281	0	886	283	1070	0	0	0	0	431	275	0	3226														
715-815	326	0	949	303	1191	0	0	0	0	538	306	0	3613														
730-830	358	0	955	313	1255	0	0	0	0	604	317	0	3802														
745-845	359	0	908	311	1302	0	0	0	0	636	369	0	3885														
800-900	362	0	902	306	1333	0	0	0	0	640	370	0	3913														



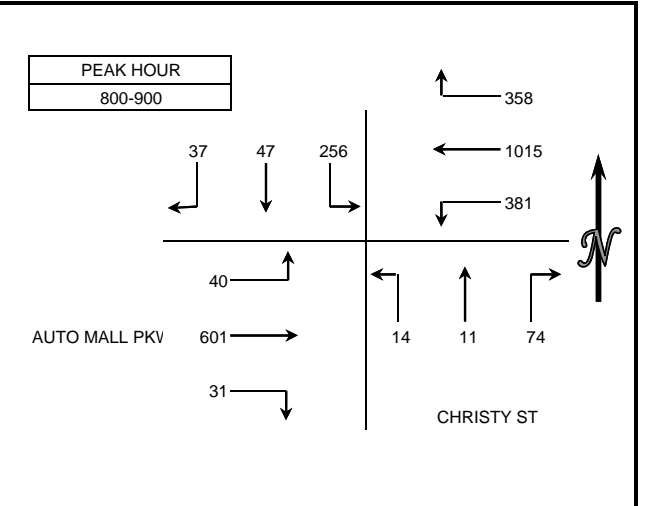
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	149	0	304	43	321	0	0	0	0	72	214	0	1103														
415-430	125	0	233	60	306	0	0	0	0	78	192	0	994														
430-445	164	0	234	65	321	0	0	0	0	118	250	0	1152														
445-500	151	0	229	54	305	0	0	0	0	95	239	0	1073														
500-515	150	0	263	78	352	0	0	0	0	106	291	0	1240														
515-530	154	0	269	46	293	0	0	0	0	83	265	0	1110														
530-545	152	0	224	51	332	0	0	0	0	74	314	0	1147														
545-600	137	0	231	48	318	0	0	0	0	38	228	0	1000														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	589	0	1000	222	1253	0	0	0	0	363	895	0	4322														
415-515	590	0	959	257	1284	0	0	0	0	397	972	0	4459														
430-530	619	0	995	243	1271	0	0	0	0	402	1045	0	4575														
445-545	607	0	985	229	1282	0	0	0	0	358	1109	0	4570														
500-600	593	0	987	223	1295	0	0	0	0	301	1098	0	4497														



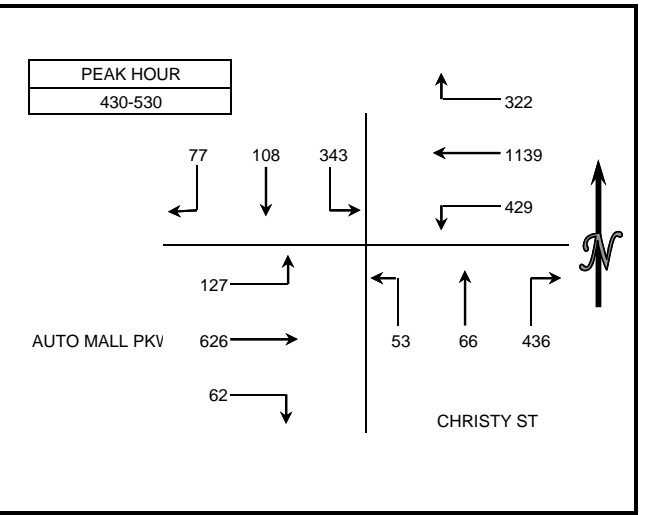
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S CHRISTY ST  
 E/W AUTO MALL PKWY  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	5	4	33	49	195	48	5	2	1	2	116	14	474														
715-730	3	3	41	84	226	64	3	3	6	10	130	5	578														
730-745	6	10	48	66	263	64	5	8	9	9	158	11	657														
745-800	10	10	54	88	246	85	7	3	3	5	177	9	697														
800-815	9	11	60	88	237	75	12	0	4	5	159	13	673														
815-830	8	7	54	72	248	99	27	4	3	7	147	7	683														
830-845	12	14	65	96	239	110	19	2	2	5	155	11	730														
845-900	8	15	77	102	291	97	16	5	5	14	140	9	779														
HOUR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	24	27	176	287	930	261	20	16	19	26	581	39	2406														
715-815	28	34	203	326	972	288	27	14	22	29	624	38	2605														
730-830	33	38	216	314	994	323	51	15	19	26	641	40	2710														
745-845	39	42	233	344	970	369	65	9	12	22	638	40	2783														
800-900	37	47	256	358	1015	381	74	11	14	31	601	40	2865														



15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	19	18	115	51	256	82	108	12	17	9	183	27	897														
415-430	12	14	99	63	232	77	97	17	24	14	149	34	832														
430-445	24	19	137	64	252	96	123	21	11	11	172	32	962														
445-500	14	23	80	73	294	121	101	13	13	9	147	22	910														
500-515	12	24	57	96	291	95	117	16	17	13	194	33	965														
515-530	27	42	69	89	302	117	95	16	12	29	113	40	951														
530-545	12	54	61	107	225	102	115	22	11	30	143	31	913														
545-600	26	40	101	92	213	91	89	29	24	38	101	41	885														
HOUR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	69	74	431	251	1034	376	429	63	65	43	651	115	3601														
415-515	62	80	373	296	1069	389	438	67	65	47	662	121	3669														
430-530	77	108	343	322	1139	429	436	66	53	62	626	127	3788														
445-545	65	143	267	365	1112	435	428	67	53	81	597	126	3739														
500-600	77	160	288	384	1031	405	416	83	64	110	551	145	3714														





## 5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIOD: 7:00 A.M. TO 9:00 A.M.  
 INTERSECTION: N/S UNION STREET/FREMONT BOULEVARD  
 E/W WASHINGTON BOULEVARD/BAY STREET

15 MIN COUNTS																					
	SB UNION				WB WASHINGTON				NB FREMONT				EB BAY (1-WAY WB)				EB WASHINGTON				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
700-715	1	0	15	7	0	133	12	11	3	4	32	0	0	0	0	0	1	55	120	2	396
715-730	6	0	19	8	2	167	12	51	9	2	38	0	0	0	0	0	0	77	154	1	546
730-745	0	2	21	10	1	138	7	42	15	7	41	0	0	0	0	0	0	131	256	2	673
745-800	4	0	26	12	3	188	12	60	39	4	61	0	0	0	0	0	2	114	192	4	721
800-815	3	0	14	13	0	180	9	50	21	4	61	0	0	0	0	0	0	114	222	3	694
815-830	3	0	23	9	1	173	12	58	18	4	64	0	0	0	0	0	3	107	192	1	668
830-845	4	0	23	12	3	171	6	82	31	9	74	0	0	0	0	0	1	150	230	4	800
845-900	5	1	22	8	2	198	4	52	17	11	52	0	0	0	0	0	5	144	189	4	714
HOUR TOTALS																					
	SB UNION				WB WASHINGTON				NB FREMONT				EB BAY (1-WAY WB)				EB WASHINGTON				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
700-800	11	2	81	37	6	626	43	164	66	17	172	0	0	0	0	0	3	377	722	9	2336
715-815	13	2	80	43	6	673	40	203	84	17	201	0	0	0	0	0	2	436	824	10	2634
730-830	10	2	84	44	5	679	40	210	93	19	227	0	0	0	0	0	5	466	862	10	2756
745-845	14	0	86	46	7	712	39	250	109	21	260	0	0	0	0	0	6	485	836	12	2883
800-900	15	1	82	42	6	722	31	242	87	28	251	0	0	0	0	0	9	515	833	12	2876

## 5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

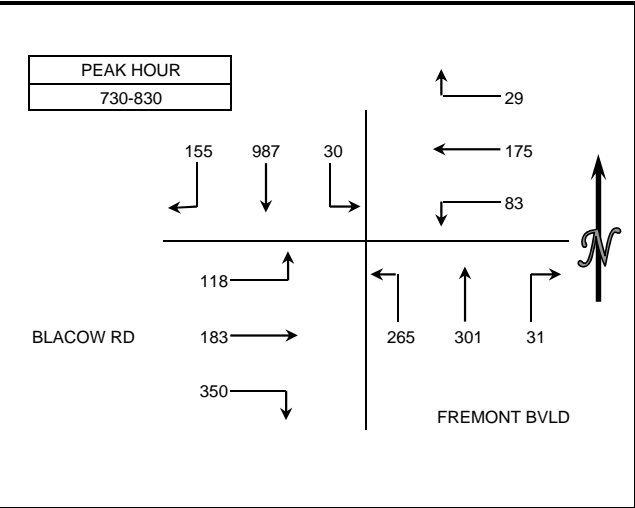
CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIOD: 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S UNION STREET/FREMONT BOULEVARD  
 E/W WASHINGTON BOULEVARD/BAY STREET

15 MIN COUNTS																					
	SB UNION				WB WASHINGTON				NB FREMONT				EB BAY (1-WAY WB)				EB WASHINGTON				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
400-415	9	1	18	8	3	171	18	10	20	20	120	0	0	0	0	0	2	92	224	12	728
415-430	6	3	6	8	8	142	8	9	31	26	104	0	0	0	0	0	3	49	177	5	585
430-445	8	1	14	12	4	191	6	7	48	30	160	0	0	0	0	0	2	77	199	8	767
445-500	6	1	13	15	5	190	4	10	35	20	125	0	0	0	0	0	4	76	206	8	718
500-515	8	1	11	7	4	198	12	18	41	29	150	0	0	0	0	0	8	95	183	4	769
515-530	6	1	16	7	2	158	6	10	25	24	120	0	0	0	0	0	4	124	217	9	729
530-545	16	3	16	6	11	275	15	39	36	21	130	1	0	0	0	0	1	91	234	10	905
545-600	14	0	11	10	5	186	13	13	38	26	173	0	0	0	0	0	4	77	228	9	807
HOUR TOTALS																					
	SB UNION				WB WASHINGTON				NB FREMONT				EB BAY (1-WAY WB)				EB WASHINGTON				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
400-500	29	6	51	43	20	694	36	36	134	96	509	0	0	0	0	0	11	294	806	33	2798
415-500	28	6	44	42	21	721	30	44	155	105	539	0	0	0	0	0	17	297	765	25	2839
430-530	28	4	54	41	15	737	28	45	149	103	555	0	0	0	0	0	18	372	805	29	2983
445-545	36	6	56	35	22	821	37	77	137	94	525	1	0	0	0	0	17	386	840	31	3121
500-600	44	5	54	30	22	817	46	80	140	100	573	1	0	0	0	0	17	387	862	32	3210

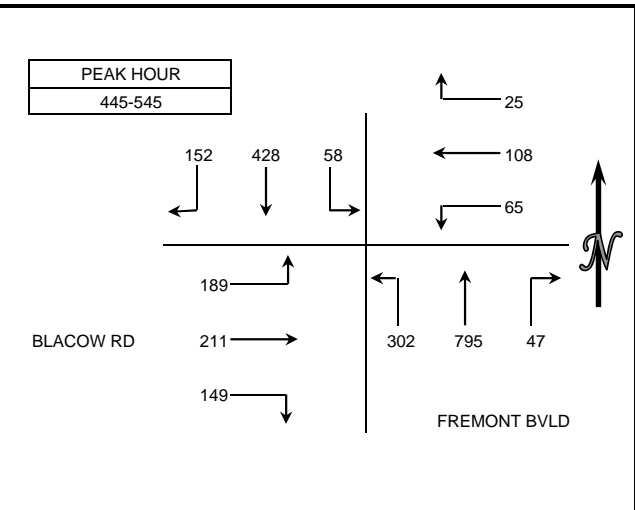
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT RDA EIR  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BVLD  
 E/W BLACOW RD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	23	201	3	1	16	16	3	42	30	55	39	11	440														
715-730	23	246	3	5	20	12	2	50	45	37	24	19	486														
730-745	30	206	7	3	40	24	9	63	67	69	48	34	600														
745-800	67	234	8	10	79	17	13	82	106	120	51	29	816														
800-815	23	265	9	5	38	22	7	84	55	97	50	31	686														
815-830	35	282	6	11	18	20	2	72	37	64	34	24	605														
830-845	27	225	10	8	20	16	4	57	22	88	41	36	554														
845-900	21	288	6	6	26	16	4	67	25	49	34	34	576														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	143	887	21	19	155	69	27	237	248	281	162	93	2342														
715-815	143	951	27	23	177	75	31	279	273	323	173	113	2588														
730-830	155	987	30	29	175	83	31	301	265	350	183	118	2707														
745-845	152	1006	33	34	155	75	26	295	220	369	176	120	2661														
800-900	106	1060	31	30	102	74	17	280	139	298	159	125	2421														



15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	32	107	18	8	22	20	8	141	49	29	52	52	538														
415-430	35	100	8	5	25	9	16	157	52	38	41	41	527														
430-445	39	92	16	7	26	20	21	174	61	39	43	50	588														
445-500	39	111	10	8	21	16	16	187	64	41	55	38	606														
500-515	39	99	14	4	28	13	9	211	72	47	47	46	629														
515-530	32	117	11	6	19	18	9	211	70	27	57	50	627														
530-545	42	101	23	7	40	18	13	186	96	34	52	55	667														
545-600	33	86	13	11	28	13	11	209	74	22	37	43	580														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	145	410	52	28	94	65	61	659	226	147	191	181	2259														
415-515	152	402	48	24	100	58	62	729	249	165	186	175	2350														
430-530	149	419	51	25	94	67	55	783	267	154	202	184	2450														
445-545	152	428	58	25	108	65	47	795	302	149	211	189	2529														
500-600	146	403	61	28	115	62	42	817	312	130	193	194	2503														



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : fremont-grimmer2-a  
Site Code : 12  
Start Date : 11/15/2007  
Page No : 1

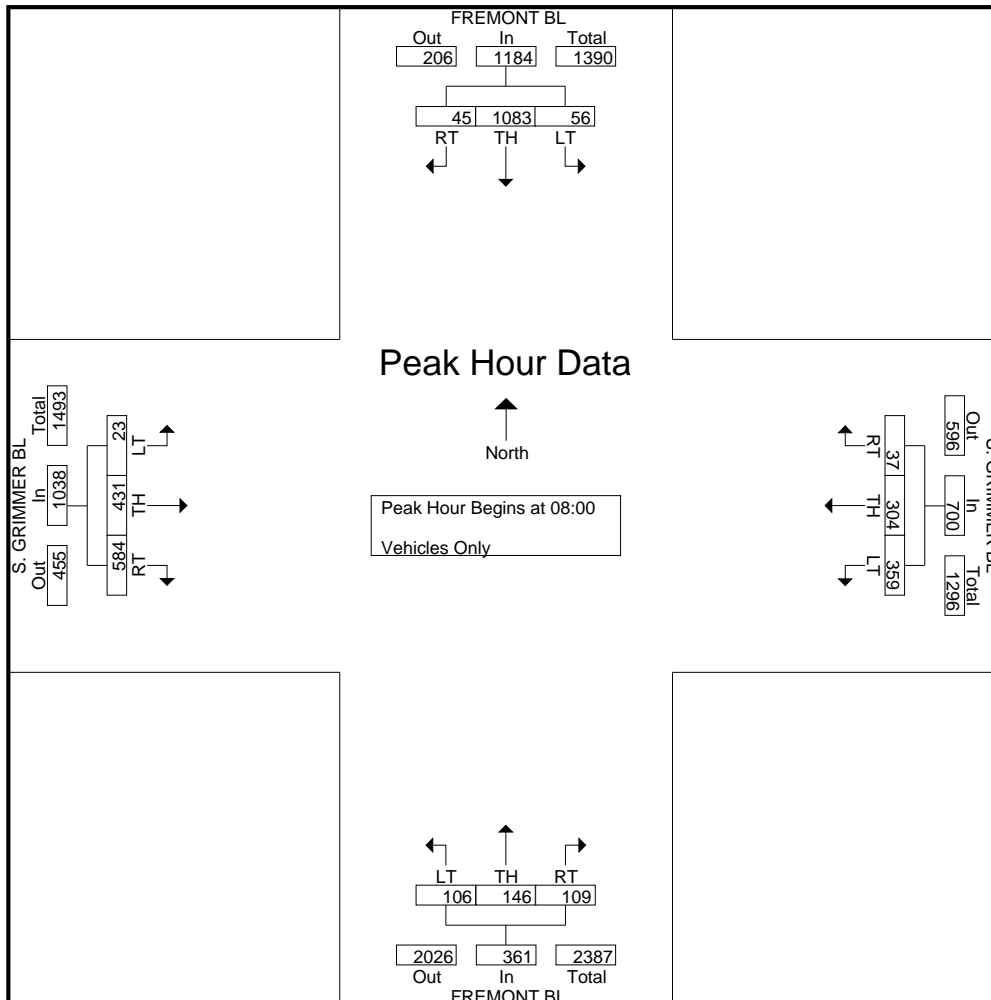
Groups Printed- Vehicles Only

Start Time	FREMONT BL Southbound				S. GRIMMER BL Westbound				FREMONT BL Northbound				S. GRIMMER BL Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	20	138	2	160	5	38	38	81	15	30	25	70	52	38	5	95	406
07:15	30	147	5	182	5	43	40	88	16	47	16	79	79	82	2	163	512
07:30	12	209	9	230	30	65	67	162	21	32	32	85	81	104	3	188	665
07:45	18	198	9	225	23	94	78	195	18	50	27	95	115	136	6	257	772
Total	80	692	25	797	63	240	223	526	70	159	100	329	327	360	16	703	2355
08:00	15	216	25	256	6	74	74	154	19	37	15	71	122	142	5	269	750
08:15	10	298	7	315	12	74	96	182	33	38	17	88	156	115	4	275	860
08:30	8	262	13	283	7	87	97	191	34	33	37	104	156	88	4	248	826
08:45	12	307	11	330	12	69	92	173	23	38	37	98	150	86	10	246	847
Total	45	1083	56	1184	37	304	359	700	109	146	106	361	584	431	23	1038	3283
Grand Total	125	1775	81	1981	100	544	582	1226	179	305	206	690	911	791	39	1741	5638
Apprch %	6.3	89.6	4.1		8.2	44.4	47.5		25.9	44.2	29.9		52.3	45.4	2.2		
Total %	2.2	31.5	1.4	35.1	1.8	9.6	10.3	21.7	3.2	5.4	3.7	12.2	16.2	14	0.7	30.9	

Start Time	FREMONT BL Southbound				S. GRIMMER BL Westbound				FREMONT BL Northbound				S. GRIMMER BL Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
08:00	15	216	25	256	6	74	74	154	19	37	15	71	122	142	5	269	750
08:15	10	298	7	315	12	74	96	182	33	38	17	88	156	115	4	275	860
08:30	8	262	13	283	7	87	97	191	34	33	37	104	156	88	4	248	826
08:45	12	307	11	330	12	69	92	173	23	38	37	98	150	86	10	246	847
Total Volume	45	1083	56	1184	37	304	359	700	109	146	106	361	584	431	23	1038	3283
% App. Total	3.8	91.5	4.7		5.3	43.4	51.3		30.2	40.4	29.4		56.3	41.5	2.2		
PHF	.750	.882	.560	.897	.771	.874	.925	.916	.801	.961	.716	.868	.936	.759	.575	.944	.954

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

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : fremont-grimmer2-p  
Site Code : 12  
Start Date : 11/15/2007  
Page No : 1

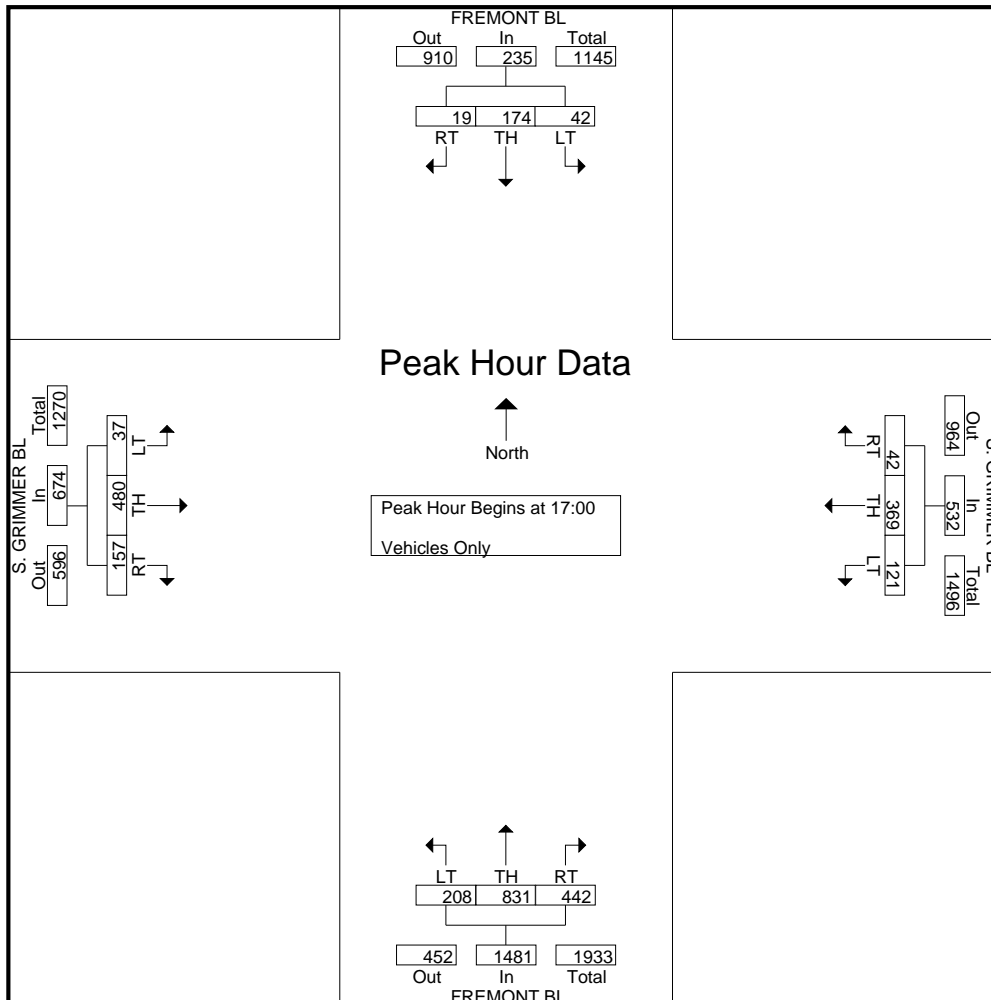
Groups Printed- Vehicles Only

Start Time	FREMONT BL Southbound				S. GRIMMER BL Westbound				FREMONT BL Northbound				S. GRIMMER BL Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	4	88	11	103	7	72	34	113	87	155	34	276	74	108	17	199	691
16:15	14	52	7	73	13	78	26	117	100	191	49	340	37	83	18	138	668
16:30	8	49	7	64	5	104	36	145	99	172	54	325	38	118	18	174	708
16:45	6	52	7	65	8	78	29	115	97	196	40	333	37	97	7	141	654
Total	32	241	32	305	33	332	125	490	383	714	177	1274	186	406	60	652	2721
17:00	4	40	14	58	9	88	34	131	109	194	47	350	56	160	15	231	770
17:15	7	37	7	51	2	80	27	109	128	223	63	414	37	117	6	160	734
17:30	4	49	11	64	17	112	41	170	107	189	55	351	39	125	12	176	761
17:45	4	48	10	62	14	89	19	122	98	225	43	366	25	78	4	107	657
Total	19	174	42	235	42	369	121	532	442	831	208	1481	157	480	37	674	2922
Grand Total	51	415	74	540	75	701	246	1022	825	1545	385	2755	343	886	97	1326	5643
Approch %	9.4	76.9	13.7		7.3	68.6	24.1		29.9	56.1	14		25.9	66.8	7.3		
Total %	0.9	7.4	1.3	9.6	1.3	12.4	4.4	18.1	14.6	27.4	6.8	48.8	6.1	15.7	1.7	23.5	

Start Time	FREMONT BL Southbound				S. GRIMMER BL Westbound				FREMONT BL Northbound				S. GRIMMER BL Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
17:00	4	40	14	58	9	88	34	131	109	194	47	350	56	160	15	231	770
17:15	7	37	7	51	2	80	27	109	128	223	63	414	37	117	6	160	734
17:30	4	49	11	64	17	112	41	170	107	189	55	351	39	125	12	176	761
17:45	4	48	10	62	14	89	19	122	98	225	43	366	25	78	4	107	657
Total Volume	19	174	42	235	42	369	121	532	442	831	208	1481	157	480	37	674	2922
% App. Total	8.1	74	17.9		7.9	69.4	22.7		29.8	56.1	14		23.3	71.2	5.5		
PHF	.679	.888	.750	.918	.618	.824	.738	.782	.863	.923	.825	.894	.701	.750	.617	.729	.949

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

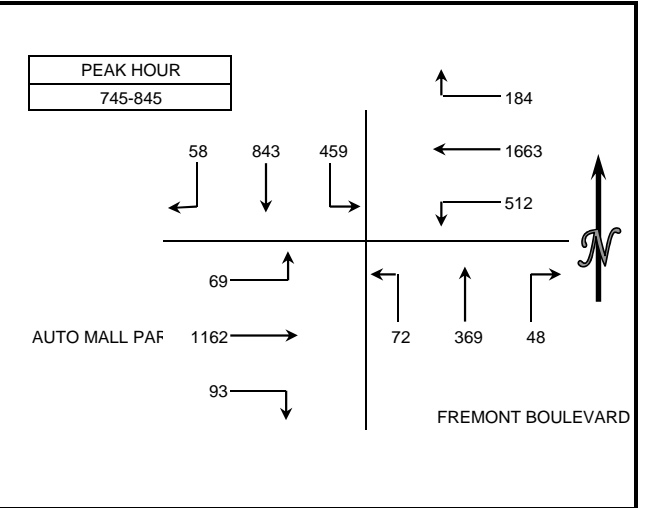
Peak Hour for Entire Intersection Begins at 17:00



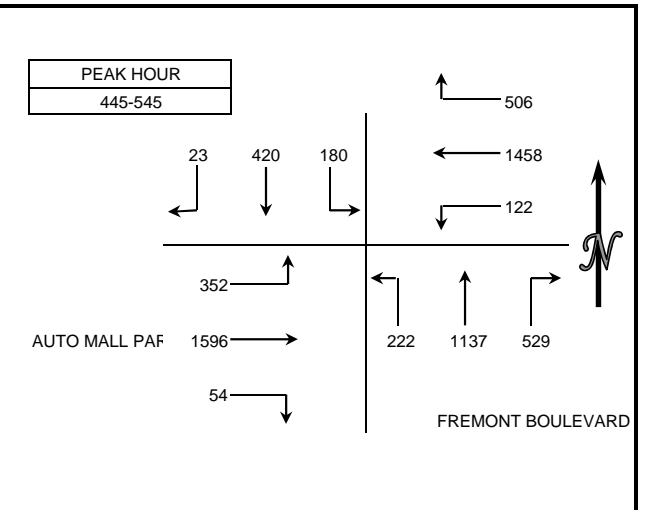
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S FREMONT BOULEVARD  
 E/W AUTO MALL PARKWAY  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	12	148	57	74	438	101	7	152	30	21	195	5	1240														
715-730	19	184	81	65	410	114	9	121	17	19	251	4	1294														
730-745	7	209	65	33	395	98	9	101	20	21	260	7	1225														
745-800	9	231	93	45	429	109	14	114	20	39	318	20	1441														
800-815	25	227	114	66	400	148	14	100	21	27	309	8	1459														
815-830	10	189	116	42	393	117	13	91	16	14	250	12	1263														
830-845	14	196	136	31	441	138	7	64	15	13	285	29	1369														
845-900	13	268	99	28	364	157	10	76	12	19	300	11	1357														
HOUR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	47	772	296	217	1672	422	39	488	87	100	1024	36	5200														
715-815	60	851	353	209	1634	469	46	436	78	106	1138	39	5419														
730-830	51	856	388	186	1617	472	50	406	77	101	1137	47	5388														
745-845	58	843	459	184	1663	512	48	369	72	93	1162	69	5532														
800-900	62	880	465	167	1598	560	44	331	64	73	1144	60	5448														



15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	13	79	29	98	362	32	56	207	33	19	342	39	1309														
415-430	2	104	28	113	380	42	86	223	27	18	389	56	1468														
430-445	9	94	24	95	355	42	103	290	41	15	421	90	1579														
445-500	8	83	28	113	384	20	115	244	39	13	390	69	1506														
500-515	6	98	49	145	362	39	146	306	59	16	429	93	1748														
515-530	5	119	62	121	372	27	139	289	58	15	374	86	1667														
530-545	4	120	41	127	340	36	129	298	66	10	403	104	1678														
545-600	6	114	49	118	303	26	115	205	26	6	362	99	1429														
HOUR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	32	360	109	419	1481	136	360	964	140	65	1542	254	5862														
415-515	25	379	129	466	1481	143	450	1063	166	62	1629	308	6301														
430-530	28	394	163	474	1473	128	503	1129	197	59	1614	338	6500														
445-545	23	420	180	506	1458	122	529	1137	222	54	1596	352	6599														
500-600	21	451	201	511	1377	128	529	1098	209	47	1568	382	6522														



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : 880nb-fremont2-a  
Site Code : 28  
Start Date : 12/5/2007  
Page No : 1

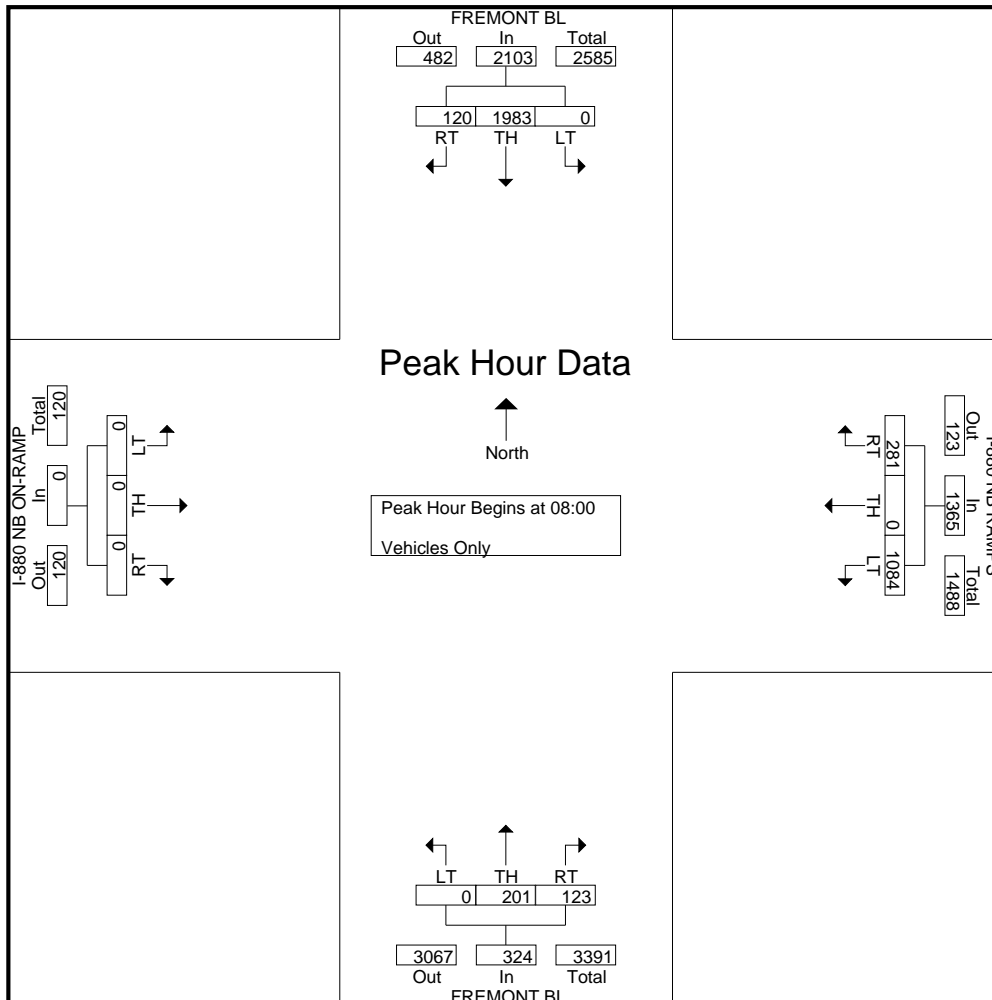
Groups Printed- Vehicles Only

Start Time	FREMONT BL Southbound				I-880 NB RAMPS Westbound				FREMONT BL Northbound				I-880 NB ON-RAMP Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	24	148	0	172	48	0	171	219	32	51	0	83	0	0	0	0	474
07:15	29	182	0	211	74	0	185	259	29	56	0	85	0	0	0	0	555
07:30	32	254	0	286	75	0	228	303	34	50	0	84	0	0	0	0	673
07:45	32	359	0	391	85	0	284	369	35	74	0	109	0	0	0	0	869
Total	117	943	0	1060	282	0	868	1150	130	231	0	361	0	0	0	0	2571
08:00	23	411	0	434	68	0	252	320	22	60	0	82	0	0	0	0	836
08:15	29	531	0	560	66	0	262	328	36	52	0	88	0	0	0	0	976
08:30	38	493	0	531	80	0	288	368	34	44	0	78	0	0	0	0	977
08:45	30	548	0	578	67	0	282	349	31	45	0	76	0	0	0	0	1003
Total	120	1983	0	2103	281	0	1084	1365	123	201	0	324	0	0	0	0	3792
Grand Total	237	2926	0	3163	563	0	1952	2515	253	432	0	685	0	0	0	0	6363
Apprch %	7.5	92.5	0		22.4	0	77.6		36.9	63.1	0		0	0	0		
Total %	3.7	46	0	49.7	8.8	0	30.7	39.5	4	6.8	0	10.8	0	0	0	0	

Start Time	FREMONT BL Southbound				I-880 NB RAMPS Westbound				FREMONT BL Northbound				I-880 NB ON-RAMP Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
08:00	23	411	0	434	68	0	252	320	22	<b>60</b>	0	82	0	0	0	0	836
08:15	29	531	0	560	66	0	262	328	<b>36</b>	52	0	<b>88</b>	0	0	0	0	976
08:30	<b>38</b>	493	0	531	<b>80</b>	0	<b>288</b>	<b>368</b>	34	44	0	78	0	0	0	0	977
08:45	30	<b>548</b>	0	<b>578</b>	67	0	282	349	31	45	0	76	0	0	0	0	<b>1003</b>
Total Volume	120	1983	0	2103	281	0	1084	1365	123	201	0	324	0	0	0	0	3792
% App. Total	5.7	94.3	0		20.6	0	79.4		38	62	0		0	0	0		
PHF	.789	.905	.000	.910	.878	.000	.941	.927	.854	.838	.000	.920	.000	.000	.000	.000	.945

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

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : 880nb-fremont2-p  
Site Code : 28  
Start Date : 12/5/2007  
Page No : 1

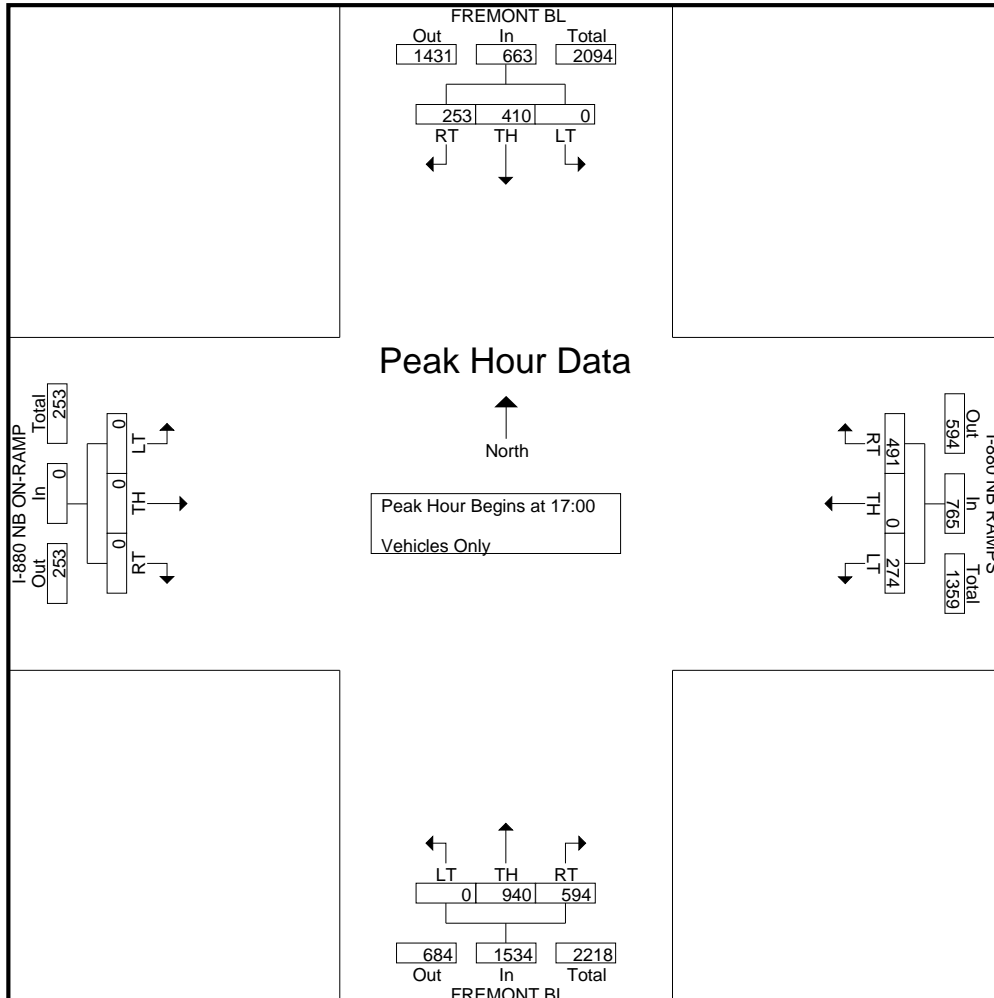
Groups Printed- Vehicles Only

Start Time	FREMONT BL Southbound				I-880 NB RAMPS Westbound				FREMONT BL Northbound				I-880 NB ON-RAMP Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	94	135	0	229	164	0	69	233	123	281	0	404	0	0	0	0	866
16:15	69	86	0	155	138	0	61	199	84	195	0	279	0	0	0	0	633
16:30	147	106	0	253	119	0	48	167	124	174	0	298	0	0	0	0	718
16:45	68	101	0	169	104	0	62	166	78	124	0	202	0	0	0	0	537
Total	378	428	0	806	525	0	240	765	409	774	0	1183	0	0	0	0	2754
17:00	91	98	0	189	116	0	58	174	142	209	0	351	0	0	0	0	714
17:15	52	91	0	143	123	0	86	209	152	238	0	390	0	0	0	0	742
17:30	67	102	0	169	123	0	64	187	168	269	0	437	0	0	0	0	793
17:45	43	119	0	162	129	0	66	195	132	224	0	356	0	0	0	0	713
Total	253	410	0	663	491	0	274	765	594	940	0	1534	0	0	0	0	2962
Grand Total	631	838	0	1469	1016	0	514	1530	1003	1714	0	2717	0	0	0	0	5716
Approch %	43	57	0		66.4	0	33.6		36.9	63.1	0		0	0	0		
Total %	11	14.7	0	25.7	17.8	0	9	26.8	17.5	30	0	47.5	0	0	0	0	

Start Time	FREMONT BL Southbound				I-880 NB RAMPS Westbound				FREMONT BL Northbound				I-880 NB ON-RAMP Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
17:00	<b>91</b>	98	0	<b>189</b>	116	0	58	174	142	209	0	351	0	0	0	0	714
17:15	52	91	0	143	123	0	<b>86</b>	<b>209</b>	152	238	0	390	0	0	0	0	742
17:30	67	102	0	169	123	0	64	187	<b>168</b>	<b>269</b>	0	<b>437</b>	0	0	0	0	<b>793</b>
17:45	43	<b>119</b>	0	162	<b>129</b>	0	66	195	132	224	0	356	0	0	0	0	713
Total Volume	253	410	0	663	491	0	274	765	594	940	0	1534	0	0	0	0	2962
% App. Total	38.2	61.8	0		64.2	0	35.8		38.7	61.3	0		0	0	0		
PHF	.695	.861	.000	.877	.952	.000	.797	.915	.884	.874	.000	.878	.000	.000	.000	.000	.934

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00





MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : 880sb-fremont2-a  
Site Code : 27  
Start Date : 12/5/2007  
Page No : 1

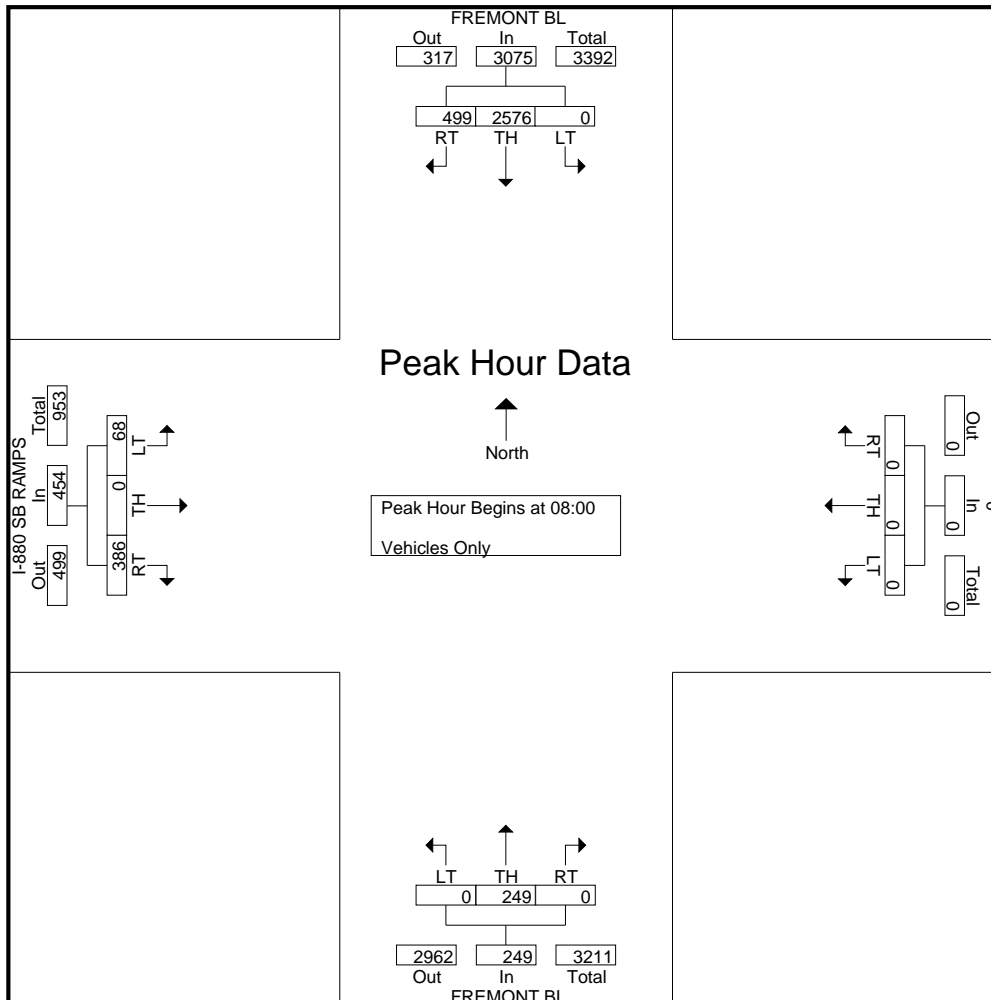
Groups Printed- Vehicles Only

Start Time	FREMONT BL Southbound				0 Westbound				FREMONT BL Northbound				I-880 SB RAMPS Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	62	244	0	306	0	0	0	0	0	43	0	43	51	0	36	87	436
07:15	72	288	0	360	0	0	0	0	0	55	0	55	76	0	27	103	518
07:30	76	408	0	484	0	0	0	0	0	58	0	58	94	0	24	118	660
07:45	121	537	0	658	0	0	0	0	0	74	0	74	96	0	36	132	864
Total	331	1477	0	1808	0	0	0	0	0	230	0	230	317	0	123	440	2478
08:00	100	560	0	660	0	0	0	0	0	62	0	62	102	0	22	124	846
08:15	150	637	0	787	0	0	0	0	0	71	0	71	101	0	16	117	975
08:30	139	647	0	786	0	0	0	0	0	59	0	59	88	0	17	105	950
08:45	110	732	0	842	0	0	0	0	0	57	0	57	95	0	13	108	1007
Total	499	2576	0	3075	0	0	0	0	0	249	0	249	386	0	68	454	3778
Grand Total	830	4053	0	4883	0	0	0	0	0	479	0	479	703	0	191	894	6256
Apprch %	17	83	0		0	0	0		0	100	0		78.6	0	21.4		
Total %	13.3	64.8	0	78.1	0	0	0	0	0	7.7	0	7.7	11.2	0	3.1	14.3	

Start Time	FREMONT BL Southbound				0 Westbound				FREMONT BL Northbound				I-880 SB RAMPS Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
08:00	100	560	0	660	0	0	0	0	0	62	0	62	102	0	22	124	846
08:15	150	637	0	787	0	0	0	0	0	71	0	71	101	0	16	117	975
08:30	139	647	0	786	0	0	0	0	0	59	0	59	88	0	17	105	950
08:45	110	732	0	842	0	0	0	0	0	57	0	57	95	0	13	108	1007
Total Volume	499	2576	0	3075	0	0	0	0	0	249	0	249	386	0	68	454	3778
% App. Total	16.2	83.8	0		0	0	0		0	100	0		85	0	15		
PHF	.832	.880	.000	.913	.000	.000	.000	.000	.000	.877	.000	.877	.946	.000	.773	.915	.938

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

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : 880sb-fremont1-p  
Site Code : 27  
Start Date : 12/4/2007  
Page No : 1

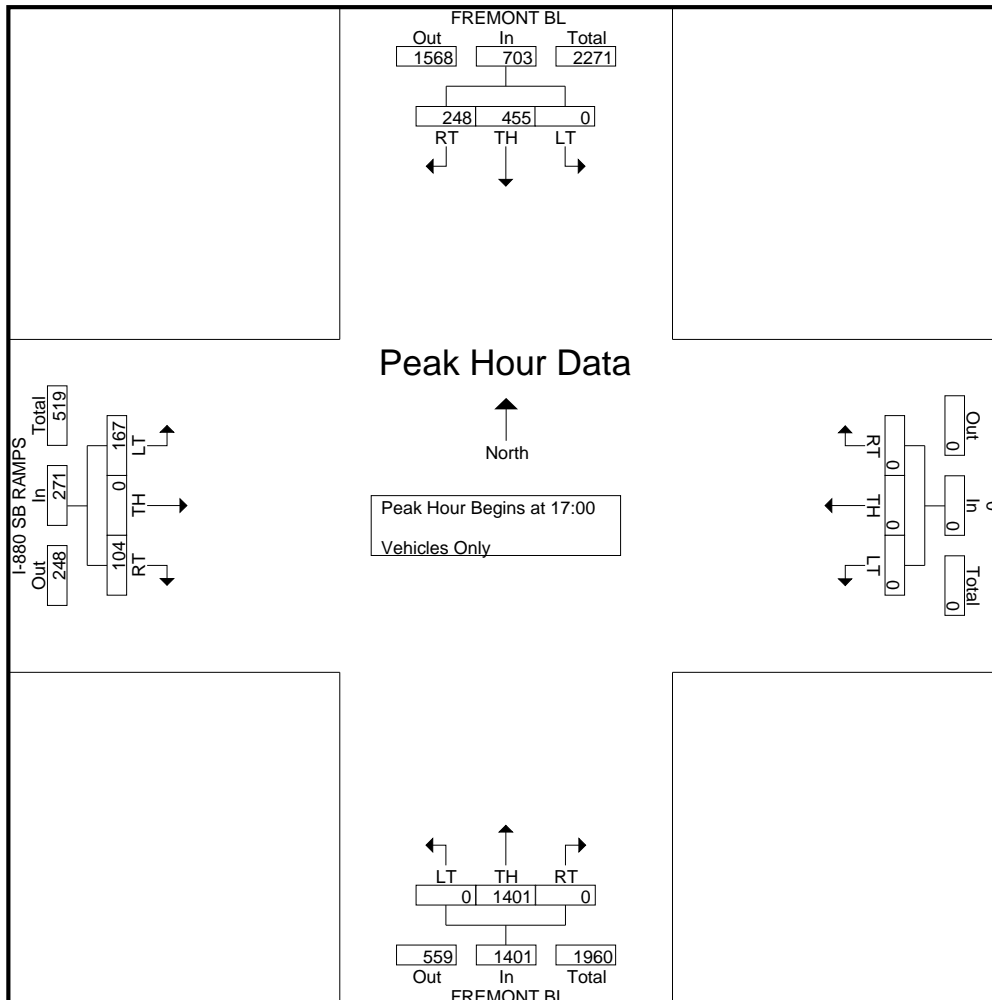
Groups Printed- Vehicles Only

Start Time	FREMONT BL Southbound				0 Westbound				FREMONT BL Northbound				I-880 SB RAMPS Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	56	91	0	147	0	0	0	0	0	244	0	244	40	0	164	204	595
16:15	52	89	0	141	0	0	0	0	0	198	0	198	27	0	72	99	438
16:30	62	97	0	159	0	0	0	0	0	210	0	210	24	0	19	43	412
16:45	70	109	0	179	0	0	0	0	0	227	0	227	30	0	38	68	474
Total	240	386	0	626	0	0	0	0	0	879	0	879	121	0	293	414	1919
17:00	75	102	0	177	0	0	0	0	0	358	0	358	19	0	29	48	583
17:15	62	111	0	173	0	0	0	0	0	359	0	359	26	0	41	67	599
17:30	61	124	0	185	0	0	0	0	0	382	0	382	27	0	47	74	641
17:45	50	118	0	168	0	0	0	0	0	302	0	302	32	0	50	82	552
Total	248	455	0	703	0	0	0	0	0	1401	0	1401	104	0	167	271	2375
Grand Total	488	841	0	1329	0	0	0	0	0	2280	0	2280	225	0	460	685	4294
Apprch %	36.7	63.3	0		0	0	0	0	0	100	0	100	32.8	0	67.2		
Total %	11.4	19.6	0	31	0	0	0	0	0	53.1	0	53.1	5.2	0	10.7	16	

Start Time	FREMONT BL Southbound				0 Westbound				FREMONT BL Northbound				I-880 SB RAMPS Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
17:00	75	102	0	177	0	0	0	0	0	358	0	358	19	0	29	48	583
17:15	62	111	0	173	0	0	0	0	0	359	0	359	26	0	41	67	599
17:30	61	124	0	185	0	0	0	0	0	382	0	382	27	0	47	74	641
17:45	50	118	0	168	0	0	0	0	0	302	0	302	32	0	50	82	552
Total Volume	248	455	0	703	0	0	0	0	0	1401	0	1401	104	0	167	271	2375
% App. Total	35.3	64.7	0		0	0	0	0	0	100	0	100	38.4	0	61.6		
PHF	.827	.917	.000	.950	.000	.000	.000	.000	.000	.917	.000	.917	.813	.000	.835	.826	.926

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : fremont-cushing1-p  
Site Code : 13  
Start Date : 11/14/2007  
Page No : 1

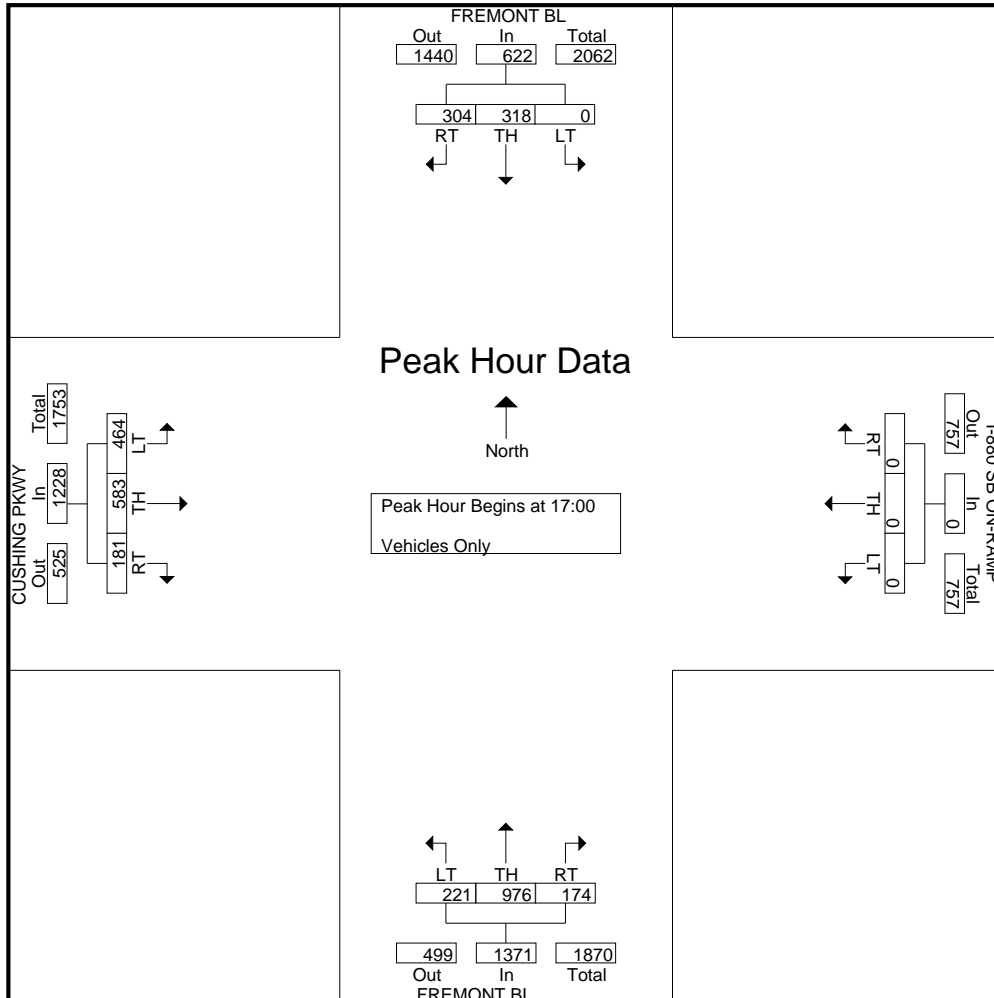
Groups Printed- Vehicles Only

Start Time	FREMONT BL Southbound				I-880 SB ON-RAMP Westbound				FREMONT BL Northbound				CUSHING PKWY Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	79	77	0	156	0	0	0	0	28	179	29	236	38	110	102	250	642
16:15	49	64	0	113	0	0	0	0	25	124	27	176	22	72	69	163	452
16:30	67	74	0	141	0	0	0	0	51	199	40	290	32	94	78	204	635
16:45	56	73	0	129	0	0	0	0	36	149	33	218	37	110	82	229	576
Total	251	288	0	539	0	0	0	0	140	651	129	920	129	386	331	846	2305
17:00	51	75	0	126	0	0	0	0	47	266	58	371	57	139	112	308	805
17:15	62	76	0	138	0	0	0	0	42	215	66	323	52	160	143	355	816
17:30	83	90	0	173	0	0	0	0	53	246	53	352	36	140	106	282	807
17:45	108	77	0	185	0	0	0	0	32	249	44	325	36	144	103	283	793
Total	304	318	0	622	0	0	0	0	174	976	221	1371	181	583	464	1228	3221
Grand Total	555	606	0	1161	0	0	0	0	314	1627	350	2291	310	969	795	2074	5526
Approch %	47.8	52.2	0		0	0	0	0	13.7	71	15.3		14.9	46.7	38.3		
Total %	10	11	0	21	0	0	0	0	5.7	29.4	6.3	41.5	5.6	17.5	14.4	37.5	

Start Time	FREMONT BL Southbound				I-880 SB ON-RAMP Westbound				FREMONT BL Northbound				CUSHING PKWY Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
17:00	51	75	0	126	0	0	0	0	47	<b>266</b>	58	<b>371</b>	<b>57</b>	139	112	308	805
17:15	62	76	0	138	0	0	0	0	42	215	<b>66</b>	323	52	<b>160</b>	<b>143</b>	<b>355</b>	<b>816</b>
17:30	83	<b>90</b>	0	173	0	0	0	0	<b>53</b>	246	53	352	36	140	106	282	807
17:45	<b>108</b>	77	0	<b>185</b>	0	0	0	0	32	249	44	325	36	144	103	283	793
Total Volume	304	318	0	622	0	0	0	0	174	976	221	1371	181	583	464	1228	3221
% App. Total	48.9	51.1	0		0	0	0	0	12.7	71.2	16.1		14.7	47.5	37.8		
PHF	.704	.883	.000	.841	.000	.000	.000	.000	.821	.917	.837	.924	.794	.911	.811	.865	.987

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : fremont-cushing2-a  
Site Code : 13  
Start Date : 11/15/2007  
Page No : 1

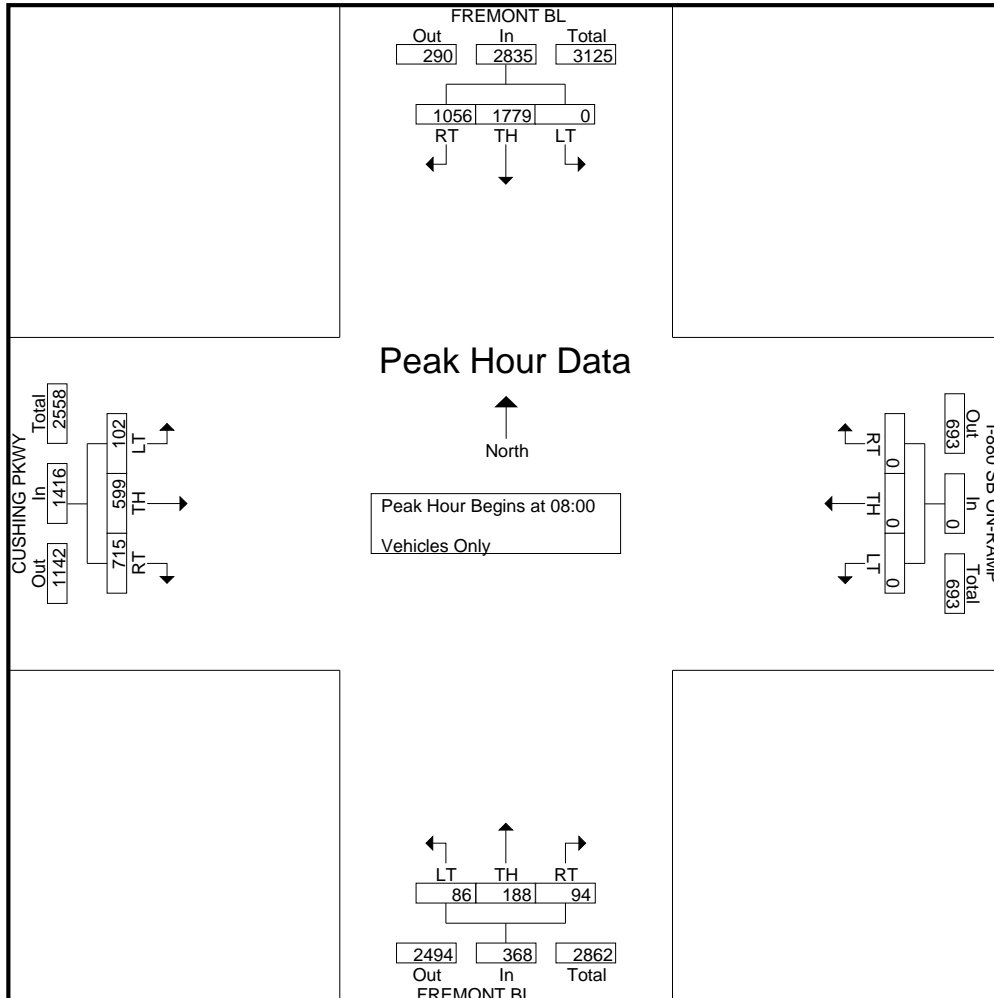
Groups Printed- Vehicles Only

Start Time	FREMONT BL Southbound				I-880 SB ON-RAMP Westbound				FREMONT BL Northbound				CUSHING PKWY Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	132	243	0	375	0	0	0	0	28	24	14	66	65	39	12	116	557
07:15	152	239	0	391	0	0	0	0	23	32	23	78	83	75	25	183	652
07:30	179	304	0	483	0	0	0	0	20	41	23	84	133	116	23	272	839
07:45	218	393	0	611	0	0	0	0	22	34	19	75	167	119	23	309	995
Total	681	1179	0	1860	0	0	0	0	93	131	79	303	448	349	83	880	3043
08:00	258	370	0	628	0	0	0	0	30	41	23	94	167	119	16	302	1024
08:15	295	413	0	708	0	0	0	0	20	46	25	91	167	148	35	350	1149
08:30	248	409	0	657	0	0	0	0	23	46	20	89	205	174	26	405	1151
08:45	255	587	0	842	0	0	0	0	21	55	18	94	176	158	25	359	1295
Total	1056	1779	0	2835	0	0	0	0	94	188	86	368	715	599	102	1416	4619
Grand Total	1737	2958	0	4695	0	0	0	0	187	319	165	671	1163	948	185	2296	7662
Approch %	37	63	0		0	0	0	0	27.9	47.5	24.6		50.7	41.3	8.1		
Total %	22.7	38.6	0	61.3	0	0	0	0	2.4	4.2	2.2	8.8	15.2	12.4	2.4	30	

Start Time	FREMONT BL Southbound				I-880 SB ON-RAMP Westbound				FREMONT BL Northbound				CUSHING PKWY Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
08:00	258	370	0	628	0	0	0	0	<b>30</b>	41	23	<b>94</b>	167	119	16	302	1024
08:15	<b>295</b>	413	0	708	0	0	0	0	20	46	<b>25</b>	91	167	148	<b>35</b>	350	1149
08:30	248	409	0	657	0	0	0	0	23	46	20	89	<b>205</b>	<b>174</b>	26	<b>405</b>	1151
08:45	255	<b>587</b>	0	<b>842</b>	0	0	0	0	21	<b>55</b>	18	94	176	158	25	359	<b>1295</b>
Total Volume	1056	1779	0	2835	0	0	0	0	94	188	86	368	715	599	102	1416	4619
% App. Total	37.2	62.8	0		0	0	0	0	25.5	51.1	23.4		50.5	42.3	7.2		
PHF	.895	.758	.000	.842	.000	.000	.000	.000	.783	.855	.860	.979	.872	.861	.729	.874	.892

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

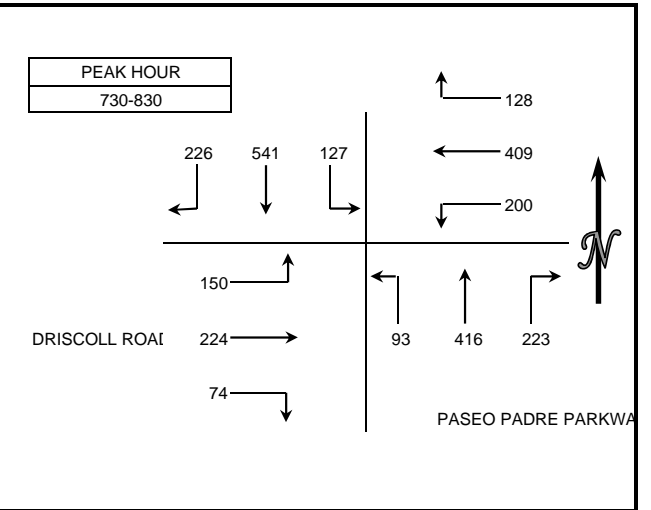
Peak Hour for Entire Intersection Begins at 08:00



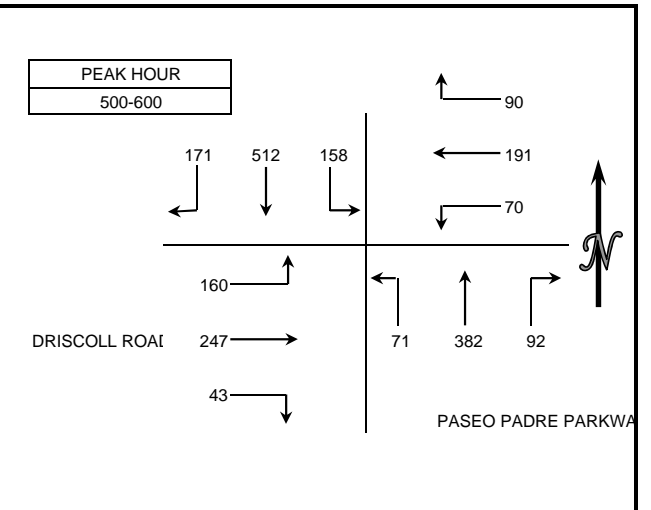
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 12, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S PASEO PADRE PARKWAY  
 E/W DRISCOLL ROAD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-715	23	99	22	15	41	14	12	56	7	6	21	38	354	
715-730	31	120	31	20	62	20	18	88	13	5	53	38	499	
730-745	60	151	29	16	92	52	47	108	30	18	43	34	680	
745-800	47	132	39	36	121	75	139	91	23	11	80	35	829	
800-815	51	121	26	45	116	56	26	111	24	20	39	33	668	
815-830	68	137	33	31	80	17	11	106	16	25	62	48	634	
830-845	57	148	48	23	107	25	19	101	19	21	29	49	646	
845-900	47	142	28	22	88	20	6	104	17	6	17	31	528	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-800	161	502	121	87	316	161	216	343	73	40	197	145	2362	
715-815	189	524	125	117	391	203	230	398	90	54	215	140	2676	
730-830	226	541	127	128	409	200	223	416	93	74	224	150	2811	
745-845	223	538	146	135	424	173	195	409	82	77	210	165	2777	
800-900	223	548	135	121	391	118	62	422	76	72	147	161	2476	



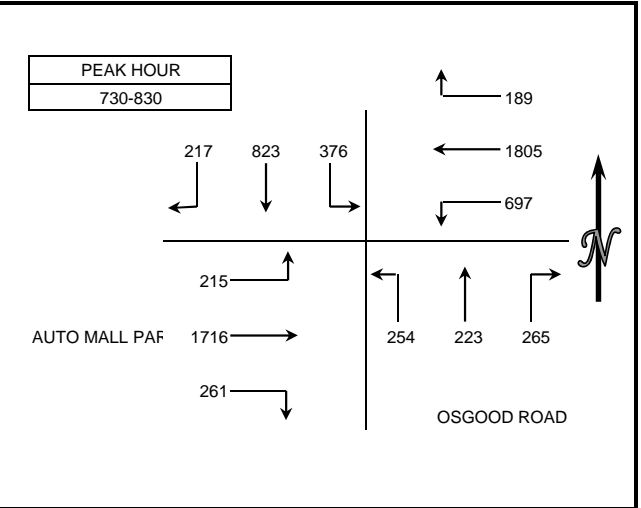
15 MIN COUNTS														4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	33	109	44	32	40	17	19	93	16	9	64	62	538	
415-430	56	93	28	18	37	10	18	74	19	10	50	38	451	
430-445	49	109	37	22	46	14	15	84	17	8	55	50	506	
445-500	46	103	35	16	36	12	7	94	16	6	72	35	478	
500-515	47	145	57	22	38	17	13	110	17	10	64	34	574	
515-530	54	123	31	18	48	17	31	98	20	11	64	47	562	
530-545	38	125	43	18	53	13	24	93	14	9	63	37	530	
545-600	32	119	27	32	52	23	24	81	20	13	56	42	521	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-500	184	414	144	88	159	53	59	345	68	33	241	185	1973	
415-515	198	450	157	78	157	53	53	362	69	34	241	157	2009	
430-530	196	480	160	78	168	60	66	386	70	35	255	166	2120	
445-545	185	496	166	74	175	59	75	395	67	36	263	153	2144	
500-600	171	512	158	90	191	70	92	382	71	43	247	160	2187	



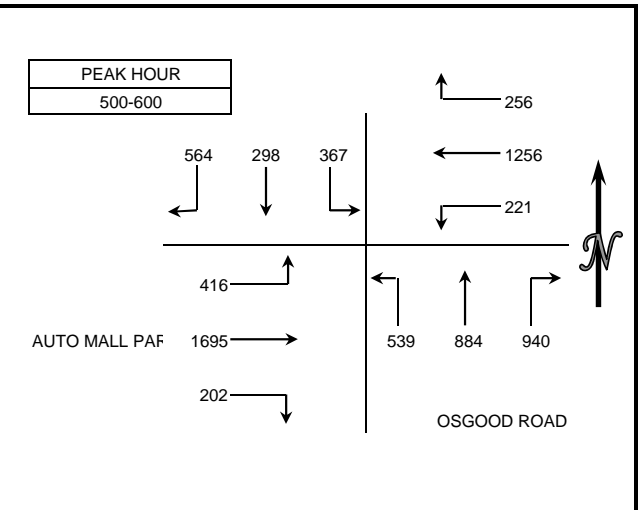
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S OSGOOD ROAD  
 E/W AUTO MALL PARKWAY  
 CITY: FREMONT

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	35	99	45	35	448	108	41	48	86	49	279	39	1312
715-730	20	139	52	21	482	130	31	34	35	26	306	24	1300
730-745	52	188	77	46	422	190	86	52	67	48	439	36	1703
745-800	44	196	94	59	489	153	44	53	62	69	394	43	1700
800-815	58	237	87	47	490	181	67	72	72	80	464	57	1912
815-830	63	202	118	37	404	173	68	46	53	64	419	79	1726
830-845	39	168	105	59	356	124	85	71	73	89	409	59	1637
845-900	77	202	73	42	410	152	98	91	73	69	420	42	1749
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	151	622	268	161	1841	581	202	187	250	192	1418	142	6015
715-815	174	760	310	173	1883	654	228	211	236	223	1603	160	6615
730-830	217	823	376	189	1805	697	265	223	254	261	1716	215	7041
745-845	204	803	404	202	1739	631	264	242	260	302	1686	238	6975
800-900	237	809	383	185	1660	630	318	280	271	302	1712	237	7024



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	116	99	97	67	261	67	123	169	70	41	272	107	1489
415-430	133	82	103	48	241	79	156	124	79	63	333	117	1558
430-445	106	76	91	51	230	66	189	148	97	40	389	98	1581
445-500	93	52	84	47	255	36	224	152	116	77	466	121	1723
500-515	144	80	91	30	293	35	273	197	107	58	407	118	1833
515-530	100	67	93	41	323	39	268	221	148	47	475	128	1950
530-545	141	80	99	94	341	68	205	202	160	44	439	93	1966
545-600	179	71	84	91	299	79	194	264	124	53	374	77	1889
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	448	309	375	213	987	248	692	593	362	221	1460	443	6351
415-515	476	290	369	176	1019	216	842	621	399	238	1595	454	6695
430-530	443	275	359	169	1101	176	954	718	468	222	1737	465	7087
445-545	478	279	367	212	1212	178	970	772	531	226	1787	460	7472
500-600	564	298	367	256	1256	221	940	884	539	202	1695	416	7638



# AM Peak-Hour Volume Count Worksheet

## AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

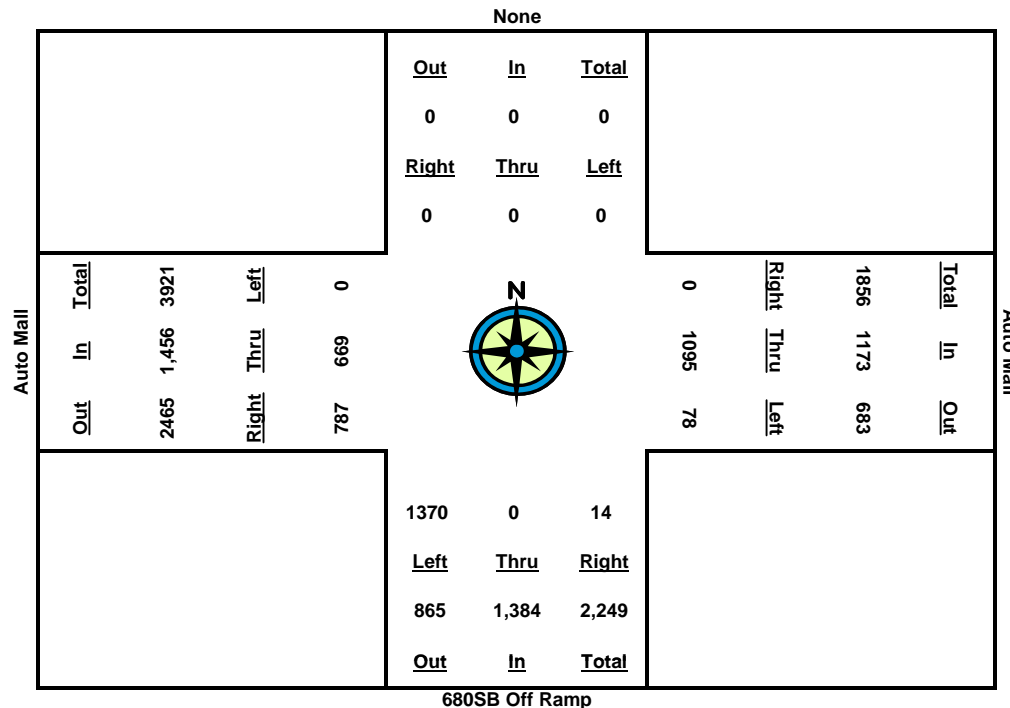
Phone 408-826-9673 Fax 408-877-1625

Date: 1/29/08 Tuesday  
 Counter: Alia and Chris  
 Intersection Name: 680SB and Auto Mall Fremont  
 Weather: Cloudy

Start Time	None				Auto Mall				680SB Off Ramp				Auto Mall			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	261	21	282	0	0	182	182	132	110	0	242
7:30	0	0	0	0	0	560	39	599	1	0	420	421	299	267	0	566
7:45	0	0	0	0	0	845	51	896	5	0	742	747	480	436	0	916
8:00	0	0	0	0	0	1,112	71	1,183	10	0	1,153	1,163	700	616	0	1,316
8:15	0	0	0	0	0	1,369	82	1,451	11	0	1,480	1,491	890	767	0	1,657
8:30	0	0	0	0	0	1,655	117	1,772	15	0	1,790	1,805	1,086	936	0	2,022
8:45	0	0	0	0	0	1,902	137	2,039	17	0	1,975	1,992	1,237	1,081	0	2,318
9:00	0	0	0	0	0	2,150	146	2,296	17	0	2,217	2,234	1,436	1,239	0	2,675

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	0	1,112	71	1,183	10	0	1,153	1,163	700	616	0	1,316	3,662
7:15 - 8:15	0	0	0	0	0	1,108	61	1,169	11	0	1,298	1,309	758	657	0	1,415	3,893
7:30 - 8:30	0	0	0	0	0	1,095	78	1,173	14	0	1,370	1,384	787	669	0	1,456	4,013
7:45 - 8:45	0	0	0	0	0	1,057	86	1,143	12	0	1,233	1,245	757	645	0	1,402	3,790
8:00 - 9:00	0	0	0	0	0	1,038	75	1,113	7	0	1,064	1,071	736	623	0	1,359	3,543
<b>Peak Volumes:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,095</b>	<b>78</b>	<b>1,173</b>	<b>14</b>	<b>0</b>	<b>1,370</b>	<b>1,384</b>	<b>787</b>	<b>669</b>	<b>0</b>	<b>1,456</b>	<b>4,013</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1,370	0	14	0	0	0	0	669	787	78	1,095	0



**PM Peak-Hour Volume Count Worksheet**

**AUTO-CENSUS**

Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Date: 1/29/08 Tuesday  
 Counter: Alia and Chris  
 Intersection Name: 680SB and Auto Mall Fremont  
 Weather: Cloudy

Start Time	None				Auto Mall				680SB Off Ramp				Auto Mall			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	154	4	158	6	0	108	114	169	398	0	567
6:30	0	0	0	0	0	280	14	294	12	0	188	200	342	714	0	1,056
6:45	0	0	0	0	0	438	22	460	12	0	276	288	518	1,049	0	1,567
7:00	0	0	0	0	0	579	29	608	16	0	357	373	677	1,362	0	2,039
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
6:00 - 7:00	0	0	0	0	0	579	29	608	16	0	357	373	677	1,362	0	2,039	3,020
x	0	0	0	0	0	-154	-4	-158	-6	0	-108	-114	-169	-398	0	-567	-839
x	0	0	0	0	0	-280	-14	-294	-12	0	-188	-200	-342	-714	0	-1,056	-1,550
x	0	0	0	0	0	-438	-22	-460	-12	0	-276	-288	-518	-1,049	0	-1,567	-2,315
x	0	0	0	0	0	-579	-29	-608	-16	0	-357	-373	-677	-1,362	0	-2,039	-3,020
<b>Peak Volumes:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>579</b>	<b>29</b>	<b>608</b>	<b>16</b>	<b>0</b>	<b>357</b>	<b>373</b>	<b>677</b>	<b>1,362</b>	<b>0</b>	<b>2,039</b>	<b>3,020</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	357	0	16	0	0	0	0	1,362	677	29	579	0

None														
						Out	In	Total						
						0	0	0						
						Right	Thru	Left						
						0	0	0						
Auto Mall	Total	2975	Left	0	Total	0	Right	1986	Total	1986	In	608	Out	1378
	In	6032	Thru	2961	Thru	579	Thru	608	Thru	608	Thru	608	Thru	608
	Out	966	Right	179	Left	29	Left	1378	Left	1378	Left	1378	Left	1378
						Left	Thru	Right						
						357	0	16						
						Left	Thru	Right						
						706	373	1,079						
						Out	In	Total						
						357	0	16						
680SB Off Ramp														



# AM Peak-Hour Volume Count Worksheet

**AUTO-CENSUS**

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

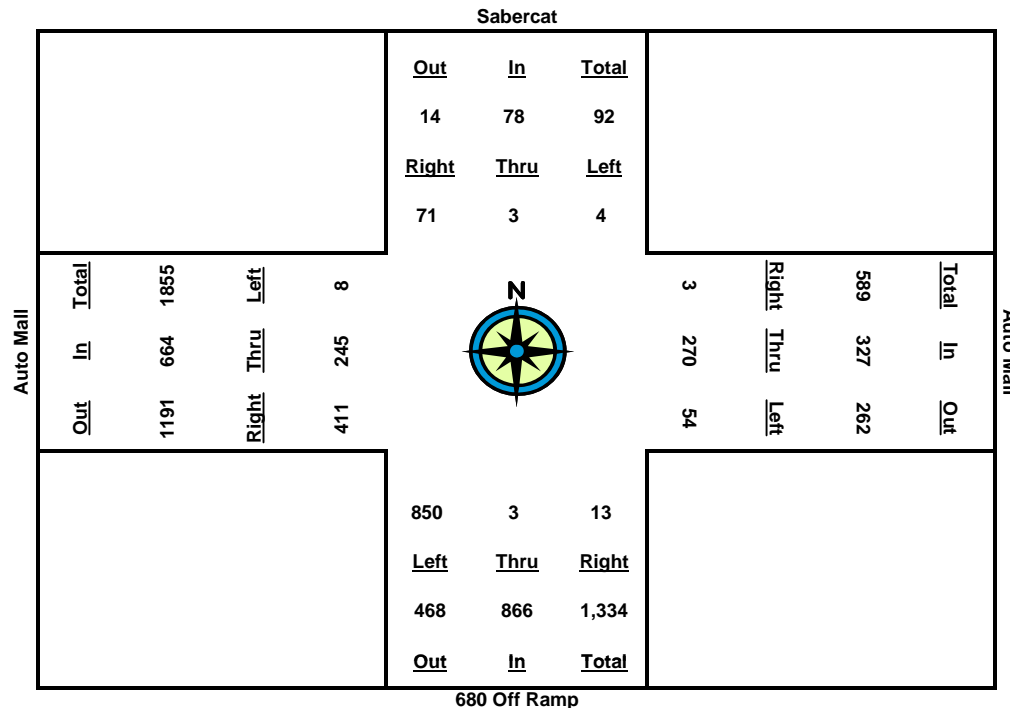
Phone 408-826-9673 Fax 408-877-1625

Date: 1/29/08  
 Counter: Patti and Ryan  
 Intersection Name: 680 NB and Auto Mall Fremont  
 Weather: cloudy

Start Time	Sabercat				Auto Mall				680 Off Ramp				Auto Mall			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	19	0	0	19	0	68	7	75	2	0	176	178	85	5	2	92
7:30	29	1	1	31	0	139	23	162	6	0	410	416	191	43	7	241
7:45	47	2	2	51	1	204	34	239	7	0	627	634	298	117	8	423
8:00	64	2	2	68	3	267	53	323	12	1	820	833	403	189	10	602
8:15	90	3	4	97	3	338	61	402	15	3	1,026	1,044	496	250	10	756
8:30	112	3	5	120	6	411	72	489	20	5	1,230	1,255	598	309	13	920
8:45	143	5	5	153	6	490	79	575	28	7	1,419	1,454	695	378	15	1,088
9:00	160	6	5	171	7	561	86	654	32	8	1,612	1,652	762	460	19	1,241

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	64	2	2	68	3	267	53	323	12	1	820	833	403	189	10	602	1,826
7:15 - 8:15	71	3	4	78	3	270	54	327	13	3	850	866	411	245	8	664	1,935
7:30 - 8:30	83	2	4	89	6	272	49	327	14	5	820	839	407	266	6	679	1,934
7:45 - 8:45	96	3	3	102	5	286	45	336	21	7	792	820	397	261	7	665	1,923
8:00 - 9:00	96	4	3	103	4	294	33	331	20	7	792	819	359	271	9	639	1,892
<b>Peak Volumes:</b>	<b>71</b>	<b>3</b>	<b>4</b>	<b>78</b>	<b>3</b>	<b>270</b>	<b>54</b>	<b>327</b>	<b>13</b>	<b>3</b>	<b>850</b>	<b>866</b>	<b>411</b>	<b>245</b>	<b>8</b>	<b>664</b>	<b>1,935</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	850	3	13	4	3	71	8	245	411	54	270	3



**PM Peak-Hour Volume Count Worksheet**

**AUTO-CENSUS**

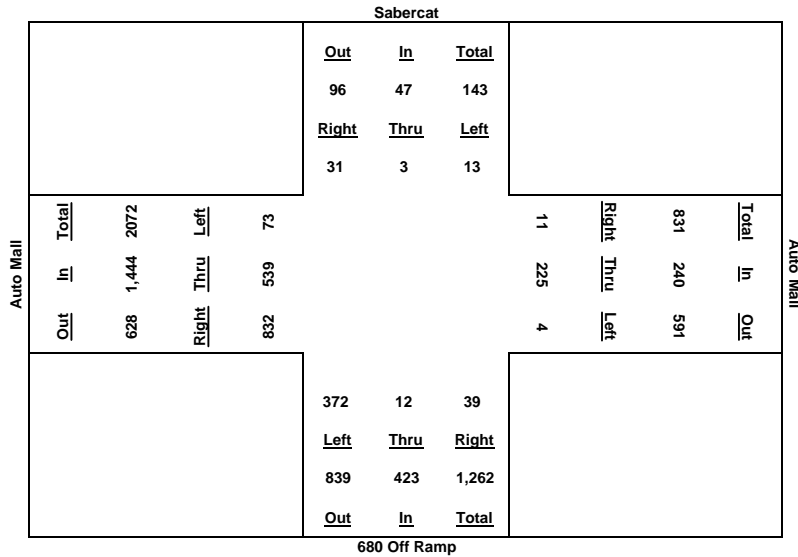
Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Date: 1/29/08  
 Counter: Patti and Ryan  
 Intersection Name: 680 NB and Auto Mall Fremont  
 Weather: cloudy

Start Time	Sabercat				Auto Mall				680 Off Ramp				Auto Mall			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6	1	4	11	2	63	1	66	9	2	99	110	228	168	20	416
6:30	19	1	11	31	3	133	1	137	22	6	176	204	396	298	31	725
6:45	24	1	11	36	10	179	4	193	29	8	265	302	636	430	53	1,119
7:00	31	3	13	0	11	225	4	240	39	12	372	423	832	539	73	1,444
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
6:00 - 7:00	31	3	13	0	11	225	4	240	39	12	372	423	832	539	73	1,444	2,107
x	-6	-1	-4	-11	-2	-63	-1	-66	-9	-2	-99	-110	-228	-168	-20	-416	-603
x	-19	-1	-11	-31	-3	-133	-1	-137	-22	-6	-176	-204	-396	-298	-31	-725	-1,097
x	-24	-1	-11	-36	-10	-179	-4	-193	-29	-8	-265	-302	-636	-430	-53	-1,119	-1,650
x	-31	-3	-13	0	-11	-225	-4	-240	-39	-12	-372	-423	-832	-539	-73	-1,444	-2,107
<b>Peak Volumes:</b>	<b>31</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>11</b>	<b>225</b>	<b>4</b>	<b>240</b>	<b>39</b>	<b>12</b>	<b>372</b>	<b>423</b>	<b>832</b>	<b>539</b>	<b>73</b>	<b>1,444</b>	<b>2,107</b>

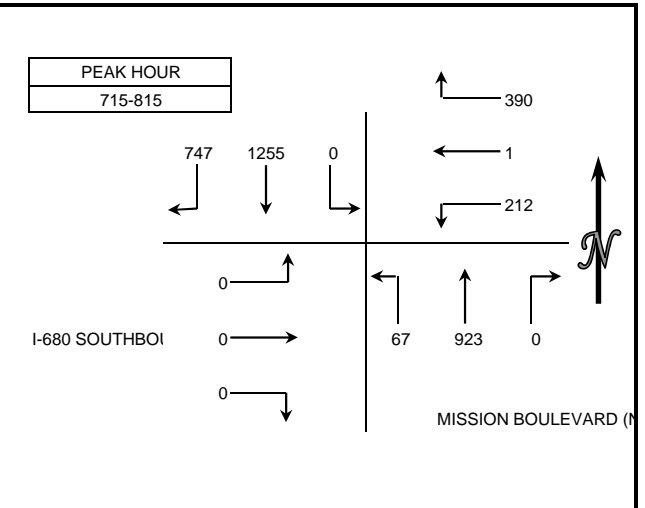
Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	372	12	39	13	3	31	73	539	832	4	225	11



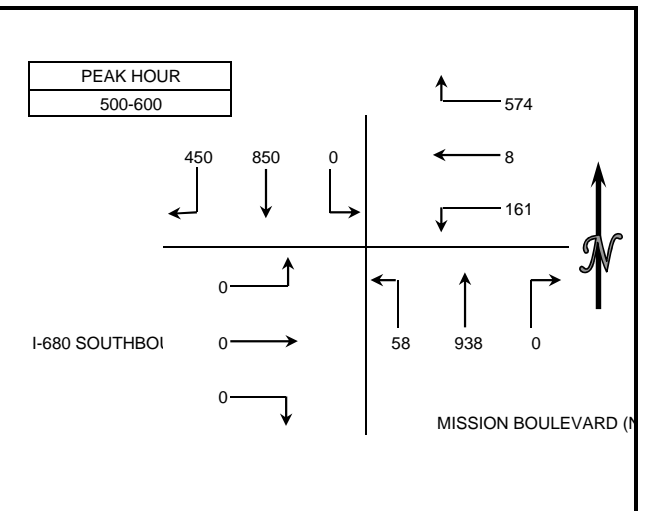
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 12, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S MISSION BOULEVARD (NORTH)  
 E/W I-680 SOUTHBOUND OFF-RAMP  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-715	163	212	0	96	1	26	0	168	18	0	0	0	684														
715-730	211	265	0	97	0	39	0	231	17	0	0	0	860														
730-745	179	352	0	85	1	46	0	300	11	0	0	0	974														
745-800	186	333	0	108	0	64	0	212	21	0	0	0	924														
800-815	171	305	0	100	0	63	0	180	18	0	0	0	837														
815-830	182	281	0	89	2	93	0	159	23	0	0	0	829														
830-845	205	311	0	63	1	66	0	150	10	0	0	0	806														
845-900	216	283	0	113	1	89	0	129	23	0	0	0	854														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
700-800	739	1162	0	386	2	175	0	911	67	0	0	0	3442														
715-815	747	1255	0	390	1	212	0	923	67	0	0	0	3595														
730-830	718	1271	0	382	3	266	0	851	73	0	0	0	3564														
745-845	744	1230	0	360	3	286	0	701	72	0	0	0	3396														
800-900	774	1180	0	365	4	311	0	618	74	0	0	0	3326														



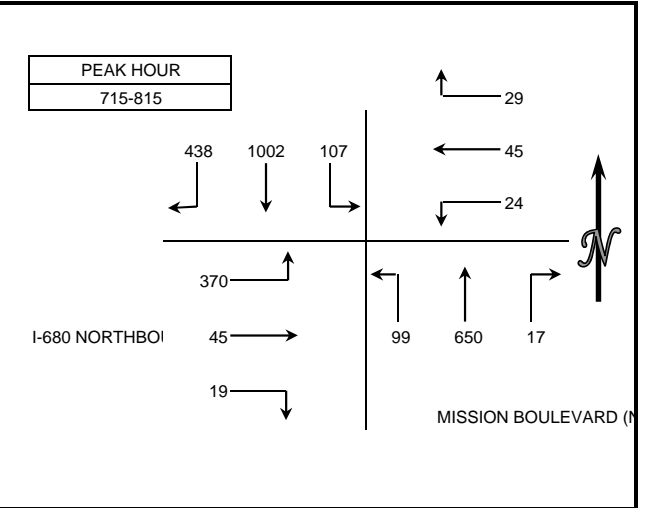
15 MIN COUNTS														4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-415	99	189	0	79	1	29	0	209	24	0	0	0	630														
415-430	109	175	0	107	1	30	0	170	13	0	0	0	605														
430-445	115	189	0	99	0	20	0	199	17	0	0	0	639														
445-500	115	222	0	108	1	30	0	208	10	0	0	0	694														
500-515	108	192	0	107	3	36	0	223	13	0	0	0	682														
515-530	116	233	0	157	1	37	0	237	17	0	0	0	798														
530-545	100	202	0	152	2	43	0	240	13	0	0	0	752														
545-600	126	223	0	158	2	45	0	238	15	0	0	0	807														
HOOR TOTALS																											
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL														
400-500	438	775	0	393	3	109	0	786	64	0	0	0	2568														
415-515	447	778	0	421	5	116	0	800	53	0	0	0	2620														
430-530	454	836	0	471	5	123	0	867	57	0	0	0	2813														
445-545	439	849	0	524	7	146	0	908	53	0	0	0	2926														
500-600	450	850	0	574	8	161	0	938	58	0	0	0	3039														



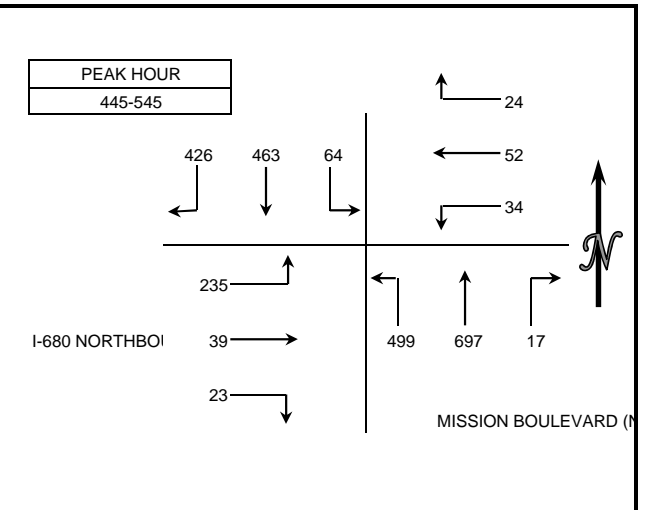
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 12, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S MISSION BOULEVARD (NORTH)  
 E/W I-680 NORTHBOUND OFF-RAMP  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-715	65	132	37	12	16	5	0	88	17	1	18	69	460	
715-730	95	217	30	8	11	5	4	160	19	3	10	108	670	
730-745	94	271	25	4	14	4	3	203	28	2	16	90	754	
745-800	137	263	22	11	11	5	8	168	31	6	10	89	761	
800-815	112	251	30	6	9	10	2	119	21	8	9	83	660	
815-830	102	194	50	6	10	7	3	99	38	5	18	66	598	
830-845	129	204	29	7	10	11	0	98	24	6	9	65	592	
845-900	99	228	27	13	8	7	3	76	30	4	7	48	550	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-800	391	883	114	35	52	19	15	619	95	12	54	356	2645	
715-815	438	1002	107	29	45	24	17	650	99	19	45	370	2845	
730-830	445	979	127	27	44	26	16	589	118	21	53	328	2773	
745-845	480	912	131	30	40	33	13	484	114	25	46	303	2611	
800-900	442	877	136	32	37	35	8	392	113	23	43	262	2400	



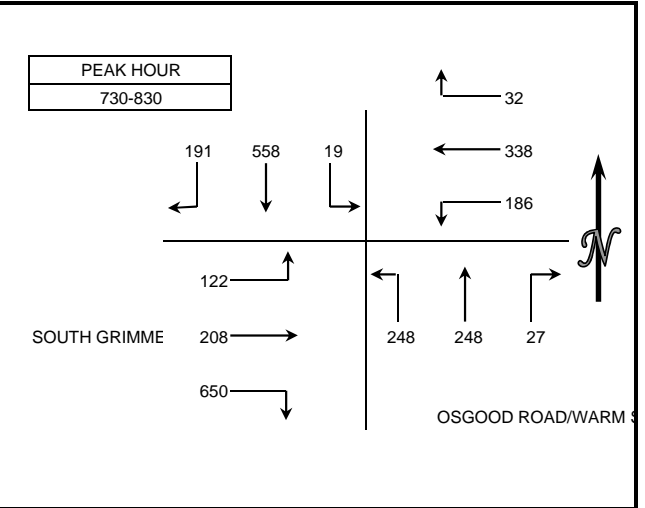
15 MIN COUNTS														4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	87	119	17	11	14	7	0	145	70	6	43	73	592	
415-430	93	75	14	6	14	4	9	133	115	6	12	48	529	
430-445	84	80	16	8	14	5	4	147	140	6	9	54	567	
445-500	117	130	14	5	12	6	2	151	121	7	11	57	633	
500-515	82	89	17	5	16	9	5	186	138	7	12	50	616	
515-530	138	145	11	6	9	9	4	177	114	3	8	57	681	
530-545	89	99	22	8	15	10	6	183	126	6	8	71	643	
545-600	83	134	17	6	16	16	3	160	59	2	11	71	578	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-500	381	404	61	30	54	22	15	576	446	25	75	232	2321	
415-515	376	374	61	24	56	24	20	617	514	26	44	209	2345	
430-530	421	444	58	24	51	29	15	661	513	23	40	218	2497	
445-545	426	463	64	24	52	34	17	697	499	23	39	235	2573	
500-600	392	467	67	25	56	44	18	706	437	18	39	249	2518	



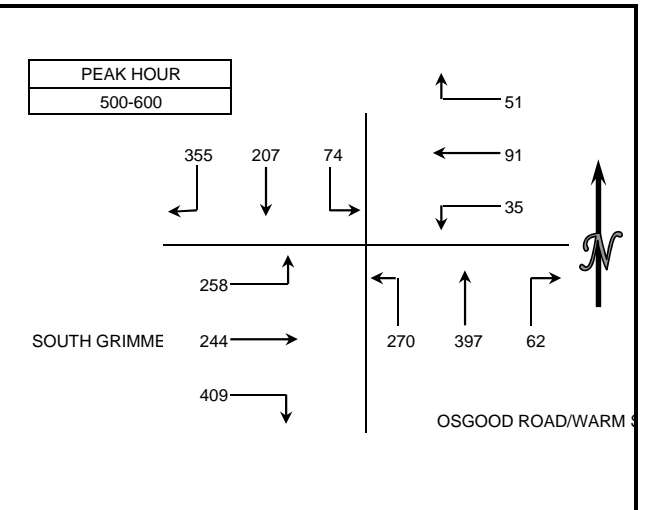
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S OSGOOD ROAD/WARM SPRINGS BOULEVARD  
 E/W SOUTH GRIMMER BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS														7:00 AM TO 9:00 AM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-715	29	68	1	8	41	12	4	61	84	77	56	18	459	
715-730	34	64	2	5	58	19	3	42	51	139	89	25	531	
730-745	50	80	2	9	93	34	4	52	48	190	89	45	696	
745-800	42	179	5	5	103	45	9	70	71	167	43	32	771	
800-815	51	163	9	9	74	55	6	66	71	169	46	28	747	
815-830	48	136	3	9	68	52	8	60	58	124	30	17	613	
830-845	40	105	0	13	88	42	8	56	40	128	22	17	559	
845-900	41	129	3	11	66	41	8	56	37	126	22	29	569	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
700-800	155	391	10	27	295	110	20	225	254	573	277	120	2457	
715-815	177	486	18	28	328	153	22	230	241	665	267	130	2745	
730-830	191	558	19	32	338	186	27	248	248	650	208	122	2827	
745-845	181	583	17	36	333	194	31	252	240	588	141	94	2690	
800-900	180	533	15	42	296	190	30	238	206	547	120	91	2488	



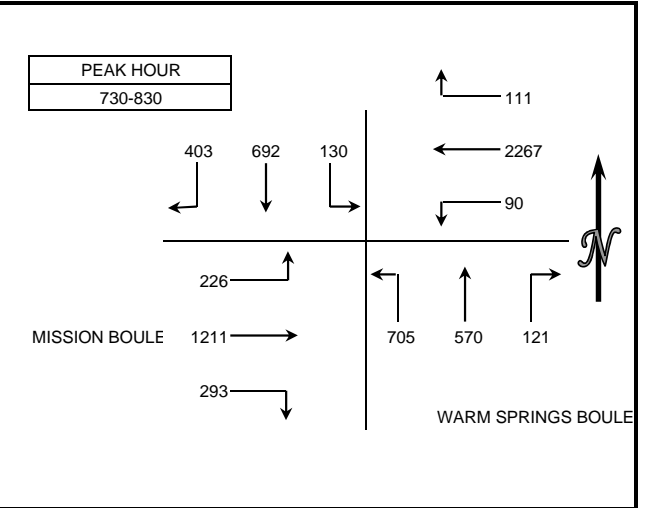
15 MIN COUNTS														4:00 PM TO 6:00 PM
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	62	60	14	12	20	7	17	118	70	98	65	72	615	
415-430	41	46	13	17	21	13	7	102	54	96	71	83	564	
430-445	67	69	14	15	24	12	15	118	57	108	54	96	649	
445-500	58	70	11	14	18	9	13	89	50	89	71	42	534	
500-515	71	59	13	13	17	12	17	103	77	119	79	68	648	
515-530	57	54	15	14	24	9	16	96	52	95	51	87	570	
530-545	146	41	21	11	26	8	15	85	74	76	57	48	608	
545-600	81	53	25	13	24	6	14	113	67	119	57	55	627	
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-500	228	245	52	58	83	41	52	427	231	391	261	293	2362	
415-515	237	244	51	59	80	46	52	412	238	412	275	289	2395	
430-530	253	252	53	56	83	42	61	406	236	411	255	293	2401	
445-545	332	224	60	52	85	38	61	373	253	379	258	245	2360	
500-600	355	207	74	51	91	35	62	397	270	409	244	258	2453	



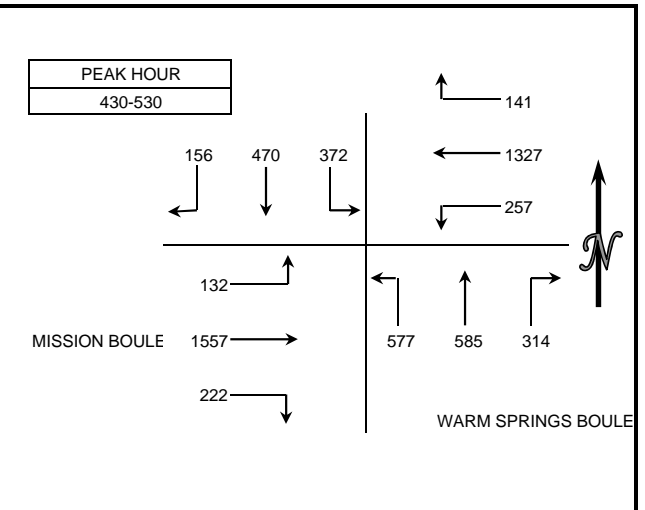
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT GENERAL PLAN EIR  
 DATE: TUESDAY, FEBRUARY 5, 2008  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S WARM SPRINGS BOULEVARD AND E/W MISSION BOULEVARD  
 CITY: FREMONT

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	93	100	29	39	648	25	23	101	144	68	231	36	1537
715-730	74	138	22	20	629	18	16	97	115	59	195	20	1403
730-745	81	150	30	31	586	24	21	122	149	59	234	57	1544
745-800	97	187	46	39	534	20	32	160	186	85	277	45	1708
800-815	123	201	32	25	606	28	42	171	202	62	359	76	1927
815-830	102	154	22	16	541	18	26	117	168	87	341	48	1640
830-845	122	123	38	13	514	17	30	114	184	56	209	35	1455
845-900	67	118	36	14	568	27	24	111	180	61	160	61	1427
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	345	575	127	129	2397	87	92	480	594	271	937	158	6192
715-815	375	676	130	115	2355	90	111	550	652	265	1065	198	6582
730-830	403	692	130	111	2267	90	121	570	705	293	1211	226	6819
745-845	444	665	138	93	2195	83	130	562	740	290	1186	204	6730
800-900	414	596	128	68	2229	90	122	513	734	266	1069	220	6449



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	37	105	53	32	288	72	67	138	117	56	341	21	1327
415-430	44	112	74	42	330	76	87	119	131	55	353	34	1457
430-445	44	121	102	51	307	53	72	135	130	51	435	29	1530
445-500	45	121	85	41	351	66	68	149	147	68	400	33	1574
500-515	30	104	96	23	330	68	85	132	153	52	389	34	1496
515-530	37	124	89	26	339	70	89	169	147	51	333	36	1510
530-545	24	107	74	19	308	75	102	133	160	87	373	42	1504
545-600	22	120	73	24	350	63	81	179	162	73	359	41	1547
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	170	459	314	166	1276	267	294	541	525	230	1529	117	5888
415-515	163	458	357	157	1318	263	312	535	561	226	1577	130	6057
430-530	156	470	372	141	1327	257	314	585	577	222	1557	132	6110
445-545	136	456	344	109	1328	279	344	583	607	258	1495	145	6084
500-600	113	455	332	92	1327	276	357	613	622	263	1454	153	6057



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : warm-warren2-a  
Site Code : 9  
Start Date : 11/15/2007  
Page No : 1

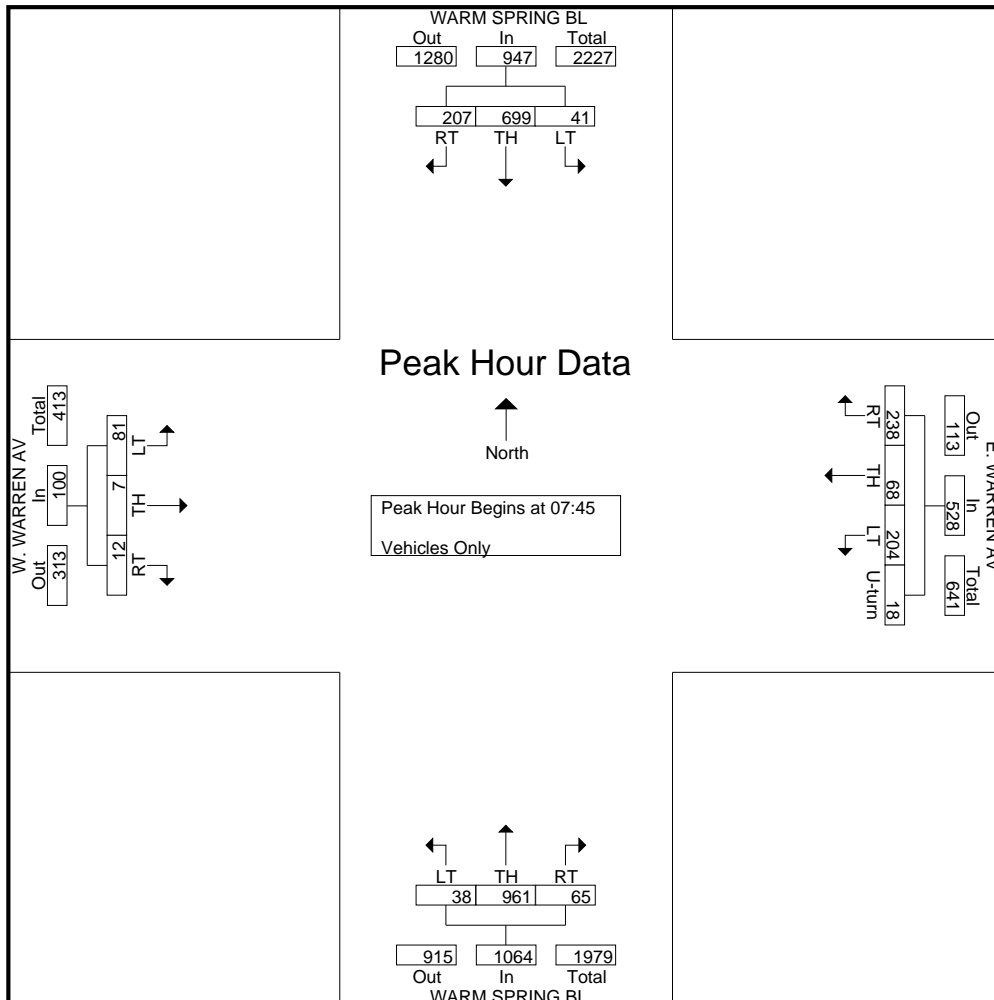
Groups Printed- Vehicles Only

Start Time	WARM SPRING BL Southbound				E. WARREN AV Westbound					WARM SPRING BL Northbound				W. WARREN AV Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	46	87	1	134	51	6	21	3	81	2	95	3	100	4	0	16	20	335
07:15	36	103	6	145	50	7	17	2	76	3	134	5	142	1	0	16	17	380
07:30	39	119	3	161	64	7	23	3	97	2	236	5	243	2	1	9	12	513
07:45	41	165	8	214	55	12	38	4	109	6	233	3	242	3	1	19	23	588
Total	162	474	18	654	220	32	99	12	363	13	698	16	727	10	2	60	72	1816
08:00	58	204	13	275	47	13	59	6	125	17	227	7	251	3	0	24	27	678
08:15	60	181	16	257	64	14	64	5	147	34	259	15	308	2	1	25	28	740
08:30	48	149	4	201	72	29	43	3	147	8	242	13	263	4	5	13	22	633
08:45	68	130	6	204	39	28	30	4	101	6	203	7	216	4	1	27	32	553
Total	234	664	39	937	222	84	196	18	520	65	931	42	1038	13	7	89	109	2604
Grand Total	396	1138	57	1591	442	116	295	30	883	78	1629	58	1765	23	9	149	181	4420
Apprch %	24.9	71.5	3.6		50.1	13.1	33.4	3.4		4.4	92.3	3.3		12.7	5	82.3		
Total %	9	25.7	1.3	36	10	2.6	6.7	0.7	20	1.8	36.9	1.3	39.9	0.5	0.2	3.4	4.1	

Start Time	WARM SPRING BL Southbound				E. WARREN AV Westbound					WARM SPRING BL Northbound				W. WARREN AV Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:45	41	165	8	214	55	12	38	4	109	6	233	3	242	3	1	19	23	588
08:00	58	204	13	275	47	13	59	6	125	17	227	7	251	3	0	24	27	678
08:15	60	181	16	257	64	14	64	5	147	34	259	15	308	2	1	25	28	740
08:30	48	149	4	201	72	29	43	3	147	8	242	13	263	4	5	13	22	633
Total Volume	207	699	41	947	238	68	204	18	528	65	961	38	1064	12	7	81	100	2639
% App. Total	21.9	73.8	4.3		45.1	12.9	38.6	3.4		6.1	90.3	3.6		12	7	81		
PHF	.863	.857	.641	.861	.826	.586	.797	.750	.898	.478	.928	.633	.864	.750	.350	.810	.893	.892

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

Peak Hour for Entire Intersection Begins at 07:45



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : warm-warren2-p  
Site Code : 9  
Start Date : 11/15/2007  
Page No : 1

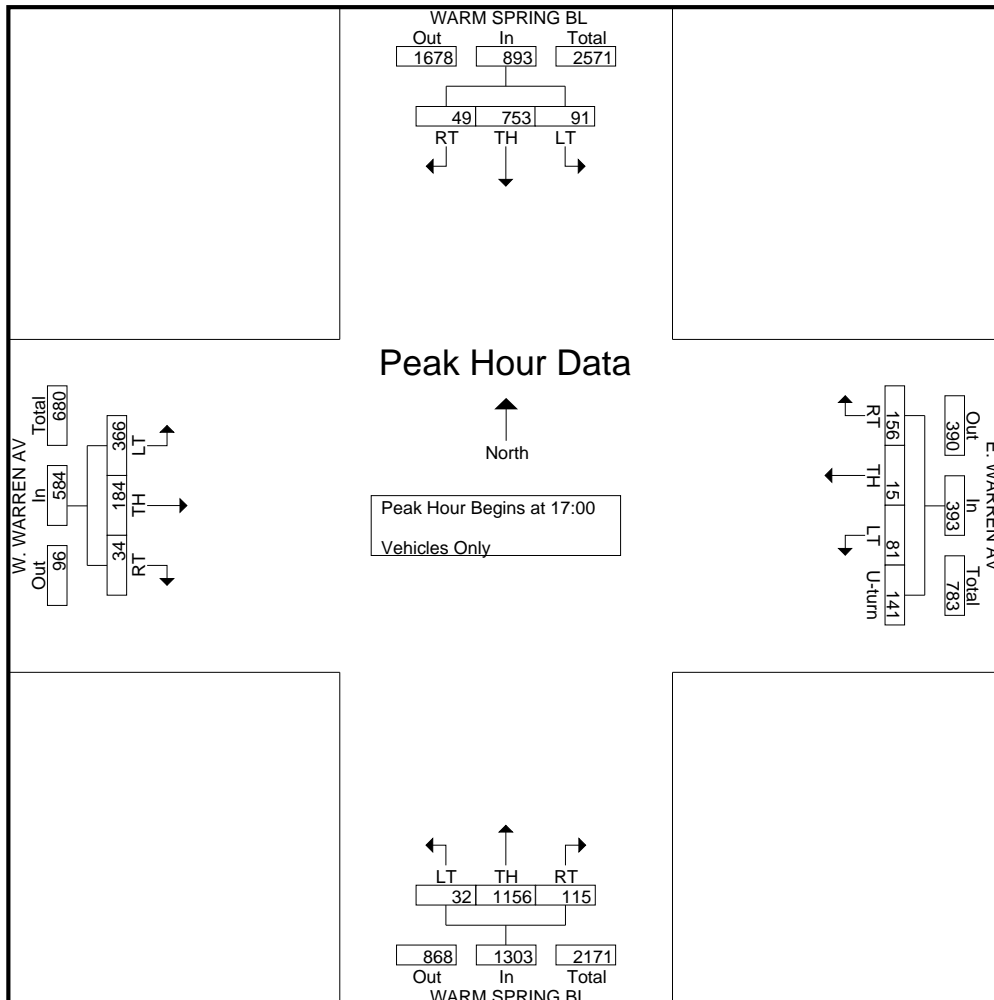
Groups Printed- Vehicles Only

Start Time	WARM SPRING BL Southbound				E. WARREN AV Westbound					WARM SPRING BL Northbound				W. WARREN AV Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	47	127	18	192	23	6	16	24	69	10	202	8	220	11	7	41	59	540
16:15	15	124	17	156	19	4	20	24	67	24	180	7	211	20	36	63	119	553
16:30	24	135	21	180	25	5	21	21	72	26	266	6	298	34	27	91	152	702
16:45	18	140	15	173	14	4	18	22	58	22	259	7	288	26	28	86	140	659
Total	104	526	71	701	81	19	75	91	266	82	907	28	1017	91	98	281	470	2454
17:00	14	173	18	205	33	6	15	31	85	23	297	8	328	10	37	86	133	751
17:15	10	191	24	225	48	4	15	40	107	13	287	3	303	4	49	92	145	780
17:30	12	187	28	227	32	4	23	30	89	40	287	14	341	8	54	96	158	815
17:45	13	202	21	236	43	1	28	40	112	39	285	7	331	12	44	92	148	827
Total	49	753	91	893	156	15	81	141	393	115	1156	32	1303	34	184	366	584	3173
Grand Total	153	1279	162	1594	237	34	156	232	659	197	2063	60	2320	125	282	647	1054	5627
Apprch %	9.6	80.2	10.2		36	5.2	23.7	35.2		8.5	88.9	2.6		11.9	26.8	61.4		
Total %	2.7	22.7	2.9	28.3	4.2	0.6	2.8	4.1	11.7	3.5	36.7	1.1	41.2	2.2	5	11.5	18.7	

Start Time	WARM SPRING BL Southbound				E. WARREN AV Westbound					WARM SPRING BL Northbound				W. WARREN AV Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	47	127	18	192	23	6	16	24	69	10	202	8	220	11	7	41	59	540
16:15	15	124	17	156	19	4	20	24	67	24	180	7	211	20	36	63	119	553
16:30	24	135	21	180	25	5	21	21	72	26	266	6	298	34	27	91	152	702
16:45	18	140	15	173	14	4	18	22	58	22	259	7	288	26	28	86	140	659
Total	104	526	71	701	81	19	75	91	266	82	907	28	1017	91	98	281	470	2454
17:00	14	173	18	205	33	6	15	31	85	23	297	8	328	10	37	86	133	751
17:15	10	191	24	225	48	4	15	40	107	13	287	3	303	4	49	92	145	780
17:30	12	187	28	227	32	4	23	30	89	40	287	14	341	8	54	96	158	815
17:45	13	202	21	236	43	1	28	40	112	39	285	7	331	12	44	92	148	827
Total	49	753	91	893	156	15	81	141	393	115	1156	32	1303	34	184	366	584	3173
Total Volume	49	753	91	893	156	15	81	141	393	115	1156	32	1303	34	184	366	584	3173
% App. Total	5.5	84.3	10.2		39.7	3.8	20.6	35.9		8.8	88.7	2.5		5.8	31.5	62.7		
PHF	.875	.932	.813	.946	.813	.625	.723	.881	.877	.719	.973	.571	.955	.708	.852	.953	.924	.959

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00





MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : warm-kato1-a  
Site Code : 8  
Start Date : 11/14/2007  
Page No : 1

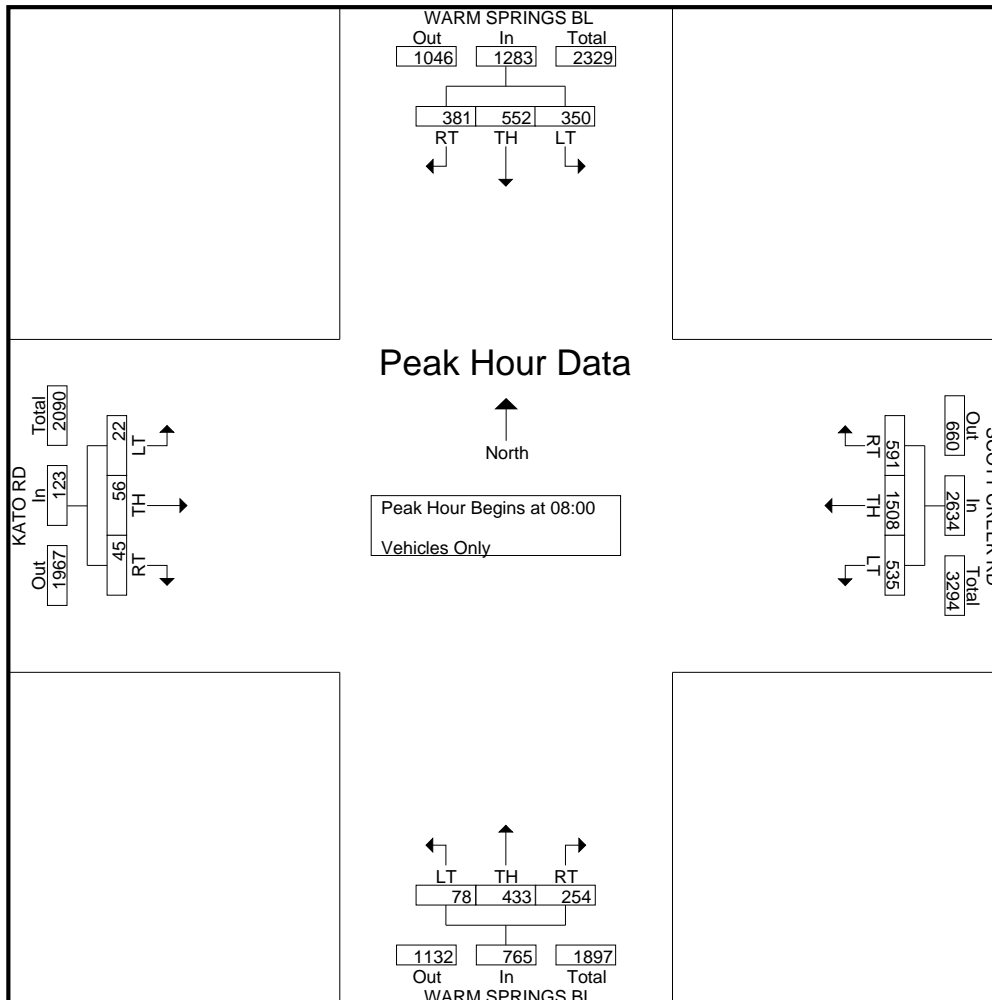
Groups Printed- Vehicles Only

Start Time	WARM SPRINGS BL Southbound				SCOTT CREEK RD Westbound				WARM SPRINGS BL Northbound				KATO RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	28	75	29	132	75	340	121	536	44	55	6	105	2	8	0	10	783
07:15	42	63	23	128	91	266	119	476	42	56	15	113	1	6	2	9	726
07:30	51	105	36	192	147	346	102	595	54	91	10	155	6	9	0	15	957
07:45	62	116	76	254	172	462	121	755	69	131	19	219	8	9	6	23	1251
Total	183	359	164	706	485	1414	463	2362	209	333	50	592	17	32	8	57	3717
08:00	53	106	59	218	136	400	137	673	72	110	20	202	2	20	6	28	1121
08:15	111	159	85	355	174	392	108	674	70	106	15	191	7	8	6	21	1241
08:30	68	131	93	292	135	424	160	719	60	81	17	158	4	10	4	18	1187
08:45	149	156	113	418	146	292	130	568	52	136	26	214	32	18	6	56	1256
Total	381	552	350	1283	591	1508	535	2634	254	433	78	765	45	56	22	123	4805
Grand Total	564	911	514	1989	1076	2922	998	4996	463	766	128	1357	62	88	30	180	8522
Apprch %	28.4	45.8	25.8		21.5	58.5	20		34.1	56.4	9.4		34.4	48.9	16.7		
Total %	6.6	10.7	6	23.3	12.6	34.3	11.7	58.6	5.4	9	1.5	15.9	0.7	1	0.4	2.1	

Start Time	WARM SPRINGS BL Southbound				SCOTT CREEK RD Westbound				WARM SPRINGS BL Northbound				KATO RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
08:00	53	106	59	218	136	400	137	673	<b>72</b>	110	20	202	2	<b>20</b>	<b>6</b>	28	1121
08:15	111	<b>159</b>	85	355	<b>174</b>	392	108	674	70	106	15	191	7	8	6	21	1241
08:30	68	131	93	292	135	<b>424</b>	<b>160</b>	<b>719</b>	60	81	17	158	4	10	4	18	1187
08:45	<b>149</b>	156	<b>113</b>	<b>418</b>	146	292	130	568	52	<b>136</b>	<b>26</b>	<b>214</b>	<b>32</b>	18	6	<b>56</b>	<b>1256</b>
Total Volume	381	552	350	1283	591	1508	535	2634	254	433	78	765	45	56	22	123	4805
% App. Total	29.7	43	27.3		22.4	57.3	20.3		33.2	56.6	10.2		36.6	45.5	17.9		
PHF	.639	.868	.774	.767	.849	.889	.836	.916	.882	.796	.750	.894	.352	.700	.917	.549	.956

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

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : warm-kato2-p  
Site Code : 8  
Start Date : 11/15/2007  
Page No : 1

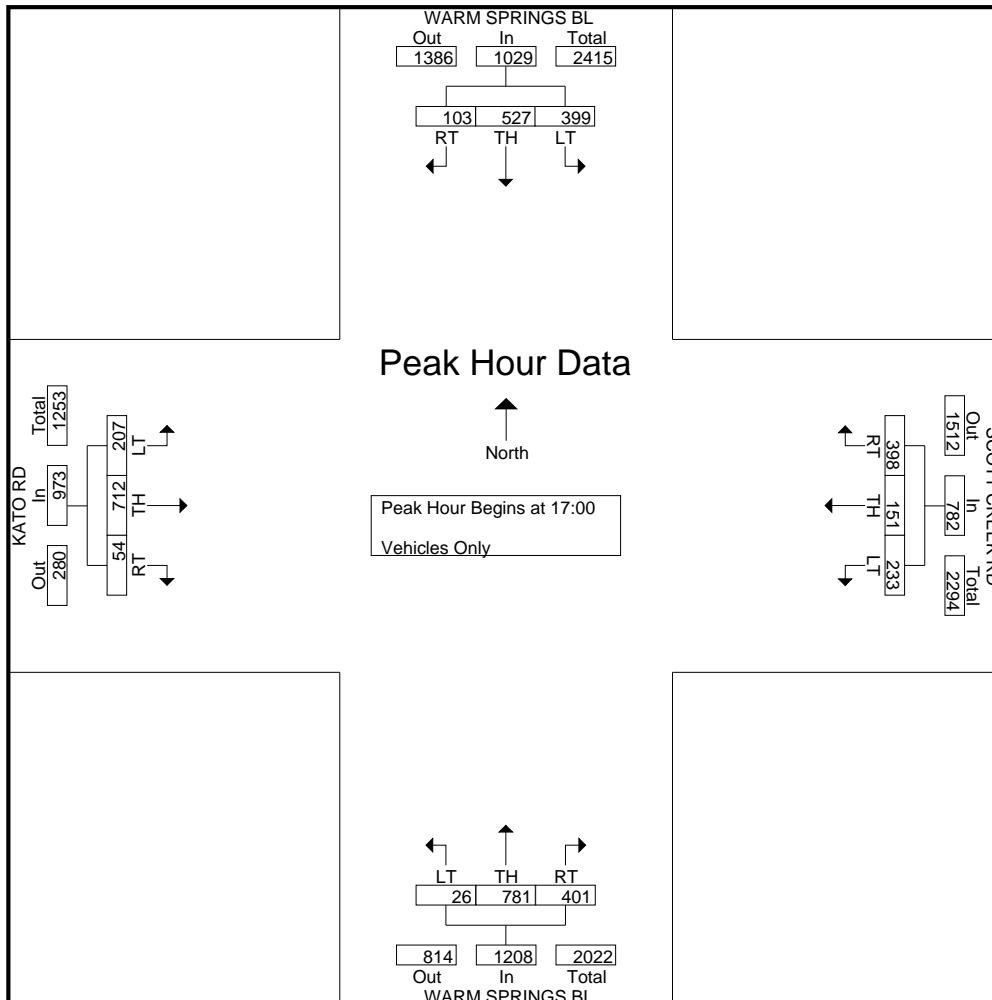
Groups Printed- Vehicles Only

Start Time	WARM SPRINGS BL Southbound				SCOTT CREEK RD Westbound				WARM SPRINGS BL Northbound				KATO RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	40	110	81	231	62	43	37	142	96	121	8	225	21	134	36	191	789
16:15	23	139	86	248	43	27	43	113	90	135	10	235	5	116	34	155	751
16:30	21	117	119	257	103	23	34	160	108	135	2	245	27	192	61	280	942
16:45	24	141	130	295	87	20	50	157	106	143	4	253	20	112	36	168	873
Total	108	507	416	1031	295	113	164	572	400	534	24	958	73	554	167	794	3355
17:00	33	150	133	316	78	36	62	176	124	170	5	299	12	130	45	187	978
17:15	21	147	88	256	104	42	41	187	115	194	4	313	14	158	62	234	990
17:30	25	123	104	252	98	47	60	205	83	236	9	328	16	240	71	327	1112
17:45	24	107	74	205	118	26	70	214	79	181	8	268	12	184	29	225	912
Total	103	527	399	1029	398	151	233	782	401	781	26	1208	54	712	207	973	3992
Grand Total	211	1034	815	2060	693	264	397	1354	801	1315	50	2166	127	1266	374	1767	7347
Approch %	10.2	50.2	39.6		51.2	19.5	29.3		37	60.7	2.3		7.2	71.6	21.2		
Total %	2.9	14.1	11.1	28	9.4	3.6	5.4	18.4	10.9	17.9	0.7	29.5	1.7	17.2	5.1	24.1	

Start Time	WARM SPRINGS BL Southbound				SCOTT CREEK RD Westbound				WARM SPRINGS BL Northbound				KATO RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
17:00	33	150	133	316	78	36	62	176	124	170	5	299	12	130	45	187	978
17:15	21	147	88	256	104	42	41	187	115	194	4	313	14	158	62	234	990
17:30	25	123	104	252	98	47	60	205	83	236	9	328	16	240	71	327	1112
17:45	24	107	74	205	118	26	70	214	79	181	8	268	12	184	29	225	912
Total Volume	103	527	399	1029	398	151	233	782	401	781	26	1208	54	712	207	973	3992
% App. Total	10	51.2	38.8		50.9	19.3	29.8		33.2	64.7	2.2		5.5	73.2	21.3		
PHF	.780	.878	.750	.814	.843	.803	.832	.914	.808	.827	.722	.921	.844	.742	.729	.744	.897

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : 680sb-scott2-a  
Site Code : 24  
Start Date : 11/7/2007  
Page No : 1

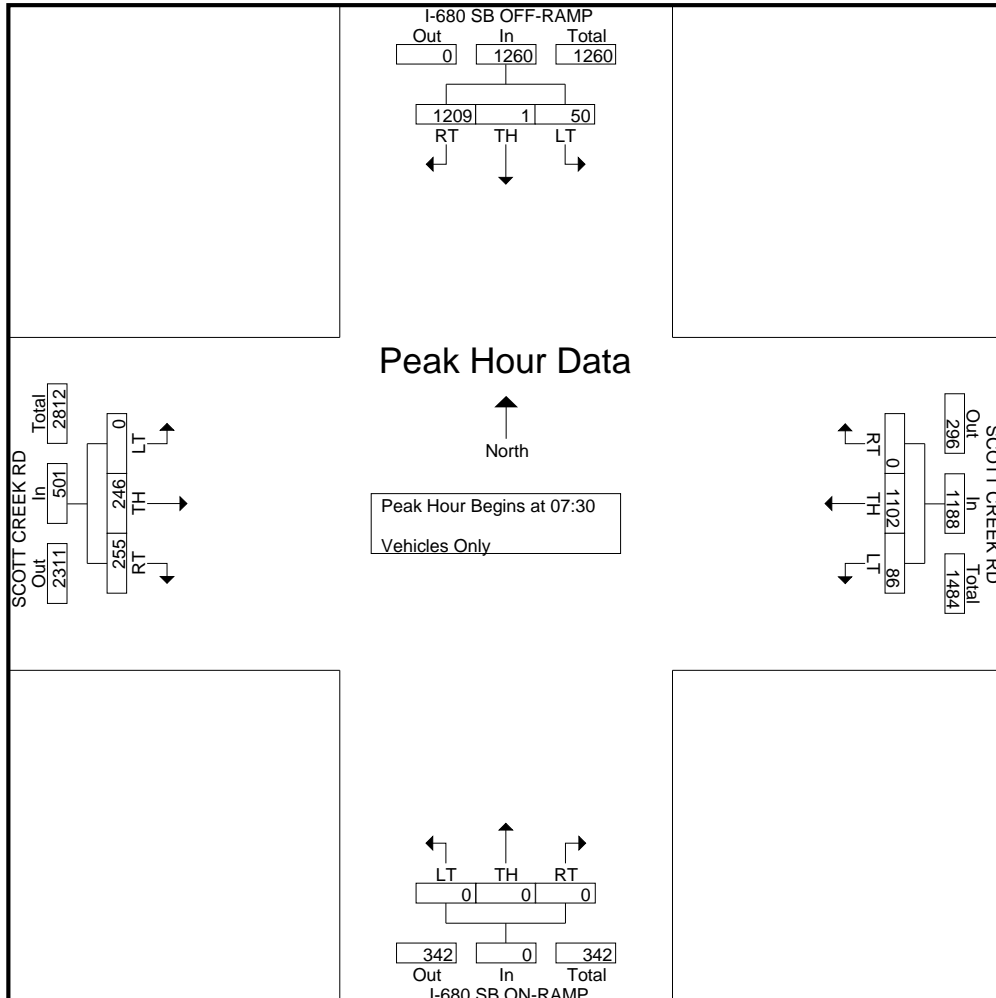
Groups Printed- Vehicles Only

Start Time	I-680 SB OFF-RAMP Southbound				SCOTT CREEK RD Westbound				I-680 SB ON-RAMP Northbound				SCOTT CREEK RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	226	0	5	231	0	162	17	179	0	0	0	0	43	37	0	80	490
07:15	250	0	4	254	0	206	14	220	0	0	0	0	45	43	0	88	562
07:30	291	0	3	294	0	286	29	315	0	0	0	0	59	69	0	128	737
07:45	327	0	13	340	0	330	19	349	0	0	0	0	67	59	0	126	815
Total	1094	0	25	1119	0	984	79	1063	0	0	0	0	214	208	0	422	2604
08:00	274	0	18	292	0	238	21	259	0	0	0	0	73	62	0	135	686
08:15	317	1	16	334	0	248	17	265	0	0	0	0	56	56	0	112	711
08:30	277	1	5	283	0	240	23	263	0	0	0	0	75	55	0	130	676
08:45	318	1	16	335	0	235	18	253	0	0	0	0	52	39	0	91	679
Total	1186	3	55	1244	0	961	79	1040	0	0	0	0	256	212	0	468	2752
Grand Total	2280	3	80	2363	0	1945	158	2103	0	0	0	0	470	420	0	890	5356
Apprch %	96.5	0.1	3.4		0	92.5	7.5		0	0	0	0	52.8	47.2	0		
Total %	42.6	0.1	1.5	44.1	0	36.3	2.9	39.3	0	0	0	0	8.8	7.8	0	16.6	

Start Time	I-680 SB OFF-RAMP Southbound				SCOTT CREEK RD Westbound				I-680 SB ON-RAMP Northbound				SCOTT CREEK RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:30	291	0	3	294	0	286	29	315	0	0	0	0	59	69	0	128	737
07:45	327	0	13	340	0	330	19	349	0	0	0	0	67	59	0	126	815
08:00	274	0	18	292	0	238	21	259	0	0	0	0	73	62	0	135	686
08:15	317	1	16	334	0	248	17	265	0	0	0	0	56	56	0	112	711
Total Volume	1209	1	50	1260	0	1102	86	1188	0	0	0	0	255	246	0	501	2949
% App. Total	96	0.1	4		0	92.8	7.2		0	0	0	0	50.9	49.1	0		
PHF	.924	.250	.694	.926	.000	.835	.741	.851	.000	.000	.000	.000	.873	.891	.000	.928	.905

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

Peak Hour for Entire Intersection Begins at 07:30



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : 680sb-scott2-p  
Site Code : 24  
Start Date : 11/7/2007  
Page No : 1

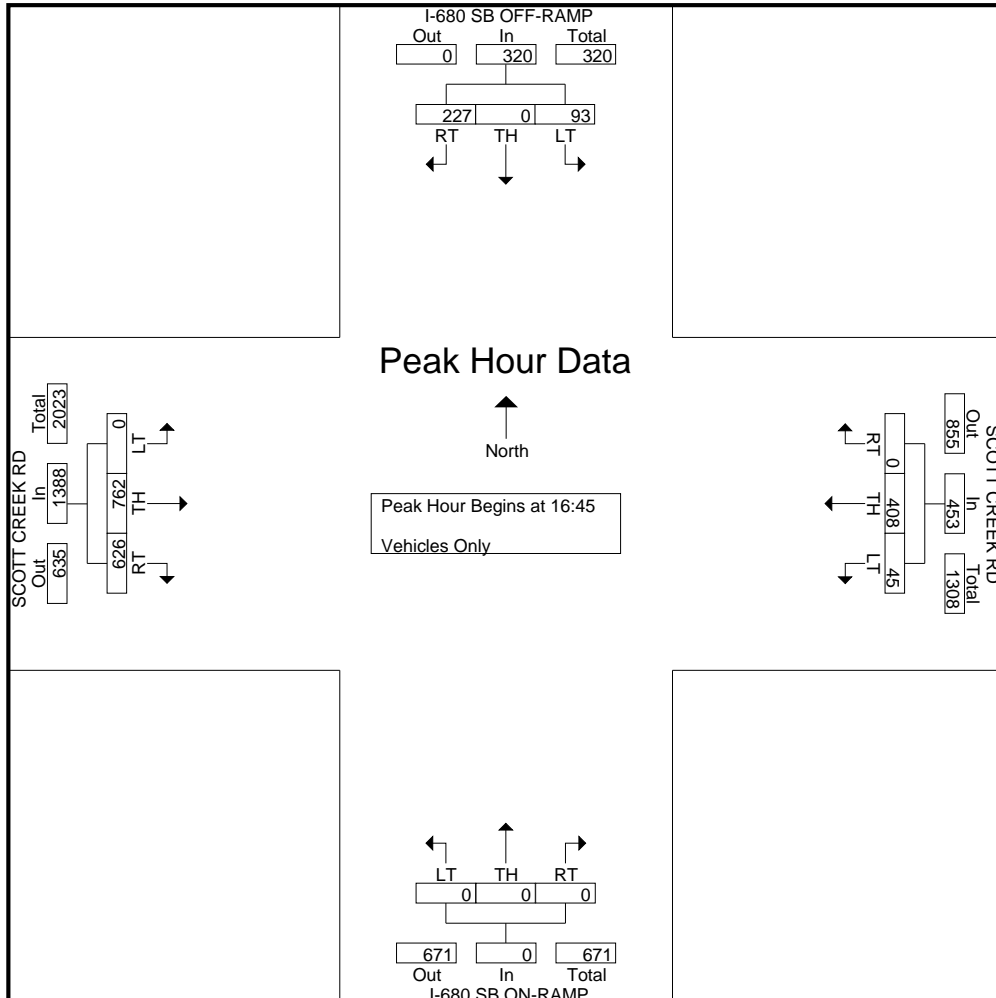
Groups Printed- Vehicles Only

Start Time	I-680 SB OFF-RAMP Southbound				SCOTT CREEK RD Westbound				I-680 SB ON-RAMP Northbound				SCOTT CREEK RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	42	1	10	53	0	55	6	61	0	0	0	0	170	183	0	353	467
16:15	44	0	27	71	0	74	14	88	0	0	0	0	101	150	0	251	410
16:30	39	1	23	63	0	59	14	73	0	0	0	0	219	163	0	382	518
16:45	51	0	17	68	0	92	14	106	0	0	0	0	153	181	0	334	508
Total	176	2	77	255	0	280	48	328	0	0	0	0	643	677	0	1320	1903
17:00	56	0	24	80	0	86	21	107	0	0	0	0	180	202	0	382	569
17:15	60	0	29	89	0	111	5	116	0	0	0	0	148	185	0	333	538
17:30	60	0	23	83	0	119	5	124	0	0	0	0	145	194	0	339	546
17:45	59	0	40	99	0	109	7	116	0	0	0	0	113	178	0	291	506
Total	235	0	116	351	0	425	38	463	0	0	0	0	586	759	0	1345	2159
Grand Total	411	2	193	606	0	705	86	791	0	0	0	0	1229	1436	0	2665	4062
Apprch %	67.8	0.3	31.8		0	89.1	10.9		0	0	0	0	46.1	53.9	0		
Total %	10.1	0	4.8	14.9	0	17.4	2.1	19.5	0	0	0	0	30.3	35.4	0	65.6	

Start Time	I-680 SB OFF-RAMP Southbound				SCOTT CREEK RD Westbound				I-680 SB ON-RAMP Northbound				SCOTT CREEK RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:45	51	0	17	68	0	92	14	106	0	0	0	0	153	181	0	334	508
17:00	56	0	24	80	0	86	21	107	0	0	0	0	180	202	0	382	569
17:15	60	0	29	89	0	111	5	116	0	0	0	0	148	185	0	333	538
17:30	60	0	23	83	0	119	5	124	0	0	0	0	145	194	0	339	546
Total Volume	227	0	93	320	0	408	45	453	0	0	0	0	626	762	0	1388	2161
% App. Total	70.9	0	29.1		0	90.1	9.9		0	0	0	0	45.1	54.9	0		
PHF	.946	.000	.802	.899	.000	.857	.536	.913	.000	.000	.000	.000	.869	.943	.000	.908	.949

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45



MARKS TRAFFIC DATA

CITY OF SAN FRANCISCO

CHS  
Mietek 916-806-0250

File Name : 680nb-scott1-a  
Site Code : 25  
Start Date : 10/31/2007  
Page No : 1

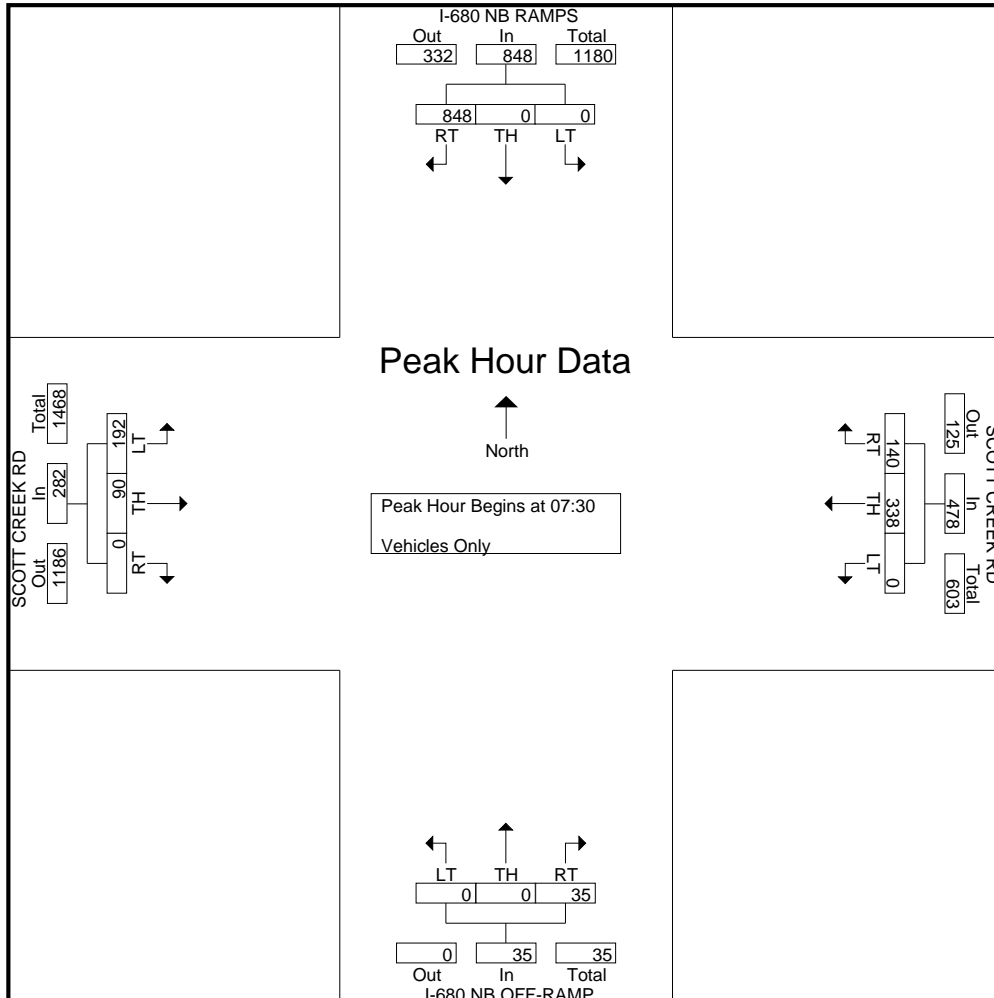
Groups Printed- Vehicles Only

Start Time	I-680 NB RAMPS Southbound				SCOTT CREEK RD Westbound				I-680 NB OFF-RAMP Northbound				SCOTT CREEK RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	118	0	0	118	15	42	0	57	1	0	0	1	0	16	22	38	214
07:15	137	0	0	137	16	55	0	71	8	0	0	8	0	12	28	40	256
07:30	225	0	0	225	37	89	0	126	7	0	0	7	0	11	51	62	420
07:45	250	0	0	250	48	73	0	121	9	0	0	9	0	16	47	63	443
Total	730	0	0	730	116	259	0	375	25	0	0	25	0	55	148	203	1333
08:00	180	0	0	180	31	95	0	126	9	0	0	9	0	32	48	80	395
08:15	193	0	0	193	24	81	0	105	10	0	0	10	0	31	46	77	385
08:30	203	0	0	203	21	59	0	80	8	0	0	8	0	32	43	75	366
08:45	208	0	0	208	18	55	0	73	10	0	0	10	0	12	46	58	349
Total	784	0	0	784	94	290	0	384	37	0	0	37	0	107	183	290	1495
Grand Total	1514	0	0	1514	210	549	0	759	62	0	0	62	0	162	331	493	2828
Approch %	100	0	0		27.7	72.3	0		100	0	0		0	32.9	67.1		
Total %	53.5	0	0	53.5	7.4	19.4	0	26.8	2.2	0	0	2.2	0	5.7	11.7	17.4	

Start Time	I-680 NB RAMPS Southbound				SCOTT CREEK RD Westbound				I-680 NB OFF-RAMP Northbound				SCOTT CREEK RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:30	225	0	0	225	37	89	0	126	7	0	0	7	0	11	51	62	420
07:45	250	0	0	250	48	73	0	121	9	0	0	9	0	16	47	63	443
08:00	180	0	0	180	31	95	0	126	9	0	0	9	0	32	48	80	395
08:15	193	0	0	193	24	81	0	105	10	0	0	10	0	31	46	77	385
Total Volume	848	0	0	848	140	338	0	478	35	0	0	35	0	90	192	282	1643
% App. Total	100	0	0		29.3	70.7	0		100	0	0		0	31.9	68.1		
PHF	.848	.000	.000	.848	.729	.889	.000	.948	.875	.000	.000	.875	.000	.703	.941	.881	.927

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

Peak Hour for Entire Intersection Begins at 07:30



MARKS TRAFFIC DATA

CITY OF FREMONT  
Bayside Market TIA

Mietek 916-806-0250

File Name : 680nb-scott1-p  
Site Code : 25  
Start Date : 10/31/2007  
Page No : 1

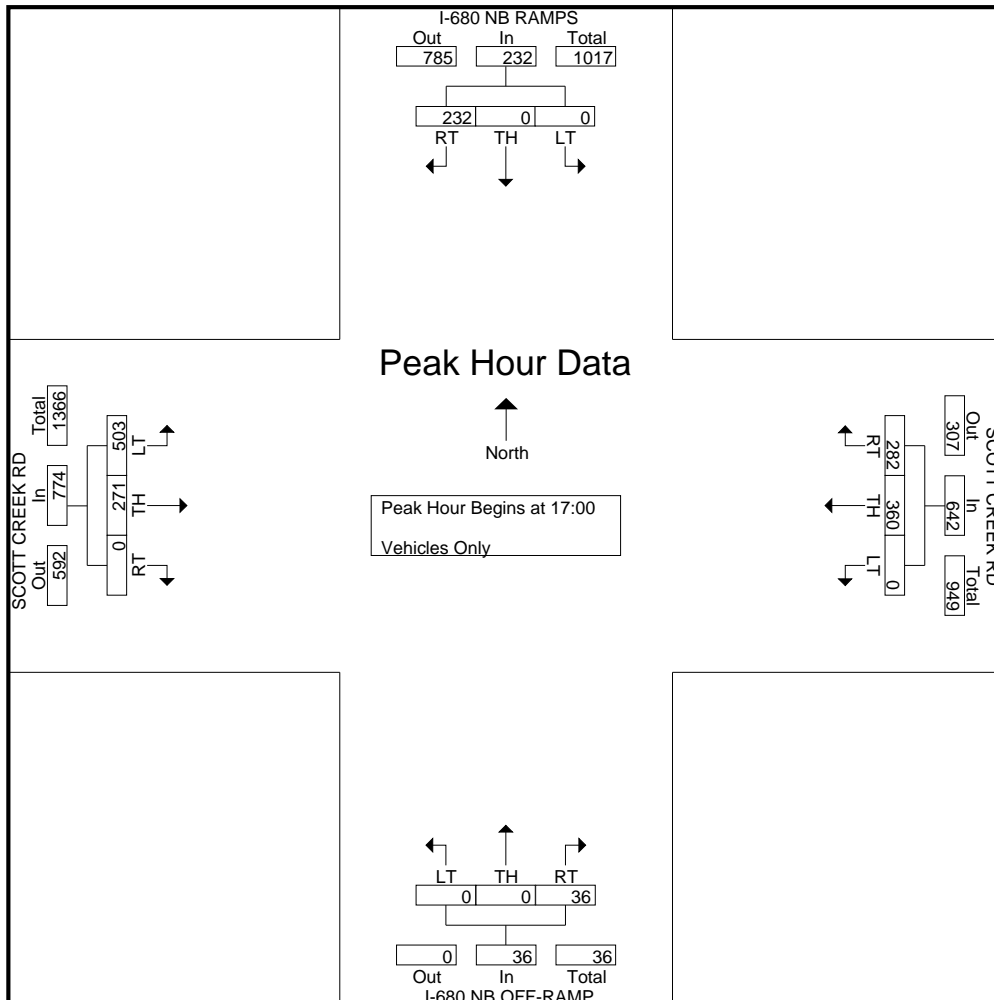
Groups Printed- Vehicles Only

Start Time	I-680 NB RAMPS Southbound				SCOTT CREEK RD Westbound				I-680 NB OFF-RAMP Northbound				SCOTT CREEK RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	70	0	0	70	57	61	0	118	11	0	0	11	0	54	188	242	441
16:15	52	0	0	52	76	57	0	133	16	0	0	16	0	43	162	205	406
16:30	38	0	0	38	69	67	0	136	5	0	0	5	0	30	181	211	390
16:45	38	0	0	38	70	69	0	139	10	0	0	10	0	51	152	203	390
Total	198	0	0	198	272	254	0	526	42	0	0	42	0	178	683	861	1627
17:00	42	0	0	42	81	96	0	177	7	0	0	7	0	75	125	200	426
17:15	51	0	0	51	66	87	0	153	14	0	0	14	0	58	137	195	413
17:30	71	0	0	71	75	80	0	155	12	0	0	12	0	63	127	190	428
17:45	68	0	0	68	60	97	0	157	3	0	0	3	0	75	114	189	417
Total	232	0	0	232	282	360	0	642	36	0	0	36	0	271	503	774	1684
Grand Total	430	0	0	430	554	614	0	1168	78	0	0	78	0	449	1186	1635	3311
Approch %	100	0	0		47.4	52.6	0		100	0	0		0	27.5	72.5		
Total %	13	0	0	13	16.7	18.5	0	35.3	2.4	0	0	2.4	0	13.6	35.8	49.4	

Start Time	I-680 NB RAMPS Southbound				SCOTT CREEK RD Westbound				I-680 NB OFF-RAMP Northbound				SCOTT CREEK RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
17:00	42	0	0	42	81	96	0	177	7	0	0	7	0	75	125	200	426
17:15	51	0	0	51	66	87	0	153	14	0	0	14	0	58	137	195	413
17:30	71	0	0	71	75	80	0	155	12	0	0	12	0	63	127	190	428
17:45	68	0	0	68	60	97	0	157	3	0	0	3	0	75	114	189	417
Total Volume	232	0	0	232	282	360	0	642	36	0	0	36	0	271	503	774	1684
% App. Total	100	0	0		43.9	56.1	0		100	0	0		0	35	65		
PHF	.817	.000	.000	.817	.870	.928	.000	.907	.643	.000	.000	.643	.000	.903	.918	.968	.984

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

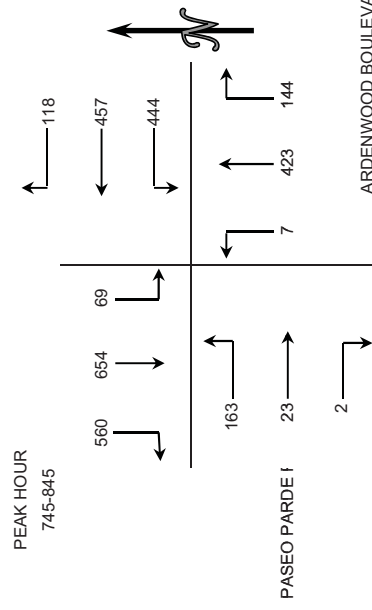
Peak Hour for Entire Intersection Begins at 17:00



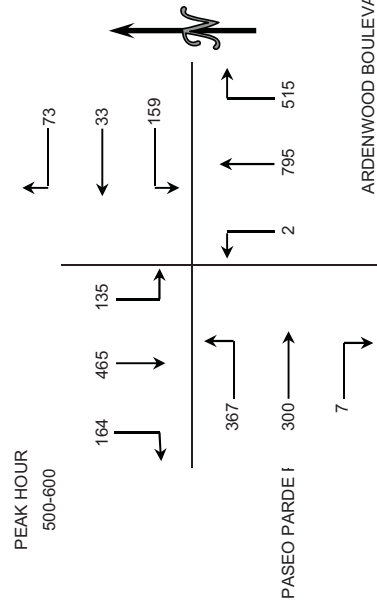
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES  
 PROJECT: FREMONT PATTERSON RANCH EIR  
 DATE: WEDNESDAY APRIL 4, 2007  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S ARDENWOOD BOULEVARD AND PASEO PARDE PARKWAY  
 E/W  
 CITY: FREMONT

7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	103	87	6	12	44	41	13	38	7	3	11	23	388
715-730	117	91	16	21	65	43	11	50	1	0	9	27	451
730-745	145	136	28	18	79	57	15	79	0	0	2	32	591
745-800	142	135	10	34	99	98	28	98	2	0	8	40	694
800-815	132	193	18	23	107	103	43	121	2	1	7	50	800
815-830	125	151	23	35	123	132	50	118	1	0	4	44	806
830-845	161	175	18	26	128	111	23	86	2	1	4	29	764
845-900	119	136	12	14	117	113	35	74	0	0	11	30	661
<b>HOUR TOTALS</b>													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	507	449	60	85	287	239	67	265	10	3	30	122	2124
715-815	536	555	72	96	350	301	97	348	5	1	26	149	2536
730-830	544	615	79	110	408	390	136	416	5	1	21	166	2891
745-845	560	654	69	118	457	444	144	423	7	2	23	163	3064
800-900	537	655	71	98	475	459	151	399	5	2	26	153	3031



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	37	101	11	7	6	29	52	130	1	2	50	69	495
415-430	28	103	19	15	7	40	74	129	0	0	61	85	561
430-445	33	99	30	16	8	31	92	167	1	1	52	98	628
445-500	30	114	38	8	5	26	80	168	0	3	57	109	638
500-515	50	103	25	18	6	37	106	177	1	1	78	81	683
515-530	51	131	41	21	9	41	135	195	0	3	81	105	813
530-545	30	109	26	22	5	32	142	221	0	2	85	90	764
545-600	33	122	43	12	13	49	132	202	1	1	56	91	755
<b>HOUR TOTALS</b>													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	128	417	98	46	26	126	298	594	2	6	220	361	2322
415-515	141	419	112	57	26	134	352	641	2	5	248	373	2510
430-530	164	447	134	63	28	135	413	707	2	8	268	393	2762
445-545	161	457	130	69	25	136	463	761	1	9	301	385	2898
500-600	164	465	135	73	33	159	515	795	2	7	300	367	3015

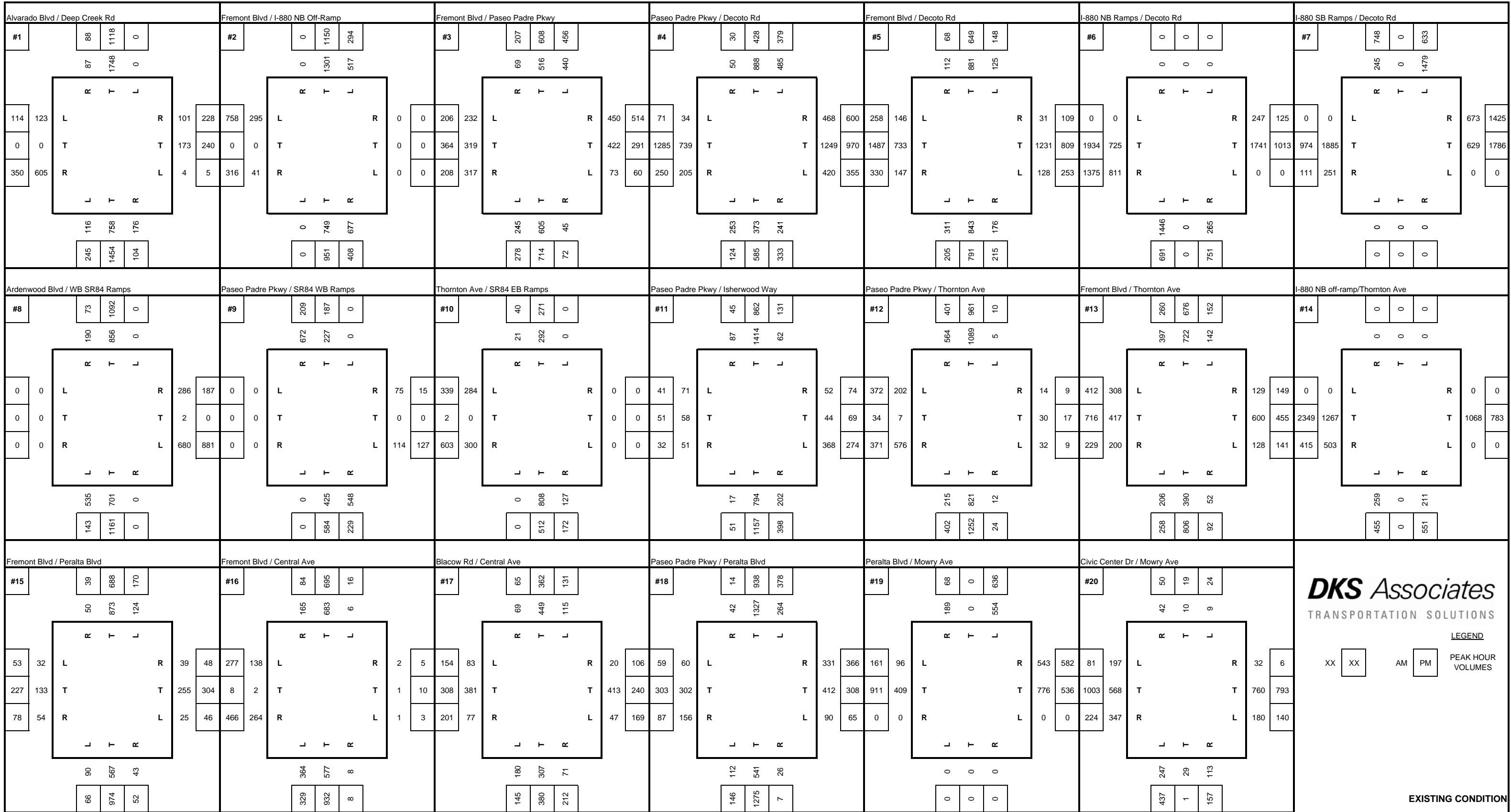


# Appendix B

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Intersection Volume Counts for Analysis



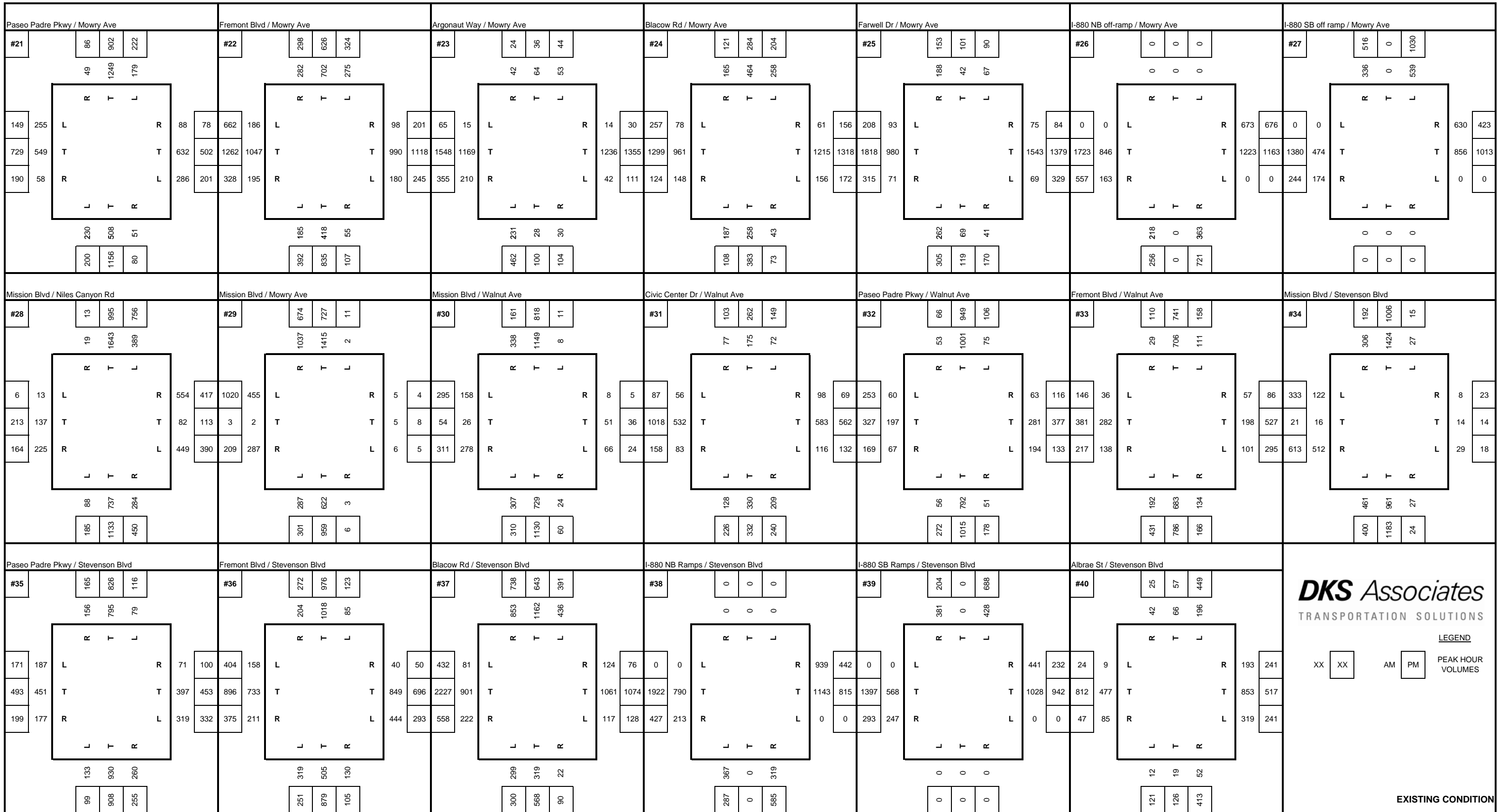


**DKS Associates**  
TRANSPORTATION SOLUTIONS

**LEGEND**

XX XX AM PM PEAK HOUR VOLUMES

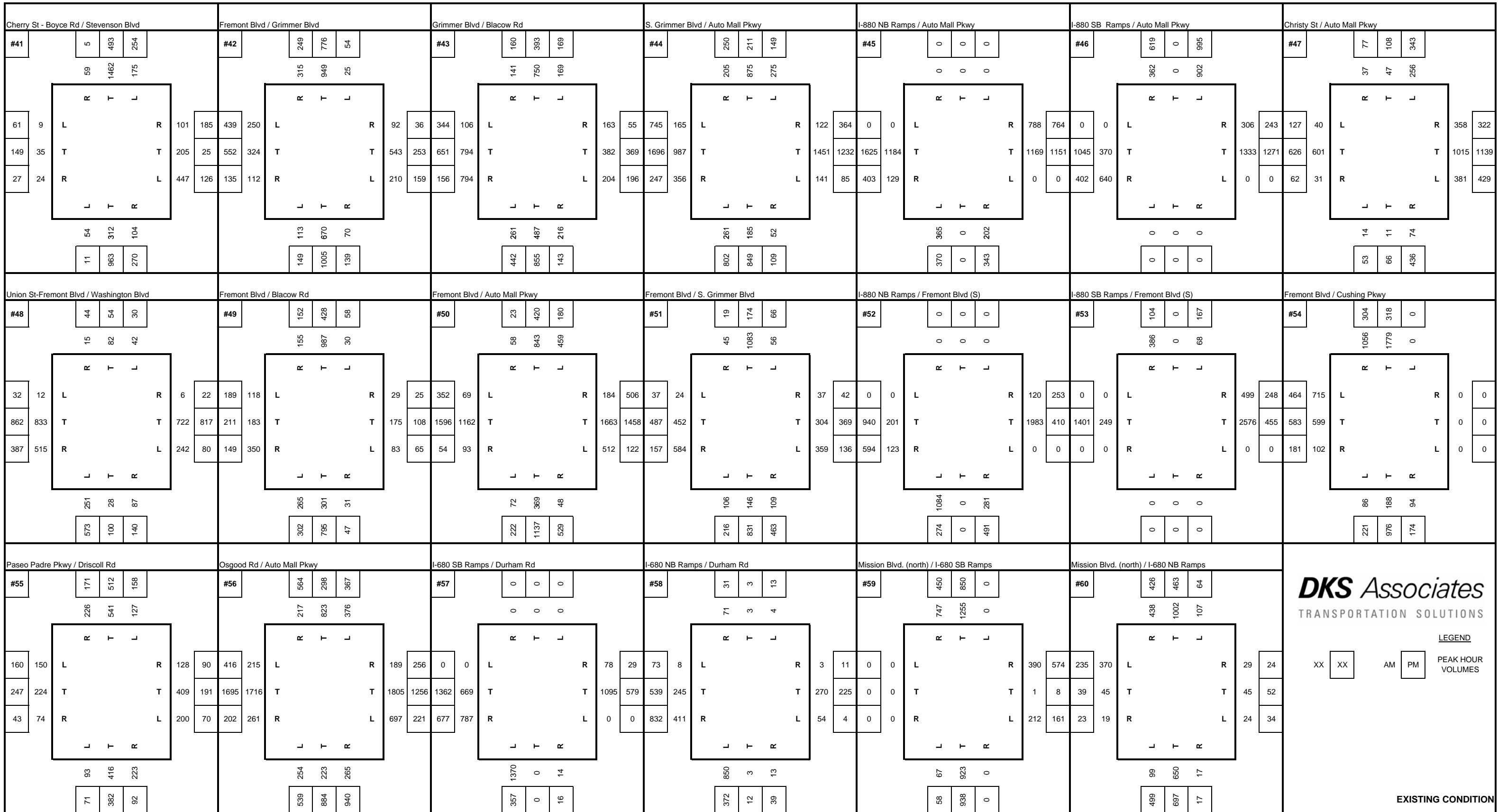
**EXISTING CONDITION**



**DKS Associates**  
TRANSPORTATION SOLUTIONS

LEGEND  
XX XX AM PM PEAK HOUR VOLUMES

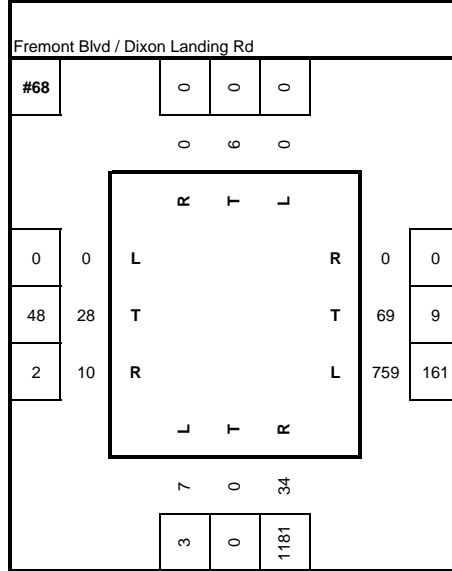
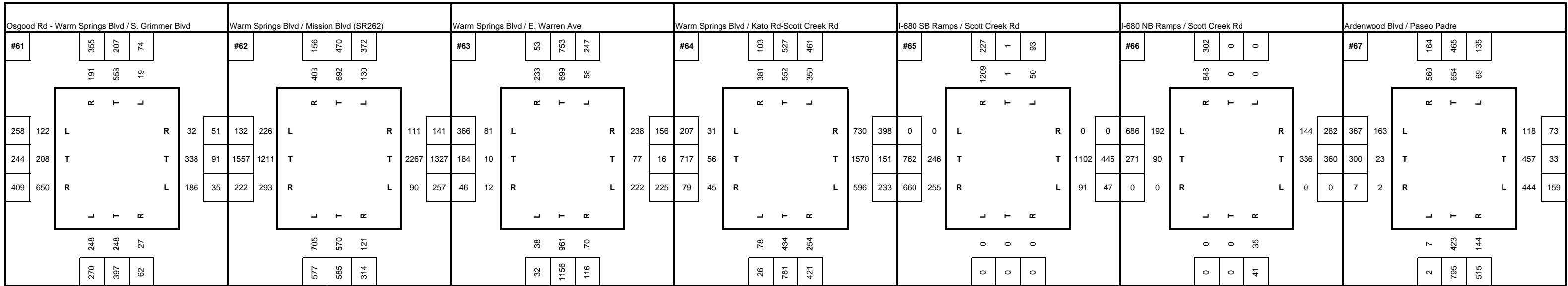
EXISTING CONDITION



**DKS Associates**  
TRANSPORTATION SOLUTIONS

LEGEND  
XX XX AM PM PEAK HOUR VOLUMES


EXISTING CONDITION

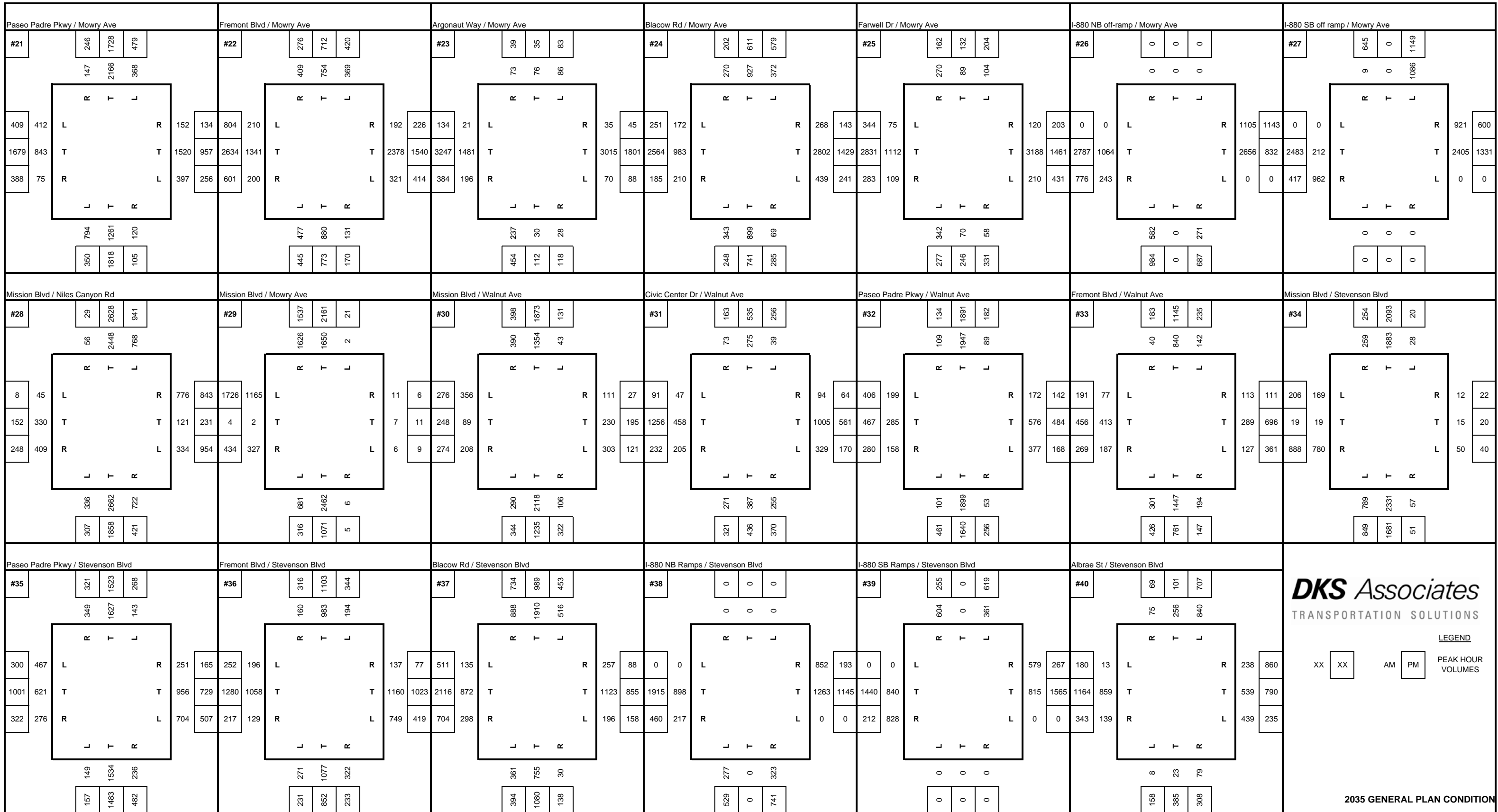


**DKS Associates**  
TRANSPORTATION SOLUTIONS

LEGEND  
XX AM PM PEAK HOUR VOLUMES

EXISTING CONDITION

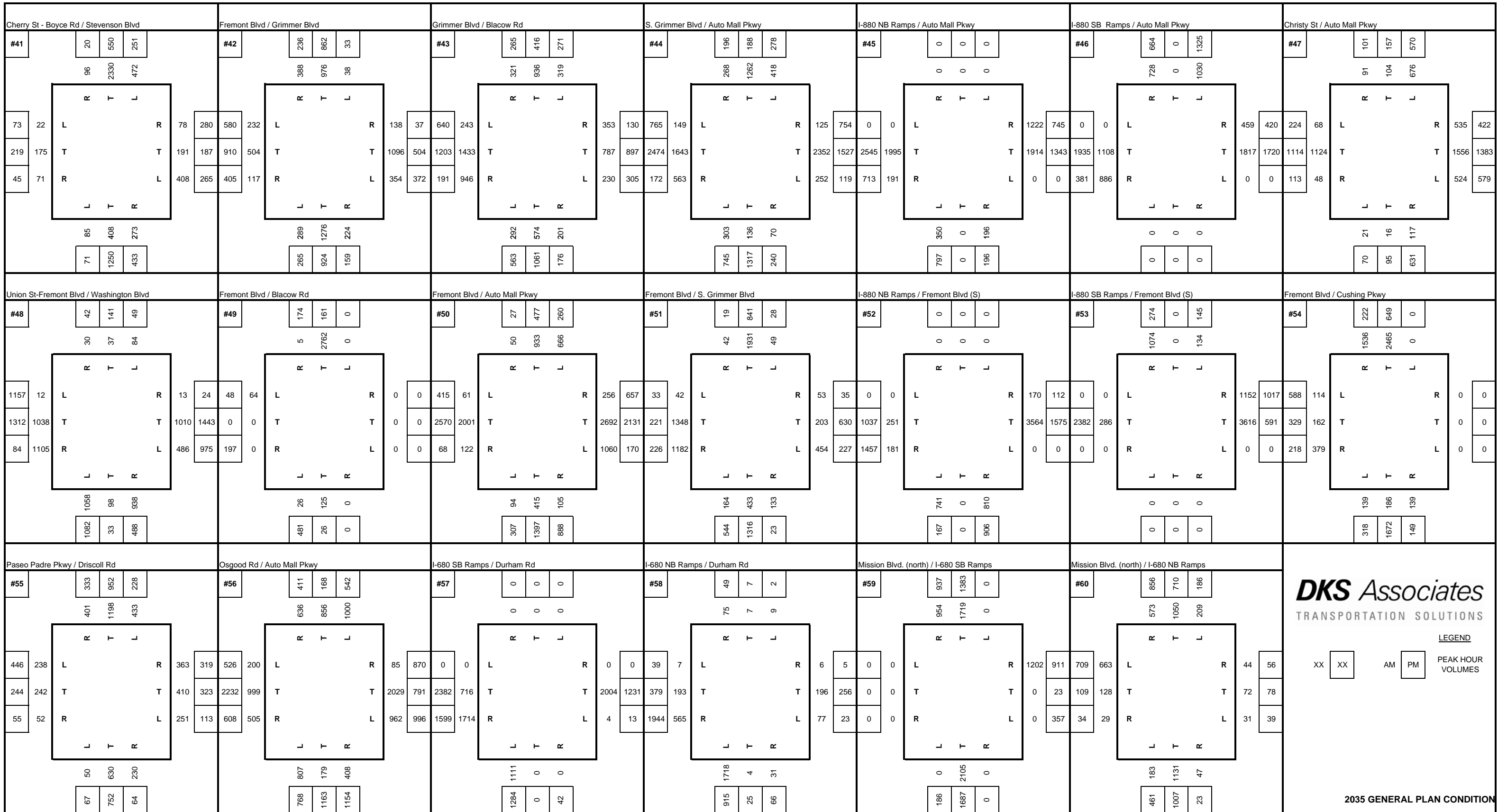
Alvarado Blvd / Deep Creek Rd			Fremont Blvd / I-880 NB Off-Ramp			Fremont Blvd / Paseo Padre Pkwy			Paseo Padre Pkwy / Decoto Rd			Fremont Blvd / Decoto Rd			I-880 NB Ramps / Decoto Rd			I-880 SB Ramps / Decoto Rd																									
#1	327	1656	0	#2	0	1837	195	#3	293	1215	721	#4	134	1476	439	#5	104	1173	202	#6	0	0	0	#7	1101	0	888																
	190	2802	0		0	1937	520		170	986	585		116	1309	446		110	1407	206		0	0	0		0	0	1348																
348	232	L	R	399	307	537	563	L	R	0	0	519	261	L	R	431	697	211	123	L	R	431	518	322	200	L	R	54	125	0	0	L	R	26	14	0	0	L	R	1937	1665		
0	0	T	T	412	198	0	0	T	T	0	0	826	302	T	T	631	319	1425	1384	T	T	1502	1204	2231	1605	T	T	2059	1247	2539	1827	T	T	2945	1714	1060	1926	T	T	2797	1923		
277	505	R	L	7	102	603	64	R	L	0	0	597	431	R	L	85	93	826	616	R	L	322	341	656	312	R	L	348	462	1536	1434	R	L	0	0	392	21	R	L	0	0		
	132	1436	396		0	1401	701		809	1280	80		972	1098	368		509	1448	483		1787	0	404		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
	194	1778	144		0	1564	752		390	1241	113		350	1149	244		432	1240	405		59	0	1152		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Ardenwood Blvd / WB SR84 Ramps			Paseo Padre Pkwy / SR84 WB Ramps			Thornton Ave / SR84 EB Ramps			Paseo Padre Pkwy / Isherwood Way			Paseo Padre Pkwy / Thornton Ave			Fremont Blvd / Thornton Ave			I-880 NB off-ramp/Thornton Ave																									
#8	131	1725	0	#9	751	648	0	#10	50	833	0	#11	72	2543	195	#12	927	2202	70	#13	283	674	303	#14	0	0	0																
	347	1283	0		822	300	0		31	635	0		200	2758	65		842	2352	23		268	784	402		0	0	0																
0	0	L	R	492	146	0	0	L	R	165	33	251	571	L	R	85	107	530	448	L	R	83	38	261	317	L	R	294	372	0	0	L	R	0	0								
0	0	T	T	3	0	0	0	T	T	0	0	1	0	T	T	85	51	144	27	T	T	102	70	767	822	T	T	625	1052	2194	1345	T	T	1496	737								
0	0	R	L	894	1125	0	0	R	L	366	235	804	500	R	L	0	0	106	63	R	L	599	375	514	1051	R	L	157	37	123	151	R	L	0	0								
	822	1423	0		0	1643	920		0	1992	400		48	1889	257		255	1711	44		164	677	173		27	0	473																
	353	1517	0		0	841	333		0	923	177		58	2560	424		795	2519	143		235	792	153		361	0	861																
Fremont Blvd / Peralta Blvd			Fremont Blvd / Central Ave			Blacow Rd / Central Ave			Paseo Padre Pkwy / Peralta Blvd			Peralta Blvd / Mowry Ave			Civic Center Dr / Mowry Ave			 <p>TRANSPORTATION SOLUTIONS</p> <p>LEGEND</p> <p>XX XX AM PM PEAK HOUR VOLUMES</p> <p>2035 GENERAL PLAN CONDITION</p>																									
#15	13	685	233	#16	303	725	23	#17	213	788	346	#18	46	2177	300	#19	113				0	788	#20	70	31	28																	
	22	1049	88		604	632	10		80	813	145		166	2810	392		321				0	707		45	6	10																	
22	35	L	R	103	50	792	361	L	R	3	5	218	87	L	R	240	593				358	127	L	R	531	1053	91	214	L	R	44	5											
619	208	T	T	595	526	15	5	T	T	3	17	731	577	T	T	1316	628	496	356	T	T	478	629	1257	755	T	T	1409	810	1764	994	T	T	1674	1141								
155	144	R	L	162	233	614	343	R	L	1	1	393	167	R	L	234	294	416	263	R	L	56	95	0	0	R	L	0	0	553	350	R	L	230	234								
	119	845	93		905	730	9		585	752	251		462	1394	40		0	0	0		283	21	130		531	1	158																
	114	1006	360		464	824	5		313	395	369		366	2533	4		0	0	0		531	1	158		531	1	158																



**DKS Associates**  
TRANSPORTATION SOLUTIONS

LEGEND  
XX XX AM PM PEAK HOUR VOLUMES

2035 GENERAL PLAN CONDITION



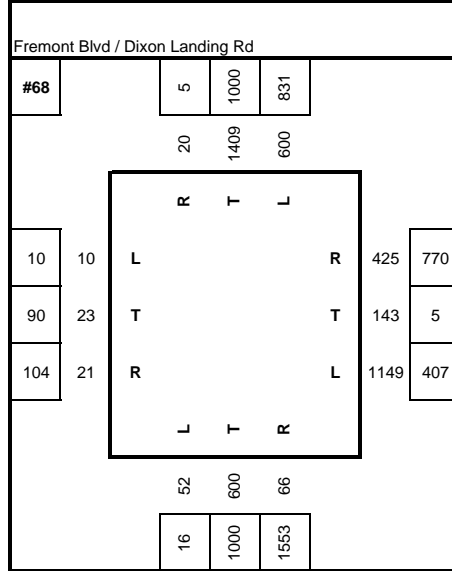
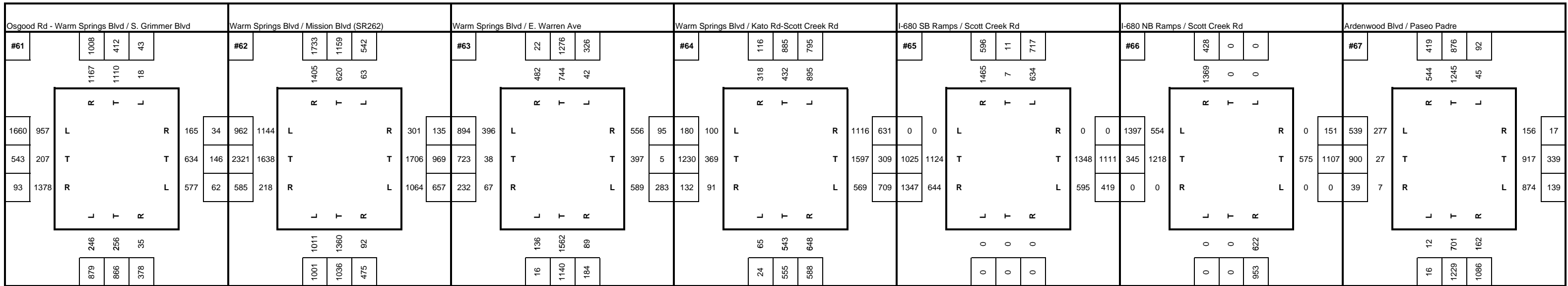
**DKS Associates**  
TRANSPORTATION SOLUTIONS

LEGEND  
XX XX AM PM PEAK HOUR VOLUMES

2035 GENERAL PLAN CONDITION

**CITY OF FREMONT - GENERAL PLAN UPDATE**

STUDY INTERSECTION TRAFFIC TURNING MOVEMENT VOLUMES

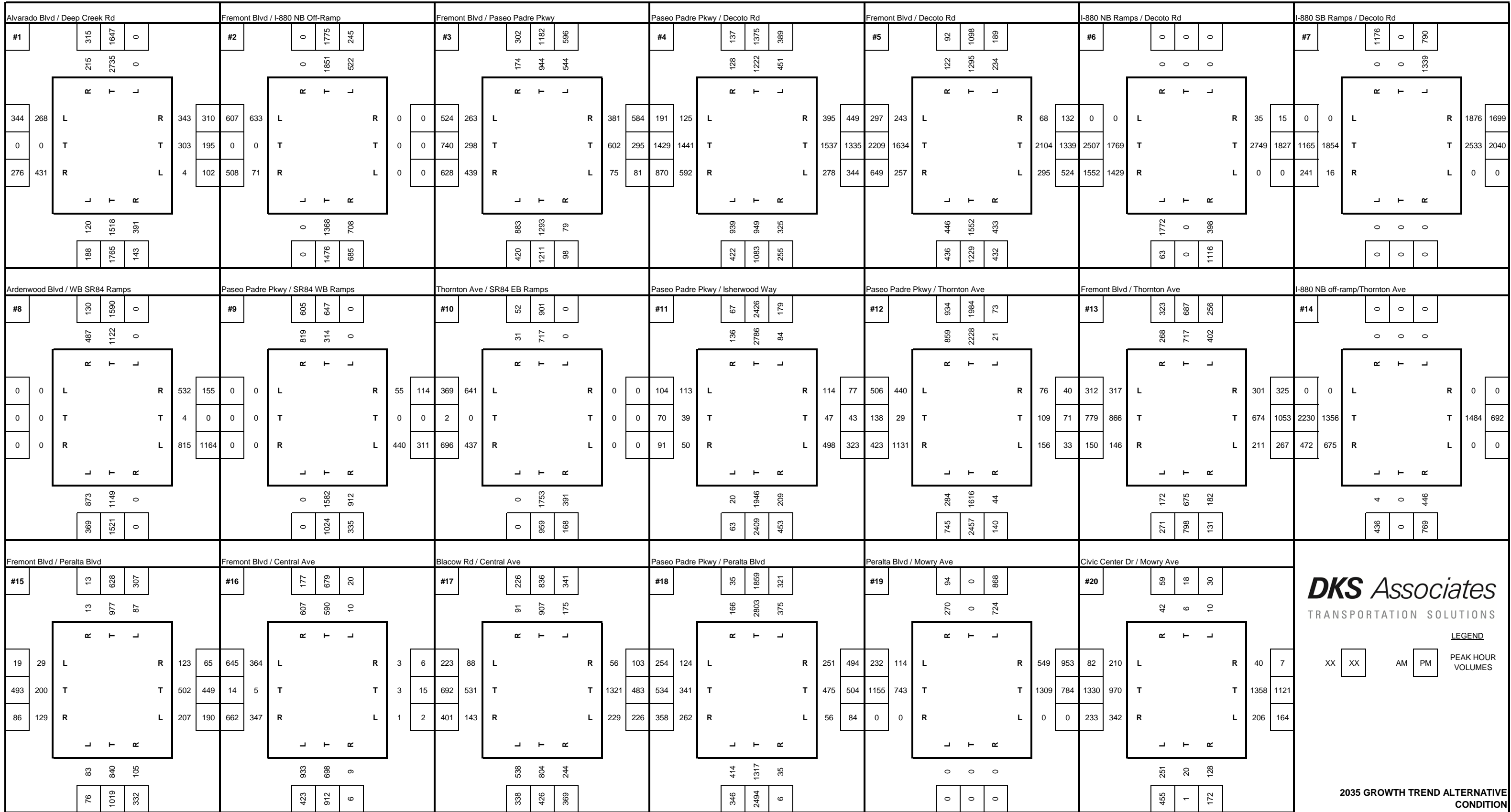


**DKS Associates**  
 TRANSPORTATION SOLUTIONS

LEGEND  
 XX AM PM PEAK HOUR VOLUMES

2035 GENERAL PLAN CONDITION



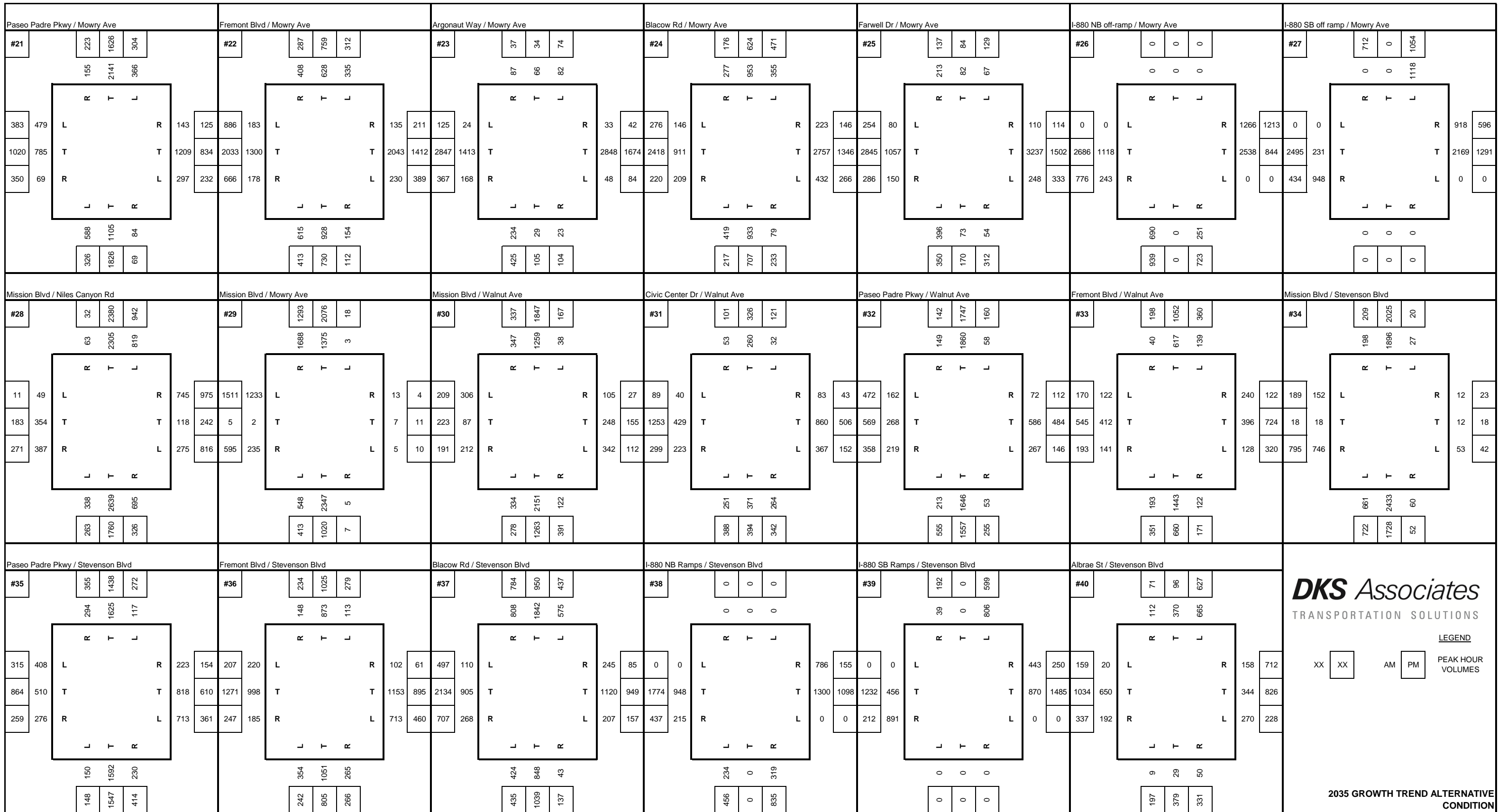


**DKS Associates**  
TRANSPORTATION SOLUTIONS

**LEGEND**

XX XX AM PM PEAK HOUR VOLUMES

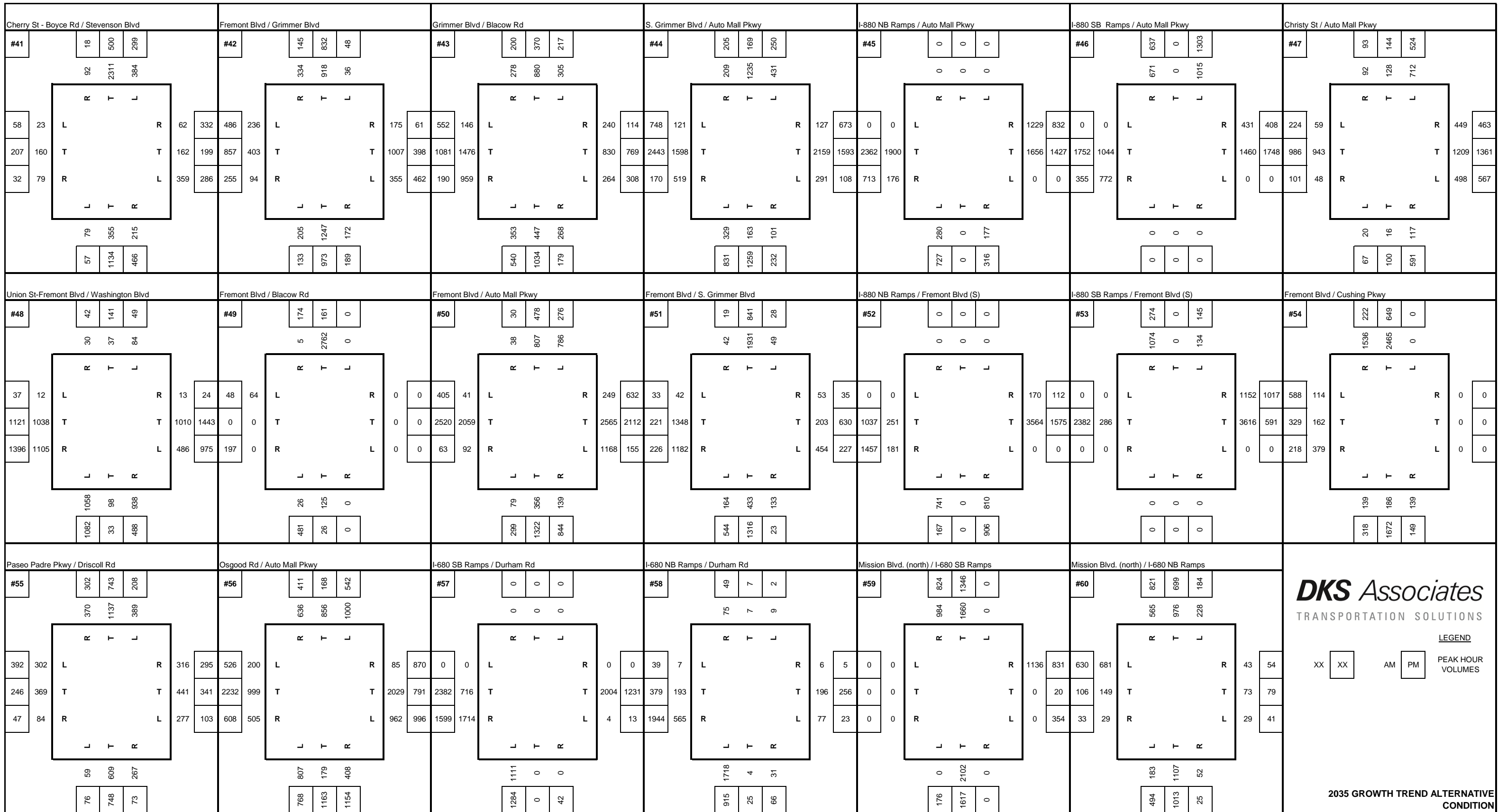
**2035 GROWTH TREND ALTERNATIVE CONDITION**



**DKS Associates**  
TRANSPORTATION SOLUTIONS

LEGEND  
XX XX AM PM PEAK HOUR VOLUMES

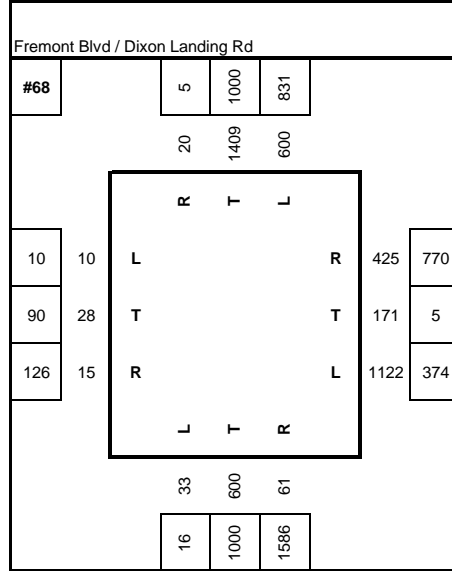
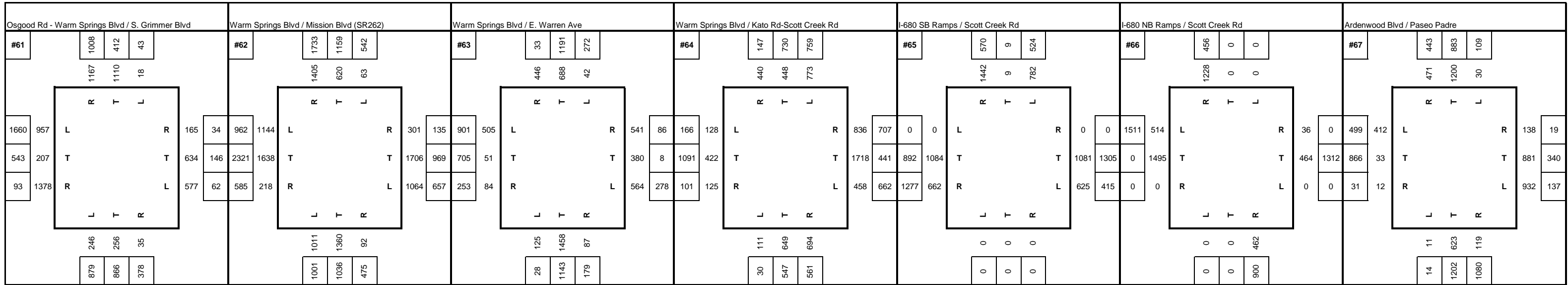
2035 GROWTH TREND ALTERNATIVE CONDITION



**DKS Associates**  
TRANSPORTATION SOLUTIONS

LEGEND  
XX XX AM PM PEAK HOUR VOLUMES

2035 GROWTH TREND ALTERNATIVE CONDITION



**DKS Associates**  
TRANSPORTATION SOLUTIONS

LEGEND  
XX AM PM PEAK HOUR VOLUMES

2035 GROWTH TREND ALTERNATIVE CONDITION

# Appendix C

---

Intersection Level of Service Analysis – Signalized

# Existing Condition

---

A.M. Peak

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

\*\*\*\*\*  
 Intersection #1 Alvarado Blvd / Deep Creek Rd  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.725  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3  
 Optimal Cycle: 68 Level Of Service: C  
 \*\*\*\*\*

Street Name: Alvarado Blvd Deep Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Split Phase Split Phase  
 Rights: Ignore Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 4 4 4  
 Lanes: 1 0 3 0 1 0 0 2 1 0 1 0 0 0 3 2 0 1 0 1

Volume Module:  
 Base Vol: 116 758 176 0 1748 87 123 0 605 4 173 101  
 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: 116 758 176 0 1748 87 123 0 605 4 173 101  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 116 758 0 0 1748 87 123 0 605 4 173 101  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 116 758 0 0 1748 87 123 0 605 4 173 101  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 116 758 0 0 1748 87 123 0 605 4 173 101

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 0.99 0.99 0.95 1.00 0.85 0.95 1.00 0.85  
 Lanes: 1.00 3.00 1.00 0.00 2.86 0.14 1.00 0.00 3.00 2.00 1.00 1.00  
 Final Sat.: 1805 5700 1900 0 5392 268 1805 0 4845 3610 1900 1615

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.13 0.00 0.00 0.32 0.32 0.07 0.00 0.12 0.00 0.09 0.06  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.09 0.54 0.00 0.00 0.45 0.45 0.17 0.00 0.17 0.13 0.13 0.13  
 Volume/Cap: 0.73 0.25 0.00 0.00 0.73 0.73 0.40 0.00 0.73 0.01 0.73 0.50  
 Uniform Del: 39.9 11.2 0.0 0.0 20.4 20.4 33.1 0.0 35.2 34.4 37.9 36.7  
 IncrementDel: 15.2 0.0 0.0 0.0 1.1 1.1 0.8 0.0 3.2 0.0 10.6 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 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 55.2 11.2 0.0 0.0 21.4 21.4 33.9 0.0 38.4 34.5 48.4 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: 55.2 11.2 0.0 0.0 21.4 21.4 33.9 0.0 38.4 34.5 48.4 38.6  
 LOS by Move: E B A A C C C A D C D D  
 HCM2kAvgQ: 5 4 0 0 15 15 3 0 7 0 6 3

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

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

\*\*\*\*\*  
 Intersection #2 I-880 NB Ramps / Fremont Blvd  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.763  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5  
 Optimal Cycle: 72 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 4 0 0 0 0  
 Lanes: 0 0 3 0 1 2 0 3 0 0 1 1 0 0 2 0 0 0 0 0

Volume Module:  
 Base Vol: 0 749 677 517 1301 0 295 0 41 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: 0 749 677 517 1301 0 295 0 41 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 749 677 517 1301 0 295 0 41 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 749 677 517 1301 0 295 0 41 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 749 677 517 1301 0 295 0 41 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 0.85 0.95 1.00 1.00 0.95 1.00 0.85 1.00 1.00 1.00  
 Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 2.00 0.00 2.00 0.00 0.00 0.00  
 Final Sat.: 0 5700 1615 3610 5700 0 3618 0 3230 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.13 0.42 0.14 0.23 0.00 0.08 0.00 0.01 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.55 0.55 0.19 0.74 0.00 0.11 0.00 0.11 0.00 0.00 0.00  
 Volume/Cap: 0.00 0.24 0.76 0.76 0.31 0.00 0.76 0.00 0.12 0.00 0.00 0.00  
 Uniform Del: 0.0 10.5 15.7 34.6 4.0 0.0 39.1 0.0 36.4 0.0 0.0 0.0  
 IncrementDel: 0.0 0.0 3.9 5.1 0.0 0.0 8.7 0.0 0.2 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: 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00  
 Delay/Veh: 0.0 10.5 19.7 39.8 4.1 0.0 47.8 0.0 36.5 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 10.5 19.7 39.8 4.1 0.0 47.8 0.0 36.5 0.0 0.0 0.0  
 LOS by Move: A B B D A A D A D A A A  
 HCM2kAvgQ: 0 4 16 9 4 0 6 0 1 0 0 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #3 Fremont Blvd / Paseo Padre Pkwy  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.629  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3  
Optimal Cycle: 53 Level Of Service: D  
\*\*\*\*\*

Street Name: Fremont Blvd Paseo Padre Pkwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8								
Lanes:	2	0	3	0	1	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 245 605 45 440 516 69 232 319 317 73 422 450  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 245 605 45 440 516 69 232 319 317 73 422 450  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 245 605 45 440 516 69 232 319 317 73 422 450  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 245 605 45 440 516 69 232 319 317 73 422 450  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 245 605 45 440 516 69 232 319 317 73 422 450

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.85 0.95 0.98 0.98 0.95 0.93 0.93 0.95 1.00 0.85  
Lanes: 2.00 3.00 1.00 2.00 2.65 0.35 2.00 1.00 1.00 1.00 2.00 1.00  
Final Sat.: 3610 5700 1615 3610 4937 660 3610 1763 1752 1805 3800 1615

Capacity Analysis Module:  
Vol/Sat: 0.07 0.11 0.03 0.12 0.10 0.10 0.06 0.18 0.18 0.04 0.11 0.28  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.14 0.17 0.17 0.19 0.22 0.22 0.10 0.45 0.45 0.10 0.44 0.44  
Volume/Cap: 0.48 0.63 0.17 0.63 0.48 0.48 0.63 0.41 0.41 0.41 0.25 0.63  
Uniform Del: 51.2 50.2 46.2 48.1 44.2 44.2 56.0 24.4 24.4 54.9 22.7 28.0  
IncrementDel: 0.7 1.3 0.3 1.8 0.3 0.3 3.5 0.2 0.2 1.5 0.1 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: 51.9 51.6 46.5 50.0 44.5 44.5 59.5 24.6 24.6 56.4 22.8 29.8  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 51.9 51.6 46.5 50.0 44.5 44.5 59.5 24.6 24.6 56.4 22.8 29.8  
LOS by Move: D D D D D D E C C E C C  
HCM2kAvgQ: 5 8 2 9 7 7 5 8 8 3 5 14

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #4 Paseo Padre Pkwy / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.797  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.2  
Optimal Cycle: 94 Level Of Service: D  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Decoto Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	13	13	4	13	13	4	8	8	4	8	8			
Lanes:	2	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 253 373 241 485 888 50 34 739 205 420 1249 468  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 253 373 241 485 888 50 34 739 205 420 1249 468  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 253 373 241 485 888 50 34 739 205 420 1249 468  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 253 373 241 485 888 50 34 739 205 420 1249 468  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 253 373 241 485 888 50 34 739 205 420 1249 468

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 0.94 0.94 0.95 0.95 0.85 0.92 0.95 0.85  
Lanes: 2.00 2.00 1.00 2.00 1.89 0.11 1.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 3502 3610 1615 3502 3390 191 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.07 0.10 0.15 0.14 0.26 0.26 0.02 0.20 0.13 0.12 0.35 0.29  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.22 0.22 0.20 0.33 0.33 0.03 0.29 0.29 0.17 0.43 0.43  
Volume/Cap: 0.80 0.48 0.69 0.69 0.80 0.80 0.61 0.70 0.44 0.70 0.80 0.67  
Uniform Del: 58.0 44.6 47.0 48.3 40.0 40.0 62.2 41.1 37.4 50.8 32.2 29.7  
IncrementDel: 13.9 0.5 5.9 3.0 4.1 4.1 18.5 2.2 0.7 3.8 3.1 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 1.00 1.00 1.00 1.00  
Delay/Veh: 71.9 45.1 52.9 51.3 44.2 44.2 80.7 43.3 38.1 54.6 35.4 32.3  
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: 71.9 45.1 52.9 51.3 44.2 44.2 80.7 43.3 38.1 54.6 35.4 32.3  
LOS by Move: E D D D D D F D D D C  
HCM2kAvgQ: 7 7 10 10 20 20 2 15 7 9 24 15

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



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

\*\*\*\*\*  
Intersection #5 Fremont Blvd / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.847  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.8  
Optimal Cycle: 99 Level Of Service: D  
\*\*\*\*\*

Fremont Blvd				Decoto Rd			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	4 10 10	4 10 10	4 10 10	4 10 10	4 10 10	4 10 10	4 10 10
Lanes:	1 0 2 0 1	1 0 2 0 1	2 0 2 1 0	2 0 2 1 0	2 0 2 0 1	2 0 2 0 1	2 0 2 0 1

Volume Module:

Base Vol:	311 843 176	125 881 112	146 733 147	128 1231 31
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	311 843 176	125 881 112	146 733 147	128 1231 31
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	311 843 176	125 881 112	146 733 147	128 1231 31
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	311 843 176	125 881 112	146 733 147	128 1231 31
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	311 843 176	125 881 112	146 733 147	128 1231 31

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 1.00 0.85	0.95 1.00 0.85	0.95 0.98 0.98	0.95 1.00 0.85
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	2.00 2.50 0.50	2.00 2.00 1.00
Final Sat.:	1805 3800 1615	1805 3800 1615	3610 4629 928	3610 3800 1615

Capacity Analysis Module:

Vol/Sat:	0.17 0.22 0.11	0.07 0.23 0.07	0.04 0.16 0.16	0.04 0.32 0.02
Crit Moves:	****	****	****	****
Green/Cycle:	0.20 0.36 0.36	0.11 0.27 0.27	0.05 0.35 0.35	0.08 0.38 0.38
Volume/Cap:	0.85 0.61 0.30	0.61 0.85 0.25	0.85 0.45 0.45	0.45 0.85 0.05
Uniform Del:	49.8 33.8 29.5	54.9 44.6 36.8	61.4 32.5 32.5	57.2 36.6 25.3
IncrementDel:	16.5 0.8 0.3	5.3 6.6 0.3	30.2 0.2 0.2	1.1 4.8 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:	66.3 34.6 29.8	60.2 51.2 37.1	91.7 32.6 32.6	58.3 41.5 25.3
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:	66.3 34.6 29.8	60.2 51.2 37.1	91.7 32.6 32.6	58.3 41.5 25.3
LOS by Move:	E C C	E D D	F C C	E D C
HCM2kAvgQ:	14 14 5	6 19 3	5 9 9	3 25 1

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

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

\*\*\*\*\*  
Intersection #6 I-880 NB Ramps / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 1.003  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5  
Optimal Cycle: 180 Level Of Service: D  
\*\*\*\*\*

I-880 NB Ramps				Decoto Rd			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Ignore	Ignore	Ignore
Rights:	Include	Include	Include	Ignore	Ignore	Ignore	Ignore
Min. Green:	6 0 6	0 0 0	0 0 0	0 17 0	0 17 0	0 17 0	0 17 0
Lanes:	1 0 1 0 1	0 0 0 0 0	0 0 0 0 0	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	1446 0 265	0 0 0	0 725 811	0 1741 247
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	1446 0 265	0 0 0	0 725 811	0 1741 247
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:	1446 0 265	0 0 0	0 725 0	0 1741 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	1446 0 265	0 0 0	0 725 0	0 1741 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:	1446 0 265	0 0 0	0 725 0	0 1741 0

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.94 1.00 0.94	1.00 1.00 1.00	1.00 0.95 1.00	1.00 0.95 1.00
Lanes:	1.85 0.00 1.15	0.00 0.00 0.00	0.00 2.00 1.00	0.00 2.00 1.00
Final Sat.:	3285 0 2056	0 0 0	0 3610 1900	0 3610 1900

Capacity Analysis Module:

Vol/Sat:	0.44 0.00 0.13	0.00 0.00 0.00	0.00 0.20 0.00	0.00 0.48 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.44 0.00 0.44	0.00 0.00 0.00	0.00 0.48 0.00	0.00 0.48 0.00
Volume/Cap:	1.00 0.00 0.29	0.00 0.00 0.00	0.00 0.42 0.00	0.00 1.00 0.00
Uniform Del:	21.0 0.0 13.5	0.0 0.0 0.0	0.0 12.6 0.0	0.0 19.5 0.0
IncrementDel:	22.4 0.0 0.0	0.0 0.0 0.0	0.0 0.2 0.0	0.0 22.2 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:	43.5 0.0 13.6	0.0 0.0 0.0	0.0 12.8 0.0	0.0 41.7 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:	43.5 0.0 13.6	0.0 0.0 0.0	0.0 12.8 0.0	0.0 41.7 0.0
LOS by Move:	D A B	A A A	A B A	A D A
HCM2kAvgQ:	26 0 3	0 0 0	0 6 0	0 30 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #7 I-880 SB Ramps / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5  
Optimal Cycle: 67 Level Of Service: C  
\*\*\*\*\*

Street Name:	I-880 NB Ramps				Decoto Rd												
	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected										
Rights:	Include		Ignore		Ignore		Ignore										
Min. Green:	0	0	0	10	0	10	0	10	10								
Lanes:	0	0	0	2	0	0	1	0	0	3	0	1	0	0	2	0	1

Volume Module:

Base Vol:	0	0	0	1479	0	245	0	1885	251	0	629	673
Growth Adj:	1.00	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	1479	0	245	0	1885	251	0	629	673
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1479	0	0	0	1885	0	0	629	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1479	0	0	0	1885	0	0	629	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1479	0	0	0	1885	0	0	629	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	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	3610	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.36	0.00	0.00	0.17	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.43	0.00	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.84	0.00	0.00	0.40	0.00
Uniform Del:	0.0	0.0	0.0	21.2	0.0	0.0	0.0	25.1	0.0	0.0	19.3	0.0
IncrementDel:	0.0	0.0	0.0	3.6	0.0	0.0	0.0	2.9	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	24.8	0.0	0.0	0.0	28.0	0.0	0.0	19.5	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	24.8	0.0	0.0	0.0	28.0	0.0	0.0	19.5	0.0
LOS by Move:	A	A	A	C	A	A	A	C	A	A	B	A
HCM2kAvgQ:	0	0	0	22	0	0	0	21	0	0	7	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #8 Ardenwood Blvd / SR84 WB Ramps  
\*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.787  
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1  
Optimal Cycle: 59 Level Of Service: C  
\*\*\*\*\*

Street Name:	Ardenwood Blvd				SR84 WB Ramps											
	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R							
Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Include		Include		Include									
Min. Green:	4	10	0	0	10	10	0	0	10	0	10					
Lanes:	1	0	3	0	0	0	2	1	0	0	0	1	1	0	0	1

Volume Module:

Base Vol:	535	701	0	0	856	190	0	0	0	680	2	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	701	0	0	856	190	0	0	0	680	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	535	701	0	0	856	190	0	0	0	680	2	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	701	0	0	856	190	0	0	0	680	2	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	535	701	0	0	856	190	0	0	0	680	2	286

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	0.97	1.00	1.00	1.00	0.90	0.90	0.85
Lanes:	1.00	3.00	0.00	0.00	2.46	0.54	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	1805	5700	0	0	4539	1007	0	0	0	3391	10	1615

Capacity Analysis Module:

Vol/Sat:	0.30	0.12	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.20	0.20	0.18
Crit Moves:	****				****				****			
Green/Cycle:	0.38	0.62	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.79	0.20	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.79	0.79	0.69
Uniform Del:	19.3	5.9	0.0	0.0	24.9	24.9	0.0	0.0	0.0	24.3	24.3	23.6
IncrementDel:	6.1	0.0	0.0	0.0	3.2	3.2	0.0	0.0	0.0	4.8	4.8	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	25.4	5.9	0.0	0.0	28.1	28.1	0.0	0.0	0.0	29.1	29.1	28.7
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:	25.4	5.9	0.0	0.0	28.1	28.1	0.0	0.0	0.0	29.1	29.1	28.7
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	12	2	0	0	9	9	0	0	0	9	9	7

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #11 Paseo Padre Pkwy / Isherwood Way  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.758  
Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9  
Optimal Cycle: 71 Level Of Service: C  
\*\*\*\*\*

Street Name:	Paseo Padre Pkwy				Isherwood Way			
	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L	T - R	L	T - R
Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	2	0

Volume Module:

Base Vol:	17	794	202	62	1414	87	71	58	51	368	44	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	794	202	62	1414	87	71	58	51	368	44	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	794	202	62	1414	87	71	58	51	368	44	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	794	202	62	1414	87	71	58	51	368	44	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	794	202	62	1414	87	71	58	51	368	44	52

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	0.90	0.90	0.94	0.94	0.94	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	0.40	0.32	0.28	0.80	0.09	0.11
Final Sat.:	1805	3610	1615	1805	4842	298	707	578	508	1428	171	202

Capacity Analysis Module:

Vol/Sat:	0.01	0.22	0.13	0.03	0.29	0.29	0.10	0.10	0.10	0.26	0.26	0.26
Crit Moves:	****											
Green/Cycle:	0.01	0.34	0.34	0.05	0.39	0.39	0.13	0.13	0.13	0.34	0.34	0.34
Volume/Cap:	0.76	0.64	0.36	0.64	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Uniform Del:	49.2	27.6	24.6	46.4	26.7	26.7	41.8	41.8	41.8	29.3	29.3	29.3
IncrementDel:	86.9	1.1	0.4	13.5	1.7	1.7	13.2	13.2	13.2	5.5	5.5	5.5
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:	136.1	28.7	25.0	59.8	28.4	28.4	55.0	55.0	55.0	34.8	34.8	34.8
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:	136.1	28.7	25.0	59.8	28.4	28.4	55.0	55.0	55.0	34.8	34.8	34.8
LOS by Move:	F	C	C	E	C	C	E	E	E	C	C	C
HCM2kAvgQ:	2	11	5	3	16	16	7	7	7	14	14	14

Note: Queue reported is the number of cars per lane.  
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Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #12 Paseo Padre Pkwy / Thornton Ave  
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Cycle (sec): 130 Critical Vol./Cap. (X): 0.911  
Loss Time (sec): 17 (Y+R=4.0 sec) Average Delay (sec/veh): 50.3  
Optimal Cycle: 143 Level Of Service: D  
\*\*\*\*\*

Street Name:	Paseo Padre Pkwy				Thornton Ave			
	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L	T - R	L	T - R
Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	4	10	10	4	10	10	10	10
Lanes:	2	0	1	1	0	1	1	1

Volume Module:

Base Vol:	215	821	12	5	1089	564	202	7	576	32	30	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	821	12	5	1089	564	202	7	576	32	30	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	821	12	5	1089	564	202	7	576	32	30	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	821	12	5	1089	564	202	7	576	32	30	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	821	12	5	1089	564	202	7	576	32	30	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.91	0.85	0.91	0.91	0.85	0.95	0.95	0.95
Lanes:	2.00	1.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.68	0.32
Final Sat.:	3502	3551	52	1805	5187	1615	3444	1722	1615	1805	1233	576

Capacity Analysis Module:

Vol/Sat:	0.06	0.23	0.23	0.00	0.21	0.35	0.06	0.00	0.36	0.02	0.02	0.02
Crit Moves:	****											
Green/Cycle:	0.06	0.37	0.37	0.05	0.36	0.36	0.37	0.37	0.37	0.08	0.08	0.08
Volume/Cap:	0.97	0.62	0.62	0.06	0.58	0.97	0.16	0.01	0.97	0.23	0.32	0.32
Uniform Del:	60.7	33.1	33.1	58.9	33.6	40.8	27.6	26.0	40.3	56.4	56.8	56.8
IncrementDel:	51.2	0.9	0.9	0.3	0.5	29.4	0.1	0.0	29.0	0.9	1.3	1.3
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:	112.0	34.0	34.0	59.1	34.1	70.2	27.6	26.0	69.3	57.2	58.1	58.1
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:	112.0	34.0	34.0	59.1	34.1	70.2	27.6	26.0	69.3	57.2	58.1	58.1
LOS by Move:	F	C	C	E	C	E	C	C	E	E	E	E
HCM2kAvgQ:	7	14	14	0	13	27	3	0	28	1	2	2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Fremont Blvd / Thornton Ave

Cycle (sec): 110 Critical Vol./Cap. (X): 0.627  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3  
Optimal Cycle: 52 Level of Service: C

Street Name: Fremont Blvd Thornton Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 1 1 0 2 0 2 0 1 2 0 2 0 1 1 0 2 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 7:30AM-8:30AM  
Base Vol: 206 390 52 142 722 397 308 417 200 128 600 129  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 206 390 52 142 722 397 308 417 200 128 600 129  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 206 390 52 142 722 397 308 417 200 128 600 129  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 206 390 52 142 722 397 308 417 200 128 600 129  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 206 390 52 142 722 397 308 417 200 128 600 129

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.93 0.93 0.92 0.95 0.85 0.92 0.95 0.85 0.95 0.95 0.85  
Lanes: 2.00 1.76 0.24 2.00 2.00 1.00 2.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 3502 3128 417 3502 3610 1615 3502 3610 1615 1805 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.06 0.12 0.12 0.04 0.20 0.25 0.09 0.12 0.12 0.07 0.17 0.08  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.37 0.37 0.12 0.39 0.39 0.14 0.26 0.26 0.15 0.26 0.26  
Volume/Cap: 0.63 0.34 0.34 0.34 0.51 0.63 0.63 0.45 0.48 0.48 0.63 0.30  
Uniform Del: 48.0 25.2 25.2 44.5 25.4 27.0 44.6 34.3 34.6 43.0 35.6 32.3  
IncrementDel: 3.8 0.2 0.2 0.5 0.3 2.0 2.6 0.3 0.9 1.4 1.3 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: 51.8 25.4 25.4 45.0 25.7 29.0 47.2 34.6 35.5 44.4 37.0 32.7  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 51.8 25.4 25.4 45.0 25.7 29.0 47.2 34.6 35.5 44.4 37.0 32.7  
LOS by Move: D C C D C C D C D D D C  
HCM2kAvgQ: 5 6 6 3 10 11 6 6 6 4 10 4

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 I-880 NB Ramps / Thornton Ave

Cycle (sec): 51 Critical Vol./Cap. (X): 0.544  
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2  
Optimal Cycle: 34 Level of Service: A

Street Name: I-880 NB Ramps Thornton Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
Rights: Include Include Ignore Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 0 1 0 0 0 0 0 0 0 0 0 2 0 1 0 0 3 0 0

Volume Module:  
Base Vol: 259 0 211 0 0 0 0 1267 503 0 1068 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: 259 0 211 0 0 0 0 1267 503 0 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 259 0 211 0 0 0 0 1267 0 0 1068 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 259 0 211 0 0 0 0 1267 0 0 1068 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: 259 0 211 0 0 0 0 1267 0 0 1068 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 0.95 1.00 1.00 0.91 1.00  
Lanes: 1.55 0.00 1.45 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 0.00  
Final Sat.: 2675 0 2499 0 0 0 0 3610 1900 0 5187 0

Capacity Analysis Module:  
Vol/Sat: 0.10 0.00 0.08 0.00 0.00 0.00 0.00 0.35 0.00 0.00 0.21 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.18 0.00 0.18 0.00 0.00 0.00 0.00 0.65 0.00 0.00 0.65 0.00  
Volume/Cap: 0.54 0.00 0.47 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.32 0.00  
Uniform Del: 19.1 0.0 18.8 0.0 0.0 0.0 0.0 4.9 0.0 0.0 4.0 0.0  
IncrementDel: 0.7 0.0 0.4 0.0 0.0 0.0 0.0 0.3 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: 19.8 0.0 19.2 0.0 0.0 0.0 0.0 5.2 0.0 0.0 4.1 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: 19.8 0.0 19.2 0.0 0.0 0.0 0.0 5.2 0.0 0.0 4.1 0.0  
LOS by Move: B A B A A A A A A A A A  
HCM2kAvgQ: 3 0 3 0 0 0 0 6 0 0 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

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 Intersection #15 Fremont Blvd / Peralta Blvd  
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Cycle (sec): 110 Critical Vol./Cap. (X): 0.489  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6  
 Optimal Cycle: 34 Level Of Service: C  
 \*\*\*\*\*

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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 6 6 4 6 6 4 4 4 4  
 Lanes: 1 0 1 1 0 1 0 1 1 0 0 1 0 1 0 0 1 1 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 8:00AM-9:00AM  
 Base Vol: 90 567 43 124 873 50 32 133 54 25 255 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: 90 567 43 124 873 50 32 133 54 25 255 39  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 90 567 43 124 873 50 32 133 54 25 255 39  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 90 567 43 124 873 50 32 133 54 25 255 39  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 90 567 43 124 873 50 32 133 54 25 255 39

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.94 0.94 0.95 0.94 0.94 0.91 0.91 0.91 0.95 0.95 0.85  
 Lanes: 1.00 1.86 0.14 1.00 1.89 0.11 0.29 1.22 0.49 0.18 1.82 1.00  
 Final Sat.: 1805 3322 252 1805 3387 194 504 2096 851 321 3275 1615

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.17 0.17 0.07 0.26 0.26 0.06 0.06 0.06 0.08 0.08 0.02  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.10 0.45 0.45 0.18 0.53 0.53 0.13 0.13 0.13 0.16 0.16 0.16  
 Volume/Cap: 0.49 0.38 0.38 0.38 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.15  
 Uniform Del: 46.7 20.2 20.2 39.7 16.6 16.6 44.5 44.5 44.5 42.2 42.2 39.8  
 IncrementDel: 2.0 0.2 0.2 0.7 0.2 0.2 0.8 0.8 0.8 0.7 0.7 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: 48.7 20.3 20.3 40.4 16.8 16.8 45.3 45.3 45.3 42.8 42.8 40.1  
 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: 48.7 20.3 20.3 40.4 16.8 16.8 45.3 45.3 45.3 42.8 42.8 40.1  
 LOS by Move: D C C D B B D D D D D D  
 HCM2kAvgQ: 3 7 7 4 10 10 4 4 4 5 5 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Fremont Blvd / Central Ave  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 0.727  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9  
 Optimal Cycle: 67 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Central Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1 1 0 0

Volume Module:  
 Base Vol: 364 577 8 6 683 165 138 2 264 1 1 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: 364 577 8 6 683 165 138 2 264 1 1 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: 364 577 8 6 683 165 138 2 264 1 1 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 364 577 8 6 683 165 138 2 264 1 1 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  
 FinalVolume: 364 577 8 6 683 165 138 2 264 1 1 2

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.95 0.95 0.92 0.92 0.72 0.72 0.72 0.89 0.89 0.89  
 Lanes: 1.00 1.97 0.03 1.00 1.61 0.39 0.99 0.01 1.00 0.25 0.25 0.50  
 Final Sat.: 1805 3554 49 1805 2823 682 1346 20 1366 421 421 841

Capacity Analysis Module:  
 Vol/Sat: 0.20 0.16 0.16 0.00 0.24 0.24 0.10 0.10 0.19 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.60 0.60 0.01 0.33 0.33 0.27 0.27 0.27 0.27 0.27 0.27  
 Volume/Cap: 0.73 0.27 0.27 0.27 0.73 0.73 0.39 0.39 0.73 0.01 0.01 0.01  
 Uniform Del: 34.3 10.1 10.1 51.4 30.8 30.8 31.5 31.5 35.1 28.4 28.4 28.4  
 IncrementDel: 5.3 0.1 0.1 6.5 2.3 2.3 0.2 0.2 4.8 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: 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: 39.6 10.2 10.2 57.9 33.2 33.2 31.8 31.8 39.9 28.4 28.4 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: 39.6 10.2 10.2 57.9 33.2 33.2 31.8 31.8 39.9 28.4 28.4 28.4  
 LOS by Move: D B B E C C C C D C C C  
 HCM2kAvgQ: 12 5 5 0 14 14 4 4 10 0 0 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #17 Blacow Rd / Central Ave  
\*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 0.465  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1  
Optimal Cycle: 38 Level Of Service: C  
\*\*\*\*\*

Street Name: Blacow Rd Central Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	180	307	71	115	449	69	83	381	77	47	413	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	307	71	115	449	69	83	381	77	47	413	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	307	71	115	449	69	83	381	77	47	413	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	307	71	115	449	69	83	381	77	47	413	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	180	307	71	115	449	69	83	381	77	47	413	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.62	0.38	1.00	1.73	0.27	1.00	1.66	0.34	1.00	2.00	1.00
Final Sat.:	1805	2850	659	1805	3067	471	1805	2928	592	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.11	0.11	0.06	0.15	0.15	0.05	0.13	0.13	0.03	0.11	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.21	0.33	0.33	0.20	0.31	0.31	0.10	0.29	0.29	0.06	0.25	0.25
Volume/Cap:	0.47	0.32	0.32	0.32	0.47	0.47	0.47	0.45	0.45	0.45	0.47	0.05
Uniform Del:	32.6	23.7	23.7	32.7	26.1	26.1	40.4	27.7	27.7	43.3	30.5	27.4
IncrementDel:	0.9	0.2	0.2	0.5	0.3	0.3	1.9	0.3	0.3	3.1	0.4	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.5	23.9	23.9	33.3	26.4	26.4	42.4	28.1	28.1	46.4	30.9	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	23.9	23.9	33.3	26.4	26.4	42.4	28.1	28.1	46.4	30.9	27.4
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	4	4	3	7	7	3	6	6	2	6	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #18 Paseo Padre Pkwy / Peralta Blvd  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.762  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3  
Optimal Cycle: 85 Level Of Service: D  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Peralta Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	10	10	4	10	10	4	10
Lanes:	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	112	541	26	264	1327	42	60	302	156	90	412	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	541	26	264	1327	42	60	302	156	90	412	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	541	26	264	1327	42	60	302	156	90	412	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	541	26	264	1327	42	60	302	156	90	412	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	112	541	26	264	1327	42	60	302	156	90	412	331

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	0.85	0.95	0.90	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	1.00	1.32	0.68	1.00	2.00	1.00
Final Sat.:	1805	3420	164	1805	3610	1615	1805	2259	1167	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.15	0.37	0.03	0.03	0.13	0.13	0.05	0.11	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.29	0.29	0.27	0.48	0.48	0.04	0.23	0.23	0.08	0.27	0.27
Volume/Cap:	0.76	0.54	0.54	0.54	0.76	0.05	0.76	0.59	0.59	0.59	0.42	0.76
Uniform Del:	58.5	38.6	38.6	40.5	27.5	17.9	61.5	44.7	44.7	57.3	39.2	43.7
IncrementDel:	20.5	0.6	0.6	1.2	2.0	0.0	34.6	1.2	1.2	5.8	0.3	7.7
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:	79.0	39.1	39.1	41.7	29.5	17.9	96.1	45.9	45.9	63.1	39.5	51.4
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	39.1	39.1	41.7	29.5	17.9	96.1	45.9	45.9	63.1	39.5	51.4
LOS by Move:	E	D	D	D	C	B	F	D	D	E	D	D
HCM2kAvgQ:	6	10	10	9	24	1	4	9	9	4	7	14

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #19 Mowry Avenue / Peralta Blvd  
\*\*\*\*\*

Cycle (sec): 68 Critical Vol./Cap.(X): 0.387  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1  
Optimal Cycle: 30 Level Of Service: B  
\*\*\*\*\*

Mowry Avenue				Peralta Blvd			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ignore	Include	Ignore	Include	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0	1 0 1	0 1 0	2 0 2	0 0 0	0 0 3	0 1 0

Volume Module:

Base Vol:	0 0 0	554 0 189	96 409 0	0 0 776	543
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	554 0 189	96 409 0	0 0 776	543
User Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00	0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00	0.00
PHF Volume:	0 0 0	554 0 0	96 409 0	0 0 776	0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	0 0 0	554 0 0	96 409 0	0 0 776	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 0.00	0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00	0.00
FinalVolume:	0 0 0	554 0 0	96 409 0	0 0 776	0

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 1.00 1.00	0.95 1.00 1.00	0.92 0.95 1.00	1.00 1.00 0.91	1.00
Lanes:	0.00 0.00 0.00	2.00 0.00 1.00	2.00 2.00 0.00	0.00 3.00 1.00	1.00
Final Sat.:	0 0 0	3618 0 1900	3502 3610 0	0 5187 1900	

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.15 0.00 0.00	0.03 0.11 0.00	0.00 0.15 0.00	0.00
Crit Moves:	****	****	****	****	****
Green/Cycle:	0.00 0.00 0.00	0.40 0.00 0.00	0.07 0.46 0.00	0.00 0.39 0.00	0.00
Volume/Cap:	0.00 0.00 0.00	0.39 0.00 0.00	0.39 0.25 0.00	0.00 0.39 0.00	0.00
Uniform Del:	0.0 0.0 0.0	14.7 0.0 0.0	30.2 11.3 0.0	0.0 15.0 0.0	0.0
IncrementDel:	0.0 0.0 0.0	0.2 0.0 0.0	1.0 0.1 0.0	0.0 0.1 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	0.0
Delay Adj:	0.00 0.00 0.00	1.00 0.00 0.00	1.00 1.00 0.00	0.00 1.00 0.00	0.00
Delay/Veh:	0.0 0.0 0.0	14.8 0.0 0.0	31.2 11.4 0.0	0.0 15.2 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 0.0 0.0	14.8 0.0 0.0	31.2 11.4 0.0	0.0 15.2 0.0	0.0
LOS by Move:	A A A	B A A	C B A	A A B	A
HCM2kAvgQ:	0 0 0	4 0 0	1 3 0	0 4 0	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #20 Civic Center Dr / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 0.476  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2  
Optimal Cycle: 40 Level Of Service: C  
\*\*\*\*\*

Civic Center Dr				Mowry Ave			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Split Phase	Split Phase	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	8 8 8	8 8 8	4 8 8	4 8 8	8 8 8	8 8 8	4 8 8
Lanes:	1 1 0	0 1 0	1 0 3	0 1 0	1 0 3	0 1 0	1 0 2

Volume Module:

Base Vol:	247 29 113	9 10 42	197 568 347	180 760 32
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	247 29 113	9 10 42	197 568 347	180 760 32
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	247 29 113	9 10 42	197 568 347	180 760 32
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	247 29 113	9 10 42	197 568 347	180 760 32
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	247 29 113	9 10 42	197 568 347	180 760 32

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.96 0.96 0.85	0.90 0.90 0.90	0.95 0.91 0.85	0.95 0.90 0.90
Lanes:	1.79 0.21 1.00	0.15 0.16 0.69	1.00 3.00 1.00	1.00 2.88 0.12
Final Sat.:	3254 382 1615	252 281 1178	1805 5187 1615	1805 4948 208

Capacity Analysis Module:

Vol/Sat:	0.08 0.08 0.07	0.04 0.04 0.04	0.11 0.11 0.21	0.10 0.15 0.15
Crit Moves:	****	****	****	****
Green/Cycle:	0.16 0.16 0.16	0.07 0.07 0.07	0.27 0.45 0.45	0.21 0.39 0.39
Volume/Cap:	0.48 0.48 0.44	0.48 0.48 0.48	0.40 0.24 0.48	0.48 0.40 0.40
Uniform Del:	44.0 44.0 43.7	51.0 51.0 51.0	34.0 19.4 22.0	39.9 25.6 25.6
IncrementDel:	0.6 0.6 1.2	2.8 2.8 2.8	0.5 0.1 0.5	0.9 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:	44.6 44.6 44.9	53.8 53.8 53.8	34.5 19.5 22.5	40.8 25.7 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:	44.6 44.6 44.9	53.8 53.8 53.8	34.5 19.5 22.5	40.8 25.7 25.7
LOS by Move:	D D D	D D D	C B C	D C C
HCM2kAvgQ:	5 5 4	3 3 3	6 4 9	6 7 7

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #21 Paseo Padre Pkwy / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.576  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3  
 Optimal Cycle: 57 Level Of Service: D  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:  
 Base Vol: 230 508 51 179 1249 49 255 549 58 286 632 88  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 230 508 51 179 1249 49 255 549 58 286 632 88  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 230 508 51 179 1249 49 255 549 58 286 632 88  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 230 508 51 179 1249 49 255 549 58 286 632 88  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 230 508 51 179 1249 49 255 549 58 286 632 88

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 0.90 0.90 0.92 0.91 0.85 0.92 0.91 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.89 0.11 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3502 3610 1615 3502 4961 195 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.14 0.03 0.05 0.25 0.25 0.07 0.11 0.04 0.08 0.12 0.05  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.40 0.40 0.15 0.44 0.44 0.12 0.18 0.18 0.14 0.20 0.20  
 Volume/Cap: 0.58 0.35 0.08 0.35 0.58 0.58 0.60 0.58 0.20 0.58 0.60 0.27  
 Uniform Del: 54.6 26.8 23.8 49.9 27.5 27.5 54.1 48.4 44.9 52.1 46.9 43.6  
 IncrementDel: 2.1 0.1 0.1 0.4 0.4 0.4 2.3 0.9 0.3 1.7 0.9 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: 56.7 27.0 23.9 50.3 27.9 27.9 56.4 49.3 45.2 53.8 47.9 44.0  
 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: 56.7 27.0 23.9 50.3 27.9 27.9 56.4 49.3 45.2 53.8 47.9 44.0  
 LOS by Move: E C C D C C E D D D D D  
 HCM2kAvgQ: 5 7 1 4 14 14 6 8 2 6 9 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #22 Fremont Blvd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 0.737  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0  
 Optimal Cycle: 78 Level Of Service: D  
 \*\*\*\*\*

Street Name: Fremont Blvd Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	1	0	2	0	1	1	0	2	0	2	1	0

Volume Module:  
 Base Vol: 185 418 55 275 702 282 186 1047 195 180 990 98  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 185 418 55 275 702 282 186 1047 195 180 990 98  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 185 418 55 275 702 282 186 1047 195 180 990 98  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 185 418 55 275 702 282 186 1047 195 180 990 98  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 185 418 55 275 702 282 186 1047 195 180 990 98

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 0.91 0.91 0.92 0.89 0.89 0.92 0.90 0.90  
 Lanes: 2.00 2.65 0.35 2.00 1.43 0.57 2.00 2.53 0.47 2.00 2.73 0.27  
 Final Sat.: 3502 4506 593 3502 2465 990 3502 4268 795 3502 4658 461

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.09 0.09 0.08 0.28 0.28 0.05 0.25 0.25 0.05 0.21 0.21  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.07 0.25 0.25 0.21 0.39 0.39 0.08 0.33 0.33 0.07 0.32 0.32  
 Volume/Cap: 0.74 0.37 0.37 0.37 0.74 0.74 0.66 0.74 0.74 0.74 0.66 0.66  
 Uniform Del: 52.3 35.8 35.8 38.9 30.3 30.3 51.3 33.9 33.9 52.5 33.5 33.5  
 IncrementDel: 10.9 0.2 0.2 0.3 2.2 2.2 5.7 1.7 1.7 11.2 1.0 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: 63.2 36.0 36.0 39.3 32.5 32.5 57.0 35.7 35.7 63.6 34.5 34.5  
 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: 63.2 36.0 36.0 39.3 32.5 32.5 57.0 35.7 35.7 63.6 34.5 34.5  
 LOS by Move: E D D D C C E D D E C C  
 HCM2kAvgQ: 5 5 5 4 17 17 5 15 15 5 13 13

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



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

\*\*\*\*\*  
Intersection #23 Argonaut Way / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 0.490  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1  
Optimal Cycle: 41 Level Of Service: C  
\*\*\*\*\*

Street Name: Argonaut Way Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	8	8	8	8	4	8	4	8
Lanes:	1	0	1	0	1	0	2	1

Volume Module:

Base Vol:	231	28	30	53	64	42	15	1169	210	42	1236	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	28	30	53	64	42	15	1169	210	42	1236	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	28	30	53	64	42	15	1169	210	42	1236	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	28	30	53	64	42	15	1169	210	42	1236	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	28	30	53	64	42	15	1169	210	42	1236	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.90	0.90	0.90	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.67	0.16	0.17	0.67	0.80	0.53	1.00	2.54	0.46	1.00	2.97	0.03
Final Sat.:	2996	290	311	1137	1373	901	1805	4296	772	1805	5119	58

Capacity Analysis Module:

Vol/Sat:	0.08	0.10	0.10	0.05	0.05	0.05	0.01	0.27	0.27	0.02	0.24	0.24
Crit Moves:	****											
Green/Cycle:	0.20	0.20	0.20	0.10	0.10	0.10	0.08	0.56	0.56	0.05	0.53	0.53
Volume/Cap:	0.39	0.49	0.49	0.49	0.49	0.49	0.11	0.49	0.49	0.49	0.46	0.46
Uniform Del:	40.2	41.0	41.0	49.4	49.4	49.4	49.5	15.6	15.6	53.4	16.9	16.9
IncrementDel:	0.3	0.6	0.6	1.2	1.2	1.2	0.4	0.1	0.1	4.3	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:	40.5	41.7	41.7	50.5	50.5	50.5	49.9	15.7	15.7	57.8	17.1	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:	40.5	41.7	41.7	50.5	50.5	50.5	49.9	15.7	15.7	57.8	17.1	17.1
LOS by Move:	D	D	D	D	D	D	D	B	B	E	B	B
HCM2kAvgQ:	4	6	6	3	3	3	1	11	11	2	10	10

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

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

\*\*\*\*\*  
Intersection #24 Blacow Rd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 0.509  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.0  
Optimal Cycle: 51 Level Of Service: C  
\*\*\*\*\*

Street Name: Blacow Rd Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	2	0	2

Volume Module:

Base Vol:	187	258	43	258	464	165	78	961	148	156	1215	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	258	43	258	464	165	78	961	148	156	1215	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	258	43	258	464	165	78	961	148	156	1215	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	258	43	258	464	165	78	961	148	156	1215	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
FinalVolume:	187	258	43	258	464	165	78	961	148	156	1215	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.71	0.29	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3029	505	3502	3610	1615	3502	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.09	0.07	0.13	0.10	0.02	0.19	0.09	0.04	0.23	0.04
Crit Moves:	****											
Green/Cycle:	0.10	0.19	0.19	0.17	0.25	0.25	0.04	0.41	0.41	0.10	0.46	0.46
Volume/Cap:	0.51	0.44	0.44	0.44	0.51	0.40	0.51	0.46	0.23	0.46	0.51	0.08
Uniform Del:	48.7	41.1	41.1	43.2	36.9	35.8	53.8	24.9	22.3	49.0	21.9	17.4
IncrementDel:	1.2	0.5	0.5	0.5	0.5	0.7	2.8	0.2	0.2	1.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.9	41.6	41.6	43.8	37.4	36.5	56.6	25.1	22.5	50.0	22.1	17.5
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:	49.9	41.6	41.6	43.8	37.4	36.5	56.6	25.1	22.5	50.0	22.1	17.5
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	B
HCM2kAvgQ:	4	5	5	5	8	5	2	9	3	3	11	1

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

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

\*\*\*\*\*  
 Intersection #25 Farwell Dr / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 0.618  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2  
 Optimal Cycle: 61 Level Of Service: C  
 \*\*\*\*\*

Street Name: Farwell Dr Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10						
Lanes:	2	0	0	1	0	1	0	1	2	0	3	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 262 69 41 67 42 188 93 980 71 69 1543 75  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 262 69 41 67 42 188 93 980 71 69 1543 75  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 262 69 41 67 42 188 93 980 71 69 1543 75  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 262 69 41 67 42 188 93 980 71 69 1543 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  
 FinalVolume: 262 69 41 67 42 188 93 980 71 69 1543 75

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 0.92 0.91 0.85 0.92 0.90 0.90  
 Lanes: 2.00 0.63 0.37 1.00 1.00 1.00 2.00 3.00 1.00 2.00 2.86 0.14  
 Final Sat.: 3502 1125 669 1805 1900 1615 3502 5187 1615 3502 4912 239

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.06 0.06 0.04 0.02 0.12 0.03 0.19 0.04 0.02 0.31 0.31  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.22 0.22 0.09 0.19 0.19 0.04 0.47 0.47 0.09 0.51 0.51  
 Volume/Cap: 0.62 0.28 0.28 0.40 0.12 0.62 0.62 0.41 0.09 0.23 0.62 0.62  
 Uniform Del: 48.0 37.6 37.6 49.2 38.7 42.9 54.1 20.2 17.2 49.0 20.3 20.3  
 IncrementDel: 2.8 0.4 0.4 1.6 0.1 3.8 7.6 0.1 0.1 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: 50.8 38.0 38.0 50.7 38.9 46.7 61.7 20.4 17.2 49.4 20.7 20.7  
 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: 50.8 38.0 38.0 50.7 38.9 46.7 61.7 20.4 17.2 49.4 20.7 20.7  
 LOS by Move: D D D D D D E C B D C C  
 HCM2kAvgQ: 6 3 3 3 3 1 7 3 8 1 1 15 15

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

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

\*\*\*\*\*  
 Intersection #26 I-880 NB Ramps / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 74 Critical Vol./Cap.(X): 0.358  
 Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7  
 Optimal Cycle: 31 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Ignore			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:  
 Base Vol: 218 0 363 0 0 0 0 0 846 163 0 1223 673  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 218 0 363 0 0 0 0 0 846 163 0 1223 673  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 218 0 363 0 0 0 0 0 846 0 0 1223 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 218 0 363 0 0 0 0 0 846 0 0 1223 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: 218 0 363 0 0 0 0 0 846 0 0 1223 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.00 0.13 0.00 0.00 0.00 0.00 0.16 0.00 0.00 0.18 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.36 0.00 0.36 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.49 0.00  
 Volume/Cap: 0.17 0.00 0.36 0.00 0.00 0.00 0.00 0.33 0.00 0.00 0.36 0.00  
 Uniform Del: 16.3 0.0 17.5 0.0 0.0 0.0 0.0 11.3 0.0 0.0 11.5 0.0  
 IncrementDel: 0.1 0.0 0.2 0.0 0.0 0.0 0.0 0.1 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: 16.4 0.0 17.8 0.0 0.0 0.0 0.0 11.4 0.0 0.0 11.6 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: 16.4 0.0 17.8 0.0 0.0 0.0 0.0 11.4 0.0 0.0 11.6 0.0  
 LOS by Move: B A B A A A A B A A B A  
 HCM2kAvgQ: 2 0 4 0 0 0 0 4 0 0 5 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #27 I-880 SB Ramps / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 64 Critical Vol./Cap.(X): 0.670  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5  
 Optimal Cycle: 50 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 SB Ramps Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 3 0 1	0 0 3 0 1
Lanes:	0 0 0 0	2 0 0 0 2	0 0 3 0 1	0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 539 0 336 0 474 174 0 856 630  
 Growth Adj: 1.00 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 0 539 0 336 0 474 174 0 856 630  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 0 539 0 336 0 474 174 0 856 630  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 539 0 336 0 474 174 0 856 630  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 0 539 0 336 0 474 174 0 856 630

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 0.85 1.00 0.91 0.85  
 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 1615 0 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.12 0.00 0.09 0.11 0.00 0.17 0.39  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.23 0.00 0.23 0.00 0.58 0.58 0.00 0.58 0.58  
 Volume/Cap: 0.00 0.00 0.00 0.67 0.00 0.51 0.00 0.16 0.18 0.00 0.28 0.67  
 Uniform Del: 0.0 0.0 0.0 22.4 0.0 21.5 0.0 6.1 6.2 0.0 6.7 9.1  
 IncrementDel: 0.0 0.0 0.0 2.2 0.0 0.7 0.0 0.0 0.1 0.0 0.1 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: 0.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00  
 Delay/Veh: 0.0 0.0 0.0 24.6 0.0 22.2 0.0 6.2 6.3 0.0 6.7 11.0  
 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 24.6 0.0 22.2 0.0 6.2 6.3 0.0 6.7 11.0  
 LOS by Move: A A A C A C A A A A A B  
 HCM2kAvgQ: 0 0 0 6 0 4 0 2 2 0 3 10

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #28 Mission Blvd / Niles Canyon Rd  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap.(X): 0.971  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 50.3  
 Optimal Cycle: 169 Level Of Service: D  
 \*\*\*\*\*

Street Name: Mission Blvd Niles Canyon Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	5 10 10	5 10 10	5 5 5	5 5 5
Lanes:	1 0 3 0 1	2 0 2 1 0	0 0 1 0 1	2 0 1 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 7:30AM-8:30AM  
 Base Vol: 88 737 284 389 1643 19 13 137 225 449 82 554  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 88 737 284 389 1643 19 13 137 225 449 82 554  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 88 737 284 389 1643 19 13 137 225 449 82 554  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 88 737 284 389 1643 19 13 137 225 449 82 554  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 88 737 284 389 1643 19 13 137 225 449 82 554

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.85 0.92 0.91 0.91 0.91 0.91 0.91 0.92 1.00 0.85  
 Lanes: 1.00 3.00 1.00 2.00 2.97 0.03 0.05 0.52 1.43 2.00 1.00 1.00  
 Final Sat.: 1805 5187 1615 3502 5117 59 85 901 2465 3502 1900 1615

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.14 0.18 0.11 0.32 0.32 0.15 0.15 0.09 0.13 0.04 0.34  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.23 0.23 0.15 0.33 0.33 0.16 0.16 0.16 0.35 0.35 0.35  
 Volume/Cap: 0.97 0.61 0.75 0.75 0.97 0.97 0.97 0.97 0.58 0.36 0.12 0.97  
 Uniform Del: 52.2 37.7 39.2 45.0 36.3 36.3 46.1 46.1 43.0 26.4 24.0 35.0  
 IncrementDel: 84.6 0.9 8.3 6.2 15.4 15.4 38.0 38.0 1.4 0.2 0.1 30.3  
 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: 136.8 38.6 47.6 51.2 51.7 51.7 84.1 84.1 44.4 26.6 24.1 65.3  
 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: 136.8 38.6 47.6 51.2 51.7 51.7 84.1 84.1 44.4 26.6 24.1 65.3  
 LOS by Move: F D D D D F F D C C E  
 HCM2kAvgQ: 6 9 11 8 26 26 13 13 6 6 2 24

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #29 Mission Blvd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 73 Critical Vol./Cap.(X): 1.414  
Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 104.7  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name:	Mission Blvd			Mowry Ave		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 1 0	1 0 3 0 1	1 1 0 0 1	0 0 1 0 0	1 0 0 0 1	0 0 1 0 0

Volume Module:  
Base Vol: 287 622 3 2 1415 1037 455 2 287 6 5 5 1.00  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 287 622 3 2 1415 1037 455 2 287 6 5 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 287 622 3 2 1415 1037 455 2 287 6 5 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 287 622 3 2 1415 1037 455 2 287 6 5 5  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 287 622 3 2 1415 1037 455 2 287 6 5 5

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.95 0.95 0.85 0.94 0.94 0.94  
Lanes: 1.00 2.99 0.01 1.00 3.00 1.00 1.99 0.01 1.00 0.38 0.31 0.31  
Final Sat.: 1805 5157 25 1805 5187 1615 3606 16 1615 670 559 559

Capacity Analysis Module:  
Vol/Sat: 0.16 0.12 0.12 0.00 0.27 0.64 0.13 0.13 0.18 0.01 0.01 0.01  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.11 0.56 0.56 0.01 0.45 0.45 0.12 0.13 0.13 0.01 0.01 0.01  
Volume/Cap: 1.41 0.21 0.21 0.21 0.60 1.41 1.02 1.00 1.41 1.41 1.02 1.02  
Uniform Del: 32.4 8.0 8.0 36.2 15.0 19.9 32.0 31.9 31.9 36.3 36.2 36.2  
IncrementDel: 212.8 0.0 0.0 11.3 0.4 194.3 48.7 43.2 212.8 424.6 236 235.7  
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: 245.2 8.0 8.0 47.4 15.4 214.2 80.7 75.1 244.7 460.9 272 271.9  
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: 245.2 8.0 8.0 47.4 15.4 214.2 80.7 75.1 244.7 460.9 272 271.9  
LOS by Move: F A A D B F F E F F F F  
HCM2kAvgQ: 19 3 3 0 9 62 10 10 19 2 2 2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #30 Mission Blvd / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 92 Critical Vol./Cap.(X): 0.865  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7  
Optimal Cycle: 98 Level Of Service: C  
\*\*\*\*\*

Street Name:	Mission Blvd			Walnut Ave		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 2 0 1	2 0 1 0 1	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1

Volume Module:  
Base Vol: 307 729 24 8 1149 338 158 26 278 66 51 8  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 307 729 24 8 1149 338 158 26 278 66 51 8  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 307 729 24 8 1149 338 158 26 278 66 51 8  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 307 729 24 8 1149 338 158 26 278 66 51 8  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 307 729 24 8 1149 338 158 26 278 66 51 8

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.95 0.95 0.95 0.95 0.85 0.92 1.00 0.85 0.97 0.97 0.85  
Lanes: 1.00 1.94 0.06 1.00 2.00 1.00 2.00 1.00 1.00 0.56 0.44 1.00  
Final Sat.: 1805 3477 114 1805 3610 1615 3502 1900 1615 1043 806 1615

Capacity Analysis Module:  
Vol/Sat: 0.17 0.21 0.21 0.00 0.32 0.21 0.05 0.01 0.17 0.06 0.06 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.20 0.55 0.55 0.01 0.37 0.37 0.11 0.20 0.20 0.07 0.16 0.16  
Volume/Cap: 0.86 0.38 0.38 0.38 0.86 0.57 0.40 0.07 0.86 0.86 0.40 0.03  
Uniform Del: 35.8 11.6 11.6 45.1 26.9 23.2 37.9 29.9 35.6 42.2 34.7 32.7  
IncrementDel: 19.3 0.1 0.1 11.0 6.2 1.3 0.7 0.1 20.9 40.2 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 1.00  
Delay/Veh: 55.1 11.7 11.7 56.2 33.1 24.5 38.5 30.0 56.5 82.4 35.6 32.8  
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: 55.1 11.7 11.7 56.2 33.1 24.5 38.5 30.0 56.5 82.4 35.6 32.8  
LOS by Move: E B B E C C D C E F D C  
HCM2kAvgQ: 11 6 6 1 19 8 3 1 11 6 3 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #31 Civic Center Dr / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 0.449  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2  
Optimal Cycle: 46 Level Of Service: C  
\*\*\*\*\*

Street Name: Civic Center Dr Walnut Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	128	330	209	72	175	77	56	532	83	116	583	98
Growth Adj:	1.00	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	330	209	72	175	77	56	532	83	116	583	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	330	209	72	175	77	56	532	83	116	583	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	330	209	72	175	77	56	532	83	116	583	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	330	209	72	175	77	56	532	83	116	583	98

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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.13	0.04	0.05	0.05	0.03	0.15	0.05	0.06	0.16	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.29	0.29	0.09	0.22	0.22	0.09	0.33	0.33	0.14	0.38	0.38
Volume/Cap:	0.44	0.32	0.45	0.45	0.22	0.22	0.35	0.45	0.16	0.45	0.42	0.16
Uniform Del:	39.8	29.3	30.6	45.4	33.9	33.9	44.9	27.8	25.0	41.2	24.0	21.4
IncrementDel:	1.1	0.2	0.7	2.0	0.1	0.3	1.3	0.3	0.1	1.2	0.2	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:	40.9	29.5	31.3	47.4	34.1	34.2	46.2	28.1	25.1	42.5	24.2	21.5
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:	40.9	29.5	31.3	47.4	34.1	34.2	46.2	28.1	25.1	42.5	24.2	21.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	4	4	6	3	3	2	2	7	2	4	7	2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #32 Paseo Padre Pkwy / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.440  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.3  
Optimal Cycle: 46 Level Of Service: C  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Walnut Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1

Volume Module:

Base Vol:	56	792	51	75	1001	53	60	197	67	194	281	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	792	51	75	1001	53	60	197	67	194	281	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	792	51	75	1001	53	60	197	67	194	281	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	792	51	75	1001	53	60	197	67	194	281	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	56	792	51	75	1001	53	60	197	67	194	281	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.15	0.03	0.04	0.19	0.03	0.03	0.05	0.04	0.11	0.08	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.07	0.40	0.40	0.11	0.44	0.44	0.11	0.12	0.12	0.24	0.26	0.26
Volume/Cap:	0.44	0.38	0.08	0.38	0.44	0.07	0.30	0.44	0.33	0.44	0.30	0.15
Uniform Del:	58.0	27.6	24.2	53.9	25.4	21.2	53.2	52.8	52.0	41.6	38.8	37.2
IncrementDel:	2.4	0.1	0.1	1.2	0.1	0.0	0.9	0.7	1.0	0.7	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:	60.4	27.7	24.2	55.1	25.5	21.2	54.1	53.5	53.0	42.3	39.0	37.4
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:	60.4	27.7	24.2	55.1	25.5	21.2	54.1	53.5	53.0	42.3	39.0	37.4
LOS by Move:	E	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	8	1	3	10	1	2	4	3	7	5	2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #33 Fremont Blvd / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.488  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): 39.2  
Optimal Cycle: 54 Level Of Service: D  
\*\*\*\*\*

Fremont Blvd				Walnut Ave			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 3 0 1	1 0 3 0 1	1 0 1 1 0	1 0 2 0 1			

Volume Module:

Base Vol:	192 683 134	111 706 29	36 282 138	101 198 57
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	192 683 134	111 706 29	36 282 138	101 198 57
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	192 683 134	111 706 29	36 282 138	101 198 57
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	192 683 134	111 706 29	36 282 138	101 198 57
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	192 683 134	111 706 29	36 282 138	101 198 57

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.91 0.85	0.95 0.91 0.85	0.95 0.90 0.90	0.95 0.95 0.85
Lanes:	1.00 3.00 1.00	1.00 3.00 1.00	1.00 1.34 0.66	1.00 2.00 1.00
Final Sat.:	1805 5187 1615	1805 5187 1615	1805 2305 1128	1805 3610 1615

Capacity Analysis Module:

Vol/Sat:	0.11 0.13 0.08	0.06 0.14 0.02	0.02 0.12 0.12	0.06 0.05 0.04
Crit Moves:	****	****	****	****
Green/Cycle:	0.22 0.34 0.34	0.16 0.28 0.28	0.10 0.25 0.25	0.11 0.27 0.27
Volume/Cap:	0.49 0.39 0.25	0.39 0.49 0.06	0.20 0.49 0.49	0.49 0.20 0.13
Uniform Del:	44.5 32.8 31.0	49.1 39.1 34.4	54.0 41.6 41.6	54.0 36.9 36.1
IncrementDel:	1.0 0.1 0.2	0.9 0.3 0.1	0.6 0.4 0.4	1.8 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:	45.5 32.9 31.3	50.0 39.4 34.5	54.6 42.0 42.0	55.8 37.0 36.3
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:	45.5 32.9 31.3	50.0 39.4 34.5	54.6 42.0 42.0	55.8 37.0 36.3
LOS by Move:	D C C	D D C	D D D	E D D
HCM2kAvgQ:	7 8 4	4 4 9	1 1 8	4 3 2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #34 Mission Blvd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 91 Critical Vol./Cap. (X): 0.876  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3  
Optimal Cycle: 102 Level Of Service: C  
\*\*\*\*\*

Mission Blvd				Stevenson Blvd			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 1 0	1 0 2 0 1	1 1 0 0 2	1 0 0 1 0			

Volume Module:

Base Vol:	461 961 27	27 1424 306	122 16 512	29 14 8
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	461 961 27	27 1424 306	122 16 512	29 14 8
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	461 961 27	27 1424 306	122 16 512	29 14 8
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	461 961 27	27 1424 306	122 16 512	29 14 8
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	461 961 27	27 1424 306	122 16 512	29 14 8

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.92 0.95 0.95	0.95 0.95 0.85	0.96 0.96 0.75	0.95 0.95 0.95
Lanes:	2.00 1.95 0.05	1.00 2.00 1.00	1.77 0.23 2.00	1.00 0.64 0.36
Final Sat.:	3502 3497 98	1805 3610 1615	3218 422 2842	1805 1143 653

Capacity Analysis Module:

Vol/Sat:	0.13 0.27 0.27	0.01 0.39 0.19	0.04 0.04 0.18	0.02 0.01 0.01
Crit Moves:	****	****	****	****
Green/Cycle:	0.15 0.57 0.57	0.03 0.45 0.45	0.17 0.21 0.21	0.02 0.05 0.05
Volume/Cap:	0.88 0.48 0.48	0.48 0.88 0.42	0.22 0.18 0.88	0.88 0.22 0.22
Uniform Del:	37.8 11.6 11.6	43.4 22.7 17.0	32.6 29.9 35.0	44.6 41.2 41.2
IncrementDel:	15.3 0.2 0.2	6.4 5.7 0.4	0.2 0.1 14.0	106.3 1.2 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:	53.1 11.8 11.8	49.8 28.4 17.4	32.8 30.0 49.0	150.9 42.3 42.3
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:	53.1 11.8 11.8	49.8 28.4 17.4	32.8 30.0 49.0	150.9 42.3 42.3
LOS by Move:	D B B	D C B	C C C	D F D D
HCM2kAvgQ:	10 9 9	1 22 6	2 2 11	2 1 1

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

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

\*\*\*\*\*  
Intersection #35 Paseo Padre Pkwy / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.604  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.2  
Optimal Cycle: 60 Level Of Service: D  
\*\*\*\*\*

Street Name:	Paseo Padre Pkwy			Stevenson Blvd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	4	10	10	4	10	10
Lanes:	1	0	3	0	1	1

Volume Module:

Base Vol:	133	930	260	79	795	156	187	451	177	319	397	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:	133	930	260	79	795	156	187	451	177	319	397	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	930	260	79	795	156	187	451	177	319	397	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	930	260	79	795	156	187	451	177	319	397	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	930	260	79	795	156	187	451	177	319	397	71

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.87	0.87	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.15	0.85	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	3569	1401	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.18	0.16	0.04	0.15	0.10	0.10	0.13	0.13	0.18	0.08	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.30	0.30	0.07	0.25	0.25	0.29	0.21	0.21	0.29	0.21	0.21
Volume/Cap:	0.60	0.59	0.53	0.59	0.60	0.38	0.36	0.60	0.60	0.60	0.36	0.21
Uniform Del:	54.1	38.6	37.8	58.3	42.8	40.1	36.8	46.5	46.5	39.5	43.5	42.0
IncrementDel:	4.7	0.6	1.1	7.1	0.8	0.6	0.4	1.0	1.0	2.0	0.2	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	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.8	39.2	38.9	65.4	43.6	40.7	37.2	47.6	47.6	41.5	43.7	42.3
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:	58.8	39.2	38.9	65.4	43.6	40.7	37.2	47.6	47.6	41.5	43.7	42.3
LOS by Move:	E	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	6	12	9	4	11	5	6	9	9	11	5	2

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

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

\*\*\*\*\*  
Intersection #36 Fremont Blvd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 0.645  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6  
Optimal Cycle: 64 Level Of Service: D  
\*\*\*\*\*

Street Name:	Fremont Blvd			Stevenson Blvd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	4	10	10	4	10	10
Lanes:	2	0	3	0	1	1

Volume Module:

Base Vol:	319	505	130	85	1018	204	158	733	211	444	849	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:	319	505	130	85	1018	204	158	733	211	444	849	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:	319	505	130	85	1018	204	158	733	211	444	849	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	505	130	85	1018	204	158	733	211	444	849	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:	319	505	130	85	1018	204	158	733	211	444	849	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.08	0.02	0.20	0.13	0.05	0.14	0.13	0.13	0.16	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.33	0.33	0.12	0.30	0.30	0.09	0.22	0.22	0.20	0.33	0.33
Volume/Cap:	0.65	0.30	0.25	0.21	0.65	0.42	0.50	0.65	0.60	0.65	0.50	0.08
Uniform Del:	46.7	28.8	28.2	45.9	34.6	31.9	49.9	40.8	40.3	42.5	31.3	26.8
IncrementDel:	2.9	0.1	0.2	0.3	0.9	0.6	1.3	1.3	2.8	2.1	0.2	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:	49.6	28.9	28.5	46.2	35.6	32.4	51.2	42.1	43.1	44.6	31.5	26.9
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:	49.6	28.9	28.5	46.2	35.6	32.4	51.2	42.1	43.1	44.6	31.5	26.9
LOS by Move:	D	C	C	D	D	C	D	D	D	D	C	C
HCM2kAvgQ:	7	5	3	2	12	6	3	9	7	8	9	1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 1.009  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 57.9  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Blacow Rd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 299 319 22 436 1162 853 81 901 222 117 1061 124  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 299 319 22 436 1162 853 81 901 222 117 1061 124  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 299 319 22 436 1162 853 81 901 222 117 1061 124  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 299 319 22 436 1162 853 81 901 222 117 1061 124  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 299 319 22 436 1162 853 81 901 222 117 1061 124

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 0.88 0.88 0.92 0.90 0.90  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.41 0.59 2.00 2.69 0.31  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 4037 995 3502 4570 534

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.09 0.01 0.12 0.32 0.53 0.02 0.22 0.22 0.03 0.23 0.23  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.08 0.25 0.25 0.35 0.52 0.52 0.03 0.23 0.23 0.04 0.23 0.23  
 Volume/Cap: 1.02 0.36 0.05 0.36 0.62 1.02 0.67 0.99 0.99 0.95 1.02 1.02  
 Uniform Del: 52.7 35.6 32.9 27.7 19.9 27.8 54.8 44.3 44.3 55.4 44.5 44.5  
 IncrementDel: 58.9 0.2 0.1 0.2 0.7 37.3 13.1 23.3 23.3 64.5 32.6 32.6  
 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: 111.6 35.8 33.0 27.9 20.5 65.2 67.9 67.6 67.6 119.9 77.1 77.1  
 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: 111.6 35.8 33.0 27.9 20.5 65.2 67.9 67.6 67.6 119.9 77.1 77.1  
 LOS by Move: F D C C C E E E F E E  
 HCM2kAvgQ: 10 5 1 6 16 39 3 20 20 4 22 22

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #38 I-880 NB Ramps / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.317  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0  
 Optimal Cycle: 30 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Ignore			Ignore							
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10					
Lanes:	2	0	0	2	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:  
 Base Vol: 367 0 319 0 0 0 0 0 790 213 0 1143 939  
 Growth Adj: 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: 367 0 319 0 0 0 0 0 790 213 0 1143 939  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 367 0 319 0 0 0 0 0 790 0 0 1143 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 367 0 319 0 0 0 0 0 790 0 0 1143 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 1.00  
 MLF Adj: 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  
 FinalVolume: 367 0 319 0 0 0 0 0 790 0 0 1143 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.00 0.11 0.00 0.00 0.00 0.00 0.15 0.00 0.00 0.17 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.35 0.00 0.35 0.00 0.00 0.00 0.00 0.52 0.00 0.00 0.52 0.00  
 Volume/Cap: 0.30 0.00 0.32 0.00 0.00 0.00 0.00 0.29 0.00 0.00 0.32 0.00  
 Uniform Del: 18.7 0.0 18.8 0.0 0.0 0.0 0.0 10.8 0.0 0.0 11.0 0.0  
 IncrementDel: 0.1 0.0 0.2 0.0 0.0 0.0 0.0 0.1 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: 18.8 0.0 19.0 0.0 0.0 0.0 0.0 10.9 0.0 0.0 11.0 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: 18.8 0.0 19.0 0.0 0.0 0.0 0.0 10.9 0.0 0.0 11.0 0.0  
 LOS by Move: B A B A A A A B A A B A  
 HCM2kAvgQ: 3 0 3 0 0 0 0 4 0 0 4 0

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #39 I-880 SB Ramps / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.366  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7  
 Optimal Cycle: 30 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 SB Ramps Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	10
Lanes:	0	0	0	2	0	0	0	0	3	0	1	0

Volume Module:  
 Base Vol: 0 0 0 428 0 381 0 568 247 0 1028 441  
 Growth Adj: 1.00 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 0 428 0 381 0 568 247 0 1028 441  
 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 0 428 0 381 0 568 0 0 1028 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 428 0 381 0 568 0 0 1028 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 0 428 0 381 0 568 0 0 1028 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 0.12 0.00 0.13 0.00 0.11 0.00 0.00 0.20 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.33 0.00 0.33 0.00 0.54 0.00 0.00 0.54 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.37 0.00 0.40 0.00 0.20 0.00 0.00 0.37 0.00  
 Uniform Del: 0.0 0.0 0.0 20.2 0.0 20.5 0.0 9.5 0.0 0.0 10.5 0.0  
 IncremntDel: 0.0 0.0 0.0 0.2 0.0 0.3 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 20.4 0.0 20.8 0.0 9.5 0.0 0.0 10.6 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: 0.0 0.0 0.0 20.4 0.0 20.8 0.0 9.5 0.0 0.0 10.6 0.0  
 LOS by Move: A A A C A C A A A B A  
 HCM2kAvgQ: 0 0 0 4 0 4 0 3 0 0 5 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #40 Albrae St-Balentine Dr / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.275  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2  
 Optimal Cycle: 50 Level Of Service: C  
 \*\*\*\*\*

Street Name: Albrae St-Balentine Dr Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Lanes:	0	1	0	0	2	2	1	0	0	1	1	0

Volume Module:  
 Base Vol: 12 19 52 196 66 42 9 477 85 319 853 193  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 12 19 52 196 66 42 9 477 85 319 853 193  
 User 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  
 PHF 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  
 PHF Volume: 12 19 52 196 66 42 9 477 85 319 853 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 12 19 52 196 66 42 9 477 85 319 853 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 0.00  
 MLF 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  
 FinalVolume: 12 19 52 196 66 42 9 477 85 319 853 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.98 0.98 0.75 0.94 0.96 0.85 0.95 0.91 0.85 0.92 0.91 1.00  
 Lanes: 0.39 0.61 2.00 2.26 0.74 1.00 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 722 1142 2842 4018 1353 1615 1805 5187 1615 3502 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.03 0.00 0.09 0.05 0.09 0.16 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.09 0.09 0.09 0.17 0.17 0.17 0.04 0.30 0.30 0.30 0.56 0.00  
 Volume/Cap: 0.18 0.18 0.20 0.29 0.29 0.16 0.14 0.31 0.18 0.31 0.29 0.00  
 Uniform Del: 46.2 46.2 46.3 40.2 40.2 39.2 51.3 29.7 28.4 29.9 12.7 0.0  
 IncremntDel: 0.5 0.5 0.4 0.2 0.2 0.3 1.0 0.1 0.2 0.2 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 0.00  
 Delay/Veh: 46.7 46.7 46.7 40.4 40.4 39.5 52.3 29.8 28.6 30.1 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: 46.7 46.7 46.7 40.4 40.4 39.5 52.3 29.8 28.6 30.1 12.7 0.0  
 LOS by Move: D D D D D D C C C B A  
 HCM2kAvgQ: 1 1 1 3 3 1 0 5 2 4 5 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Boyce Rd-Cherry St / Stevenson Blvd

Cycle (sec): 115 Critical Vol./Cap. (X): 0.813  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.0  
Optimal Cycle: 95 Level Of Service: D

Street Name: Boyce Rd -Cherry St Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Ignore  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 1 0 2 0 1 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:  
Base Vol: 54 312 104 175 1462 59 9 35 24 447 205 101  
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: 54 312 104 175 1462 59 9 35 24 447 205 101  
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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 54 312 104 175 1462 59 9 35 24 447 205 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 54 312 104 175 1462 59 9 35 24 447 205 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: 54 312 104 175 1462 59 9 35 24 447 205 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.95 0.85 0.92 0.95 0.85 0.95 0.89 0.89 0.95 0.95 1.00  
Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.19 0.81 1.00 2.00 1.00  
Final Sat.: 1805 3610 1615 3502 3610 1615 1805 2011 1379 1805 3610 1900

Capacity Analysis Module:  
Vol/Sat: 0.03 0.09 0.06 0.05 0.40 0.04 0.00 0.02 0.02 0.25 0.06 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.03 0.31 0.31 0.18 0.46 0.46 0.10 0.09 0.09 0.28 0.26 0.00  
Volume/Cap: 0.86 0.28 0.21 0.28 0.88 0.08 0.05 0.20 0.20 0.88 0.22 0.00  
Uniform Del: 55.2 29.7 29.0 40.7 28.3 17.5 46.3 48.8 48.8 39.6 33.2 0.0  
IncrementDel: 66.5 0.1 0.2 0.2 6.0 0.0 0.1 0.3 0.3 16.6 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: 121.7 29.8 29.2 40.9 34.3 17.5 46.4 49.1 49.1 56.2 33.3 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: 121.7 29.8 29.2 40.9 34.3 17.5 46.4 49.1 49.1 56.2 33.3 0.0  
LOS by Move: F C C D C B D D D E C A  
HCM2kAvgQ: 4 4 3 3 28 1 0 1 1 18 3 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Fremont Blvd / Grimmer Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.780  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.3  
Optimal Cycle: 77 Level Of Service: D

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

Control: Protected Protected Split Phase Split Phase  
Rights: Include Include Include Include  
Min. Green: 4 8 8 4 8 8 2 0 1 1 0 8 8 8 8  
Lanes: 1 0 1 1 0 1 0 1 1 0 2 0 1 1 0 1 0 2 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 7:45AM-8:45AM  
Base Vol: 113 670 70 25 949 315 250 324 112 210 543 92  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 113 670 70 25 949 315 250 324 112 210 543 92  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 113 670 70 25 949 315 250 324 112 210 543 92  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 113 670 70 25 949 315 250 324 112 210 543 92  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 113 670 70 25 949 315 250 324 112 210 543 92

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 0.91 0.91 0.92 0.91 0.91 0.95 0.95 0.85  
Lanes: 1.00 1.81 0.19 1.00 1.50 0.50 2.00 1.49 0.51 1.00 2.00 1.00  
Final Sat.: 1805 3223 337 1805 2610 866 3502 2578 891 1805 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.06 0.21 0.21 0.01 0.36 0.36 0.07 0.13 0.13 0.12 0.15 0.06  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.47 0.47 0.08 0.47 0.47 0.16 0.16 0.16 0.19 0.19 0.19  
Volume/Cap: 0.78 0.44 0.44 0.18 0.78 0.78 0.44 0.78 0.78 0.60 0.78 0.30  
Uniform Del: 54.1 21.2 21.2 52.0 26.9 26.9 45.5 48.3 48.3 44.2 46.0 41.5  
IncrementDel: 23.3 0.2 0.2 0.7 2.5 2.5 0.6 7.0 7.0 3.0 5.7 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: 77.5 21.4 21.4 52.7 29.4 29.4 46.0 55.3 55.3 47.2 51.7 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: 77.5 21.4 21.4 52.7 29.4 29.4 46.0 55.3 55.3 47.2 51.7 42.0  
LOS by Move: E C C D C C D E D D D  
HCM2kAvgQ: 6 9 9 1 22 22 5 10 10 8 12 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 1.154  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 96.2  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Grimmer Blvd Blacow Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	8	4	8	4	8	4	8
Lanes:	1	0	1	0	1	0	1	0

Volume Module: >> Count Date: 14 Nov 2007 << 7:30AM-8:30AM  
 Base Vol: 261 487 216 169 750 141 106 794 794 204 382 163  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 261 487 216 169 750 141 106 794 794 204 382 163  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 261 487 216 169 750 141 106 794 794 204 382 163  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 261 487 216 169 750 141 106 794 794 204 382 163  
 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  
 FinalVolume: 261 487 216 169 750 141 106 794 794 204 382 163

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 0.93 0.93 0.95 0.88 0.88 0.95 0.91 0.91  
 Lanes: 1.00 1.39 0.61 1.00 1.68 0.32 1.00 1.00 1.00 1.00 1.40 0.60  
 Final Sat.: 1805 2386 1058 1805 2966 558 1805 1670 1670 1805 2416 1031

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.20 0.20 0.09 0.25 0.25 0.06 0.48 0.48 0.11 0.16 0.16  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.13 0.24 0.24 0.11 0.22 0.22 0.14 0.41 0.41 0.10 0.37 0.37  
 Volume/Cap: 1.15 0.86 0.86 0.86 1.15 1.15 0.43 1.15 1.15 1.15 0.43 0.43  
 Uniform Del: 48.1 40.3 40.3 48.2 42.9 42.9 43.4 32.3 32.3 49.6 25.8 25.8  
 IncrementDel: 107.6 9.6 9.6 30.6 83.7 83.7 1.2 78.0 78.0 115.2 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: 155.7 49.9 49.9 78.9 127 126.7 44.6 110 110.3 164.8 26.0 26.0  
 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: 155.7 49.9 49.9 78.9 127 126.7 44.6 110 110.3 164.8 26.0 26.0  
 LOS by Move: F D D E F F D F F F C C  
 HCM2kAvgQ: 16 15 15 8 27 27 4 45 45 13 7 7

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #44 Grimmer Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.650  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8  
 Optimal Cycle: 66 Level Of Service: D  
 \*\*\*\*\*

Street Name: 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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Ignore		Ignore		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	1	0

Volume Module:  
 Base Vol: 261 185 52 275 875 205 165 987 356 141 1451 122  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 261 185 52 275 875 205 165 987 356 141 1451 122  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 261 185 52 275 875 0 165 987 0 141 1451 122  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 261 185 52 275 875 0 165 987 0 141 1451 122  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 261 185 52 275 875 0 165 987 0 141 1451 122

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 1.00 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 1900 1805 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.05 0.03 0.08 0.17 0.00 0.05 0.19 0.00 0.08 0.28 0.08  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.15 0.15 0.23 0.26 0.00 0.07 0.36 0.00 0.15 0.43 0.43  
 Volume/Cap: 0.65 0.35 0.22 0.35 0.65 0.00 0.65 0.53 0.00 0.53 0.65 0.18  
 Uniform Del: 55.1 49.8 48.8 42.2 42.9 0.0 58.7 33.2 0.0 51.4 29.3 22.8  
 IncrementDel: 3.7 0.4 0.5 0.3 1.1 0.0 5.8 0.3 0.0 2.1 0.7 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 0.00 1.00 1.00 1.00  
 Delay/Veh: 58.8 50.2 49.2 42.5 44.0 0.0 64.5 33.6 0.0 53.5 30.0 22.9  
 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: 58.8 50.2 49.2 42.5 44.0 0.0 64.5 33.6 0.0 53.5 30.0 22.9  
 LOS by Move: E D D D A E C A D C C  
 HCM2kAvgQ: 6 4 2 5 12 0 4 11 0 6 17 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #45 I-880 NB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.389  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3  
 Optimal Cycle: 22 Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 4 0 4 0 0 0 0 10 10 0 10 10  
 Lanes: 1 0 1 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 7:45AM-8:45AM  
 Base Vol: 365 0 202 0 0 0 0 1184 129 0 1169 788  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 365 0 202 0 0 0 0 1184 129 0 1169 788  
 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: 365 0 202 0 0 0 0 1184 0 0 1169 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 365 0 202 0 0 0 0 1184 0 0 1169 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: 365 0 202 0 0 0 0 1184 0 0 1169 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.: 2866 0 2365 0 0 0 0 5187 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.00 0.09 0.00 0.00 0.00 0.00 0.23 0.00 0.00 0.23 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.33 0.00 0.33 0.00 0.00 0.00 0.00 0.58 0.00 0.00 0.58 0.00  
 Volume/Cap: 0.39 0.00 0.26 0.00 0.00 0.00 0.00 0.39 0.00 0.00 0.39 0.00  
 Uniform Del: 16.8 0.0 16.1 0.0 0.0 0.0 0.0 7.4 0.0 0.0 7.4 0.0  
 IncrementDel: 0.2 0.0 0.1 0.0 0.0 0.0 0.0 0.1 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: 17.0 0.0 16.1 0.0 0.0 0.0 0.0 7.5 0.0 0.0 7.5 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: 17.0 0.0 16.1 0.0 0.0 0.0 0.0 7.5 0.0 0.0 7.5 0.0  
 LOS by Move: B A B A A A A A A A A A  
 HCM2kAvgQ: 4 0 2 0 0 0 0 5 0 0 5 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #46 I-880 SB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.567  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8  
 Optimal Cycle: 30 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 SB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 0 0 0 6 0 6 0 8 8 0 8 8  
 Lanes: 0 0 0 0 0 2 0 0 0 2 0 0 4 0 1 0 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 8:00AM-9:00AM  
 Base Vol: 0 0 0 902 0 362 0 370 640 0 1333 306  
 Growth Adj: 1.00 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 0 902 0 362 0 370 640 0 1333 306  
 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 0 902 0 362 0 370 0 0 1333 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 902 0 362 0 370 0 0 1333 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 0 902 0 362 0 370 0 0 1333 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 4.00 1.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 6916 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.26 0.00 0.13 0.00 0.05 0.00 0.00 0.26 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.45 0.00 0.45 0.00 0.45 0.00 0.00 0.45 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.57 0.00 0.28 0.00 0.12 0.00 0.00 0.57 0.00  
 Uniform Del: 0.0 0.0 0.0 13.0 0.0 11.1 0.0 10.3 0.0 0.0 13.1 0.0  
 IncrementDel: 0.0 0.0 0.0 0.5 0.0 0.1 0.0 0.0 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: 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 13.5 0.0 11.2 0.0 10.3 0.0 0.0 13.4 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 13.5 0.0 11.2 0.0 10.3 0.0 0.0 13.4 0.0  
 LOS by Move: A A A B A B A B A A B A  
 HCM2kAvgQ: 0 0 0 7 0 3 0 1 0 0 8 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #47 Christy St / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 0.362  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5  
 Optimal Cycle: 46 Level Of Service: C  
 \*\*\*\*\*

Street Name: Christy St 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 4 18 18 4 12 12  
 Lanes: 1 0 1 0 2 2 0 0 1 0 1 0 3 0 1 2 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 8:00AM-9:00AM  
 Base Vol: 14 11 74 256 47 37 40 601 31 381 1015 358  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 14 11 74 256 47 37 40 601 31 381 1015 358  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 14 11 74 256 47 37 40 601 31 381 1015 358  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 14 11 74 256 47 37 40 601 31 381 1015 358  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 14 11 74 256 47 37 40 601 31 381 1015 358

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.75 0.92 0.93 0.93 0.95 0.91 0.85 0.92 0.91 0.85  
 Lanes: 1.00 1.00 2.00 2.00 0.56 0.44 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 1805 1900 2842 3502 993 782 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.03 0.07 0.05 0.05 0.02 0.12 0.02 0.11 0.20 0.22  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.09 0.07 0.07 0.20 0.18 0.18 0.08 0.32 0.32 0.30 0.54 0.54  
 Volume/Cap: 0.08 0.08 0.36 0.36 0.26 0.26 0.26 0.36 0.06 0.36 0.36 0.41  
 Uniform Del: 47.8 49.8 50.8 39.5 40.3 40.3 49.3 30.0 27.1 31.5 15.3 15.8  
 IncrementDel: 0.2 0.3 1.1 0.3 0.4 0.4 0.9 0.1 0.0 0.2 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: 48.1 50.1 51.9 39.8 40.7 40.7 50.2 30.2 27.1 31.7 15.4 16.1  
 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: 48.1 50.1 51.9 39.8 40.7 40.7 50.2 30.2 27.1 31.7 15.4 16.1  
 LOS by Move: D D D D D D D C C C B B B  
 HCM2kAvgQ: 1 0 2 4 3 3 2 6 1 5 7 7

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #48 Fremont / Bay / Union / Washington  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.671  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5  
 Optimal Cycle: 58 Level Of Service: D  
 \*\*\*\*\*

Street Name: Fremont Blvd / Washington Blvd Bay St / Union St / Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 8 8 8 8 8 8  
 Lanes: 1 1 0 0 1 0 1 0 0 1 1 0 2 0 1 1 1 1 1 0

Volume Module: >> Count Date: 14 Nov 2007 << 8:00AM-9:00AM  
 Base Vol: 251 28 87 42 82 15 12 833 515 242 722 6  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 251 28 87 42 82 15 12 833 515 242 722 6  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 251 28 87 42 82 15 12 833 515 242 722 6  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 251 28 87 42 82 15 12 833 515 242 722 6  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 251 28 87 42 82 15 12 833 515 242 722 6

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.96 0.96 0.85 0.98 0.98 0.85 0.95 0.95 0.85 0.90 0.90 0.90  
 Lanes: 1.80 0.20 1.00 0.34 0.66 1.00 1.00 2.00 1.00 1.00 2.98 0.02  
 Final Sat.: 3272 365 1615 633 1235 1615 1805 3610 1615 1707 5077 42

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.08 0.05 0.07 0.07 0.01 0.01 0.23 0.32 0.14 0.14 0.14  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.11 0.11 0.11 0.10 0.10 0.10 0.48 0.48 0.48 0.21 0.21 0.21  
 Volume/Cap: 0.67 0.67 0.47 0.67 0.67 0.09 0.01 0.49 0.67 0.67 0.67 0.67  
 Uniform Del: 51.0 51.0 49.7 52.2 52.2 49.2 16.6 21.5 24.3 43.4 43.5 43.5  
 IncrementDel: 4.2 4.2 1.9 9.3 9.3 0.3 0.0 0.2 2.3 1.2 1.2 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: 55.2 55.2 51.6 61.4 61.4 49.4 16.7 21.7 26.6 44.7 44.7 44.7  
 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: 55.2 55.2 51.6 61.4 61.4 49.4 16.7 21.7 26.6 44.7 44.7 44.7  
 LOS by Move: E E D E E D B C C D D D  
 HCM2kAvgQ: 6 6 4 6 6 1 0 11 15 10 10 10

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #49 Fremont Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.812  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 41.4  
 Optimal Cycle: 85 Level Of Service: D  
 \*\*\*\*\*

Street Name: Fremont Blvd Blacow Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 4 8 4 8 4 8  
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module: >> Count Date: 14 Nov 2007 << 7:30AM-8:30AM  
 Base Vol: 265 301 31 30 987 155 118 183 350 83 175 29  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 265 301 31 30 987 155 118 183 350 83 175 29  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 265 301 31 30 987 155 118 183 350 83 175 29  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 265 301 31 30 987 155 118 183 350 83 175 29  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 265 301 31 30 987 155 118 183 350 83 175 29

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 0.93 0.93 0.95 0.86 0.86 0.95 0.93 0.93  
 Lanes: 1.00 1.81 0.19 1.00 1.73 0.27 1.00 1.00 1.00 1.00 1.72 0.28  
 Final Sat.: 1805 3227 332 1805 3058 480 1805 1626 1626 1805 3032 502

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.09 0.09 0.02 0.32 0.32 0.07 0.11 0.22 0.05 0.06 0.06  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.18 0.43 0.43 0.15 0.40 0.40 0.16 0.27 0.27 0.06 0.16 0.16  
 Volume/Cap: 0.81 0.22 0.22 0.11 0.81 0.81 0.41 0.42 0.81 0.81 0.36 0.36  
 Uniform Del: 47.2 21.8 21.8 43.8 32.2 32.2 45.4 36.5 41.3 56.0 44.7 44.7  
 IncrementDel: 14.3 0.1 0.1 0.2 3.7 3.7 1.0 0.2 7.6 37.0 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: 61.4 21.9 21.9 44.0 35.9 35.9 46.3 36.8 48.9 93.0 45.1 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: 61.4 21.9 21.9 44.0 35.9 35.9 46.3 36.8 48.9 93.0 45.1 45.1  
 LOS by Move: E C C D D D D D F D D  
 HCM2kAvgQ: 12 4 4 1 21 21 4 6 15 5 4 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #50 Fremont Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.746  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5  
 Optimal Cycle: 82 Level Of Service: D  
 \*\*\*\*\*

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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 1 1 0 2 0 3 0 1 2 0 2 1 0

Volume Module:  
 Base Vol: 72 369 48 459 843 58 69 1162 93 512 1663 184  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 72 369 48 459 843 58 69 1162 93 512 1663 184  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 72 369 48 459 843 58 69 1162 93 512 1663 184  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 72 369 48 459 843 58 69 1162 93 512 1663 184  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 72 369 48 459 843 58 69 1162 93 512 1663 184

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 0.94 0.94 0.92 0.91 0.85 0.92 0.90 0.90  
 Lanes: 2.00 2.00 1.00 2.00 1.87 0.13 2.00 3.00 1.00 2.00 2.70 0.30  
 Final Sat.: 3502 3610 1615 3502 3344 230 3502 5187 1615 3502 4600 509

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.10 0.03 0.13 0.25 0.25 0.02 0.22 0.06 0.15 0.36 0.36  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.16 0.16 0.21 0.34 0.34 0.03 0.31 0.31 0.20 0.48 0.48  
 Volume/Cap: 0.67 0.64 0.19 0.64 0.75 0.75 0.64 0.72 0.19 0.72 0.75 0.75  
 Uniform Del: 62.3 51.1 47.2 47.2 38.4 38.4 62.3 40.0 32.9 48.5 27.5 27.5  
 IncrementDel: 15.0 2.4 0.3 1.9 2.7 2.7 12.3 1.7 0.2 3.7 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: 77.3 53.4 47.6 49.1 41.2 41.2 74.6 41.6 33.1 52.2 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: 77.3 53.4 47.6 49.1 41.2 41.2 74.6 41.6 33.1 52.2 28.8 28.8  
 LOS by Move: E D D D D D E D C D C C  
 HCM2kAvgQ: 3 8 2 9 18 18 2 16 3 11 23 23

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #51 Fremont Blvd / S. Grimmer Blvd  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap.(X): 0.746  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.3  
Optimal Cycle: 82 Level Of Service: D  
\*\*\*\*\*

Street Name: Fremont Blvd S. Grimmer Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Ignore			Include			Ignore			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	106	146	109	56	1083	45	24	452	584	359	304	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	146	109	56	1083	45	24	452	584	359	304	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	106	146	0	56	1083	45	24	452	0	359	304	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	146	0	56	1083	45	24	452	0	359	304	37
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	106	146	0	56	1083	45	24	452	0	359	304	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	0.95	0.95	0.85	0.95	0.95	1.00	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	1900	1805	3610	1615	1805	3610	1900	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.00	0.03	0.30	0.03	0.01	0.13	0.00	0.20	0.08	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.32	0.00	0.13	0.40	0.40	0.17	0.17	0.00	0.27	0.27	0.27
Volume/Cap:	0.75	0.13	0.00	0.24	0.75	0.07	0.08	0.75	0.00	0.75	0.32	0.09
Uniform Del:	61.7	31.7	0.0	51.1	33.2	23.9	45.6	51.5	0.0	43.6	38.2	35.8
IncrementDel:	19.3	0.1	0.0	0.6	2.2	0.0	0.1	5.1	0.0	6.3	0.2	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	81.0	31.8	0.0	51.7	35.4	24.0	45.7	56.5	0.0	50.0	38.4	35.9
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:	81.0	31.8	0.0	51.7	35.4	24.0	45.7	56.5	0.0	50.0	38.4	35.9
LOS by Move:	F	C	A	D	D	C	D	E	A	D	D	D
HCM2kAvgQ:	4	2	0	2	20	1	1	11	0	14	5	1

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #52 Fremont Blvd (S.) / I-880 NB Ramps  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap.(X): 0.769  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2  
Optimal Cycle: 56 Level Of Service: B  
\*\*\*\*\*

Street Name: Fremont Blvd (S.) I-880 NB Ramps  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Ignore			Include			Ignore			Ignore					
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10			
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	2	0	1

Volume Module:

Base Vol:	1084	0	281	0	0	0	0	201	123	0	1983	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:	1084	0	281	0	0	0	0	201	123	0	1983	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1084	0	0	0	0	0	0	201	0	0	1983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1084	0	0	0	0	0	0	201	0	0	1983	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1084	0	0	0	0	0	0	201	0	0	1983	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	0.95	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	3502	0	1900	0	0	0	0	3610	1900	0	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.38	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00
Volume/Cap:	0.77	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.77	0.00
Uniform Del:	20.7	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	16.4	0.0
IncrementDel:	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	23.3	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	17.8	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:	23.3	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	17.8	0.0
LOS by Move:	C	A	A	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	14	0	0	0	0	0	0	1	0	0	16	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Fremont Blvd / I-880 SB Ramps

Cycle (sec): 80 Critical Vol./Cap. (X): 0.703  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7  
Optimal Cycle: 47 Level Of Service: B

Street Name: Fremont Blvd I-880 SB Ramps  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Ignore  
Min. Green: 0 0 0 10 0 10 0 10 10  
Lanes: 0 0 0 0 2 0 0 0 2 0 0 3 0 0 0 0 3 0 1

Volume Module:  
Base Vol: 0 0 0 68 0 386 0 249 0 0 2576 499  
Growth Adj: 1.00 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 68 0 386 0 249 0 0 2576 499  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 68 0 386 0 249 0 0 2576 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 68 0 386 0 249 0 0 2576 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: 0 0 0 68 0 386 0 249 0 0 2576 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 0.00 0.00 3.00 1.00  
Final Sat.: 0 0 0 3502 0 2842 0 5187 0 0 5187 1900

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.14 0.00 0.05 0.00 0.00 0.50 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.19 0.00 0.19 0.00 0.71 0.00 0.00 0.71 0.00  
Volume/Cap: 0.00 0.00 0.00 0.10 0.00 0.70 0.00 0.07 0.00 0.00 0.70 0.00  
Uniform Del: 0.0 0.0 0.0 26.5 0.0 30.1 0.0 3.6 0.0 0.0 6.8 0.0  
IncrementDel: 0.0 0.0 0.0 0.1 0.0 4.1 0.0 0.0 0.0 0.0 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: 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 26.6 0.0 34.2 0.0 3.6 0.0 0.0 7.5 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 26.6 0.0 34.2 0.0 3.6 0.0 0.0 7.5 0.0  
LOS by Move: A A A C A C A A A A A A  
HCM2kAvgQ: 0 0 0 1 0 7 0 1 0 0 14 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Fremont Blvd / Cushing Pkwy-I-880 SB On-Ramp

Cycle (sec): 80 Critical Vol./Cap. (X): 0.733  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6  
Optimal Cycle: 67 Level Of Service: C

Street Name: Fremont Blvd Cushing Pkwy - I-880 SB On-Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 0 10 10 10 10 10 0 0 0 0  
Lanes: 2 0 4 0 1 0 0 3 0 1 2 0 2 0 1 0 0 0 0 0

Volume Module:  
Base Vol: 86 188 94 0 1779 1056 715 599 102 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: 86 188 94 0 1779 1056 715 599 102 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: 86 188 94 0 1779 0 715 599 102 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 86 188 94 0 1779 0 715 599 102 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: 86 188 94 0 1779 0 715 599 102 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: 0.02 0.03 0.06 0.00 0.34 0.00 0.23 0.17 0.06 0.00 0.00 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.05 0.51 0.51 0.00 0.46 0.00 0.30 0.30 0.30 0.00 0.00 0.00  
Volume/Cap: 0.49 0.05 0.11 0.00 0.75 0.00 0.75 0.54 0.21 0.00 0.00 0.00  
Uniform Del: 37.0 10.0 10.3 0.0 17.9 0.0 25.1 23.2 20.6 0.0 0.0 0.0  
IncrementDel: 2.2 0.0 0.1 0.0 1.4 0.0 3.3 0.6 0.2 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: 39.2 10.0 10.3 0.0 19.3 0.0 28.4 23.8 20.9 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: 39.2 10.0 10.3 0.0 19.3 0.0 28.4 23.8 20.9 0.0 0.0 0.0  
LOS by Move: D A B A B A C C A A A  
HCM2kAvgQ: 2 1 1 0 15 0 10 7 2 0 0 0

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #55 Driscoll Rd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 0.603  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3  
 Optimal Cycle: 58 Level Of Service: C  
 \*\*\*\*\*

Street Name: Driscoll Rd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	8	4	8	4	8	4	8
Lanes:	1	0	1	1	0	1	1	0

Volume Module:  
 Base Vol: 93 416 223 127 541 226 150 224 74 200 409 128  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 93 416 223 127 541 226 150 224 74 200 409 128  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 93 416 223 127 541 226 150 224 74 200 409 128  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 93 416 223 127 541 226 150 224 74 200 409 128  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 93 416 223 127 541 226 150 224 74 200 409 128

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.90 0.90 0.95 0.91 0.91 0.95 0.91 0.91 0.95 0.92 0.92  
 Lanes: 1.00 1.30 0.70 1.00 1.41 0.59 1.00 1.50 0.50 1.00 1.52 0.48  
 Final Sat.: 1805 2228 1194 1805 2434 1017 1805 2613 863 1805 2651 830

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.19 0.19 0.07 0.22 0.22 0.08 0.09 0.09 0.11 0.15 0.15  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.09 0.33 0.33 0.12 0.37 0.37 0.14 0.17 0.17 0.22 0.26 0.26  
 Volume/Cap: 0.60 0.57 0.57 0.57 0.60 0.60 0.60 0.50 0.50 0.50 0.60 0.60  
 Uniform Del: 46.3 29.0 29.0 43.3 26.9 26.9 42.6 39.4 39.4 35.7 34.4 34.4  
 IncrementDel: 6.6 0.7 0.7 3.4 0.8 0.8 4.1 0.7 0.7 1.0 1.2 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: 52.9 29.7 29.7 46.7 27.7 27.7 46.7 40.1 40.1 36.7 35.5 35.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 52.9 29.7 29.7 46.7 27.7 27.7 46.7 40.1 40.1 36.7 35.5 35.5  
 LOS by Move: D C C D C C D D D D D D  
 HCM2kAvgQ: 4 9 9 5 11 11 5 5 5 6 9 9

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #56 Auto Mall Pkwy / Osgood Rd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.028  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 67.2  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Osgood Rd 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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	1	0	0

Volume Module:  
 Base Vol: 254 223 265 376 823 217 215 1716 261 697 1805 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: 254 223 265 376 823 217 215 1716 261 697 1805 189  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 254 223 265 376 823 217 215 1716 261 697 1805 189  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 254 223 265 376 823 217 215 1716 261 697 1805 189  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 254 223 265 376 823 217 215 1716 261 697 1805 189

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 0.88 0.88 0.92 0.89 0.89 0.92 0.94 0.94  
 Lanes: 2.00 2.00 2.00 2.00 2.37 0.63 2.00 2.60 0.40 2.00 1.81 0.19  
 Final Sat.: 3502 3610 2842 3502 3977 1049 3502 4412 671 3502 3222 337

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.06 0.09 0.11 0.21 0.21 0.06 0.39 0.39 0.20 0.56 0.56  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.07 0.13 0.13 0.15 0.20 0.20 0.06 0.40 0.40 0.20 0.55 0.55  
 Volume/Cap: 1.03 0.49 0.74 0.74 1.03 1.03 1.03 0.97 0.97 0.97 1.03 1.03  
 Uniform Del: 60.4 52.9 54.7 53.2 51.9 51.9 61.1 38.3 38.3 51.3 29.6 29.6  
 IncrementDel: 64.5 0.8 7.8 5.6 35.5 35.5 69.6 13.9 13.9 26.7 27.8 27.8  
 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: 125.0 53.7 62.5 58.8 87.4 87.4 130.7 52.2 52.2 78.0 57.4 57.4  
 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: 125.0 53.7 62.5 58.8 87.4 87.4 130.7 52.2 52.2 78.0 57.4 57.4  
 LOS by Move: F D E E F F F D D E E E  
 HCM2kAvgQ: 9 5 7 9 21 21 8 34 34 19 51 51

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

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

\*\*\*\*\*  
Intersection #57 I-680 SB Ramps / Durham Rd  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.779  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7  
Optimal Cycle: 71 Level Of Service: C  
\*\*\*\*\*

Street Name: I-680 SB Ramps Durham Rd / 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

Control:	Protected			Protected			Protected			Protected							
Rights:	Ignore			Include			Include			Include							
Min. Green:	10	10	10	0	0	0	10	10	10	4	10	10					
Lanes:	2	0	0	1	0	0	0	0	0	0	1	1	1	0	1	1	0

Volume Module:

Base Vol:	1370	0	14	0	0	0	0	669	787	0	1095	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1370	0	14	0	0	0	0	669	787	0	1095	78
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1370	0	0	0	0	0	0	669	787	0	1095	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1370	0	0	0	0	0	0	669	787	0	1095	78
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1370	0	0	0	0	0	0	669	787	0	1095	78

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	0.87	0.87	1.00	0.94	0.94
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.38	1.62	1.00	1.87	0.13
Final Sat.:	3502	0	1900	0	0	0	0	2287	2690	1900	3336	238

Capacity Analysis Module:

Vol/Sat:	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42	0.00	0.42	0.42
Volume/Cap:	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.78	0.78
Uniform Del:	26.5	0.0	0.0	0.0	0.0	0.0	0.0	30.8	30.8	0.0	32.4	32.4
IncrementDel:	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	2.7	2.7
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	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	28.8	0.0	0.0	0.0	0.0	0.0	0.0	31.8	31.8	0.0	35.1	35.1
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:	28.8	0.0	0.0	0.0	0.0	0.0	0.0	31.8	31.8	0.0	35.1	35.1
LOS by Move:	C	A	A	A	A	A	A	C	C	A	D	D
HCM2kAvgQ:	24	0	0	0	0	0	0	17	17	0	22	22

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

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

\*\*\*\*\*  
Intersection #58 I-680 NB Ramps / Durham Rd  
\*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.438  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3  
Optimal Cycle: 36 Level Of Service: B  
\*\*\*\*\*

Street Name: I-680 NB Ramps Durham Rd / 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

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ignore			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	0	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	850	3	13	4	3	71	8	245	411	54	270	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:	850	3	13	4	3	71	8	245	411	54	270	3
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:	850	3	13	4	3	71	8	245	0	54	270	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	850	3	13	4	3	71	8	245	0	54	270	3
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:	850	3	13	4	3	71	8	245	0	54	270	3

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	0.95	0.95	0.95	0.95
Lanes:	2.00	0.19	0.81	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	3502	313	1355	1805	1900	1615	1805	3610	0	1805	3563	40

Capacity Analysis Module:

Vol/Sat:	0.24	0.01	0.01	0.00	0.00	0.04	0.00	0.07	0.00	0.03	0.08	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.51	0.47	0.47	0.19	0.15	0.15	0.06	0.15	0.00	0.06	0.15	0.15
Volume/Cap:	0.48	0.02	0.02	0.01	0.01	0.29	0.07	0.44	0.00	0.48	0.49	0.49
Uniform Del:	10.4	9.2	9.2	21.4	23.3	24.3	28.7	25.0	0.0	29.4	25.1	25.1
IncrementDel:	0.2	0.0	0.0	0.0	0.0	0.6	0.3	0.6	0.0	3.2	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	10.6	9.2	9.2	21.5	23.3	25.0	29.0	25.5	0.0	32.6	25.8	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:	10.6	9.2	9.2	21.5	23.3	25.0	29.0	25.5	0.0	32.6	25.8	25.8
LOS by Move:	B	A	A	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	6	0	0	0	0	2	0	3	0	2	3	3

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

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

\*\*\*\*\*  
 Intersection #59 I-680 SB Ramps / Mission Blvd (North)  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.743  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5  
 Optimal Cycle: 62 Level Of Service: B  
 \*\*\*\*\*

Street Name: Mission Blvd (North) I-680 SB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Include			Ignore							
Min. Green:	4	10	10	0	10	10	0	0	0	10	10	10					
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0	0	1	0	0	1

Volume Module:  
 Base Vol: 67 923 0 0 1255 747 0 0 0 212 1 390  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 67 923 0 0 1255 747 0 0 0 212 1 390  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 67 923 0 0 1255 747 0 0 0 212 1 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 67 923 0 0 1255 747 0 0 0 212 1 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: 67 923 0 0 1255 747 0 0 0 212 1 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 1.00 1.00 0.95 0.85 1.00 1.00 1.00 0.85 0.85 1.00  
 Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.99 0.01 1.00  
 Final Sat.: 1805 3610 0 0 3610 1615 0 0 0 1609 8 1900

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.26 0.00 0.00 0.35 0.46 0.00 0.00 0.00 0.13 0.13 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.05 0.67 0.00 0.00 0.62 0.62 0.00 0.00 0.00 0.18 0.18 0.00  
 Volume/Cap: 0.74 0.38 0.00 0.00 0.56 0.74 0.00 0.00 0.00 0.74 0.74 0.00  
 Uniform Del: 37.5 5.8 0.0 0.0 8.7 10.6 0.0 0.0 0.0 31.2 31.2 0.0  
 IncrementDel: 27.8 0.1 0.0 0.0 0.3 3.0 0.0 0.0 0.0 10.0 10.0 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 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00  
 Delay/Veh: 65.3 5.9 0.0 0.0 9.0 13.6 0.0 0.0 0.0 41.2 41.2 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: 65.3 5.9 0.0 0.0 9.0 13.6 0.0 0.0 0.0 41.2 41.2 0.0  
 LOS by Move: E A A A A B A A A D D A  
 HCM2kAvgQ: 3 5 0 0 10 14 0 0 0 7 7 0

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

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

\*\*\*\*\*  
 Intersection #60 I-680 NB Ramps / Mission Blvd (North)  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.556  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5  
 Optimal Cycle: 39 Level Of Service: C  
 \*\*\*\*\*

Street Name: Mission Blvd I-680 NB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ignore			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	0	1	0	1

Volume Module:  
 Base Vol: 99 650 17 107 1002 438 370 45 19 24 45 29  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 99 650 17 107 1002 438 370 45 19 24 45 29  
 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: 99 650 17 107 1002 0 370 45 19 24 45 29  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 99 650 17 107 1002 0 370 45 19 24 45 29  
 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: 99 650 17 107 1002 0 370 45 19 24 45 29

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 1.00 0.95 0.95 0.95 0.98 0.98 0.85  
 Lanes: 1.00 1.95 0.05 1.00 2.00 1.00 1.74 0.18 0.08 0.35 0.65 1.00  
 Final Sat.: 1805 3504 92 1805 3610 1900 3154 327 138 650 1218 1615

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.19 0.19 0.06 0.28 0.00 0.12 0.14 0.14 0.04 0.04 0.02  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.09 0.42 0.42 0.13 0.46 0.00 0.20 0.24 0.24 0.09 0.13 0.13  
 Volume/Cap: 0.60 0.44 0.44 0.44 0.60 0.00 0.60 0.59 0.59 0.43 0.30 0.14  
 Uniform Del: 34.9 16.5 16.5 31.9 16.0 0.0 29.3 27.1 27.1 34.7 31.8 31.2  
 IncrementDel: 6.0 0.2 0.2 1.3 0.6 0.0 1.4 1.2 1.2 1.9 0.7 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: 40.9 16.7 16.7 33.2 16.6 0.0 30.7 28.3 28.3 36.6 32.5 31.5  
 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: 40.9 16.7 16.7 33.2 16.6 0.0 30.7 28.3 28.3 36.6 32.5 31.5  
 LOS by Move: D B B C B A C C C D C C  
 HCM2kAvgQ: 3 6 6 3 10 0 6 6 6 2 2 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #61 Osgood-Warm Springs / S. Grimmer  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 1.139  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 83.0  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd-Warm Springs Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 4 8 4 8 4 8  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 2 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 248 248 27 19 558 191 122 208 650 186 338 32  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 248 248 27 19 558 191 122 208 650 186 338 32  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 248 248 27 19 558 191 122 208 650 186 338 32  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 248 248 27 19 558 191 122 208 650 186 338 32  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 248 248 27 19 558 191 122 208 650 186 338 32  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 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 0.90 0.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 1688 184 1805 1900 1615 1805 1900 1615 1805 3610 1615  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.15 0.15 0.01 0.29 0.12 0.07 0.11 0.40 0.10 0.09 0.02  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.29 0.29 0.09 0.26 0.26 0.19 0.35 0.35 0.09 0.26 0.26  
 Volume/Cap: 1.14 0.51 0.51 0.12 1.14 0.46 0.36 0.31 1.14 1.14 0.36 0.08  
 Uniform Del: 39.6 26.6 26.6 37.8 33.4 28.1 32.0 21.1 29.1 40.9 27.4 25.3  
 IncrementDel: 103.5 0.8 0.8 0.3 84.8 0.8 0.7 0.3 82.3 112.7 0.2 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: 143.1 27.3 27.3 38.2 118 28.9 32.6 21.4 111.4 153.7 27.6 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: 143.1 27.3 27.3 38.2 118 28.9 32.6 21.4 111.4 153.7 27.6 25.4  
 LOS by Move: F C C D F C C C F F C C  
 HCM2kAvgQ: 14 7 7 1 28 5 3 4 32 11 4 1  
 \*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 1.099  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 73.3  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Mission Blvd (SR262)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 705 570 121 130 692 403 226 1211 293 90 2267 111  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 705 570 121 130 692 403 226 1211 293 90 2267 111  
 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: 705 570 121 130 692 403 226 1211 0 90 2267 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 705 570 121 130 692 403 226 1211 0 90 2267 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: 705 570 121 130 692 403 226 1211 0 90 2267 0  
 -----|-----|-----|-----|

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 1.00 0.92 0.91 1.00  
 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 1900 3502 5187 1900  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.20 0.16 0.07 0.04 0.19 0.25 0.06 0.23 0.00 0.03 0.44 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.18 0.33 0.33 0.08 0.23 0.23 0.06 0.40 0.00 0.06 0.40 0.00  
 Volume/Cap: 1.10 0.48 0.23 0.48 0.84 1.10 1.10 0.58 0.00 0.45 1.10 0.00  
 Uniform Del: 49.0 31.8 28.9 53.0 44.3 46.4 56.5 28.2 0.0 54.8 36.1 0.0  
 IncrementDel: 65.7 0.3 0.2 1.3 8.0 76.3 91.7 0.4 0.0 1.6 52.7 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: 114.7 32.1 29.1 54.3 52.4 122.7 148.2 28.7 0.0 56.4 88.9 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: 114.7 32.1 29.1 54.3 52.4 122.7 148.2 28.7 0.0 56.4 88.9 0.0  
 LOS by Move: F C C D D F F C A E F A  
 HCM2kAvgQ: 21 9 3 3 15 23 8 13 0 2 44 0  
 \*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #63 Warm Springs Blvd / Warren Ave  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 0.570  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8  
Optimal Cycle: 56 Level Of Service: C  
\*\*\*\*\*

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

Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1	

Volume Module:  
Base Vol: 38 961 70 58 699 233 81 10 12 222 77 238  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 38 961 70 58 699 233 81 10 12 222 77 238  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 38 961 70 58 699 233 81 10 12 222 77 238  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 38 961 70 58 699 233 81 10 12 222 77 238  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 38 961 70 58 699 233 81 10 12 222 77 238

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 1.86 0.14 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 3502 3331 243 1805 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.01 0.29 0.29 0.03 0.19 0.14 0.02 0.00 0.01 0.06 0.02 0.15  
Crit Moves: \*\*\*\*

Green/Cycle: 0.09 0.51 0.51 0.06 0.48 0.48 0.04 0.17 0.17 0.13 0.26 0.26  
Volume/Cap: 0.13 0.57 0.57 0.57 0.41 0.30 0.57 0.02 0.04 0.50 0.08 0.57  
Uniform Del: 48.6 19.7 19.7 52.9 19.5 18.4 54.2 39.4 39.6 46.9 32.3 37.1  
IncrementDel: 0.2 0.4 0.4 7.5 0.2 0.2 5.4 0.0 0.1 0.9 0.0 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: 48.8 20.2 20.2 60.4 19.7 18.6 59.6 39.5 39.7 47.8 32.4 39.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 48.8 20.2 20.2 60.4 19.7 18.6 59.6 39.5 39.7 47.8 32.4 39.0  
LOS by Move: D C C E B B E D D C C D  
HCM2kAvgQ: 1 13 13 3 8 5 2 0 0 4 1 8

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

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

\*\*\*\*\*  
Intersection #64 Warm Springs / Kato / Scott Creek  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 0.845  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.9  
Optimal Cycle: 104 Level Of Service: D  
\*\*\*\*\*

Street Name: Warm Springs Blvd Kato Rd / Scott Creek Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	1	1	0	

Volume Module:  
Base Vol: 78 434 254 350 552 381 31 56 45 596 1570 730  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 78 434 254 350 552 381 31 56 45 596 1570 730  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 78 434 254 350 552 381 31 56 45 596 1570 730  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 78 434 254 350 552 381 31 56 45 596 1570 730  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 78 434 254 350 552 381 31 56 45 596 1570 730

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 0.95 0.89 0.89 0.95 0.95 0.85  
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.11 0.89 1.00 2.00 1.00  
Final Sat.: 3502 3610 1615 3502 3610 1615 1805 1867 1501 1805 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.02 0.12 0.16 0.10 0.15 0.24 0.02 0.03 0.03 0.33 0.43 0.45  
Crit Moves: \*\*\*\*

Green/Cycle: 0.03 0.19 0.19 0.12 0.27 0.27 0.03 0.12 0.12 0.44 0.52 0.52  
Volume/Cap: 0.64 0.64 0.84 0.84 0.56 0.87 0.49 0.26 0.26 0.75 0.84 0.87  
Uniform Del: 54.8 43.2 45.1 49.6 36.0 40.0 54.5 46.4 46.4 27.0 23.4 24.2  
IncrementDel: 11.0 2.1 18.5 14.1 0.8 16.8 6.0 0.4 0.4 4.1 3.5 9.7  
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: 65.8 45.3 63.6 63.7 36.8 56.8 60.5 46.7 46.7 31.1 26.9 33.9  
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: 65.8 45.3 63.6 63.7 36.8 56.8 60.5 46.7 46.7 31.1 26.9 33.9  
LOS by Move: E D E E D E E D D C C C  
HCM2kAvgQ: 3 8 11 9 9 16 2 2 2 19 27 25

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #67 Ardenwood Blvd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap. (X): 0.304  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1  
 Optimal Cycle: 36 Level Of Service: C  
 \*\*\*\*\*

Street Name: Ardenwood Blvd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Protected Protected  
 Rights: Ignore Ignore Ignore Ignore  
 Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 2 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 7 423 144 69 654 560 163 23 2 444 457 118  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 7 423 144 69 654 560 163 23 2 444 457 118  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 7 423 0 69 654 0 163 23 0 444 457 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 7 423 0 69 654 0 163 23 0 444 457 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 7 423 0 69 654 0 163 23 0 444 457 0  
 -----|-----|-----|-----|

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.08 0.00 0.02 0.13 0.00 0.05 0.01 0.00 0.13 0.13 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.05 0.27 0.00 0.13 0.36 0.00 0.12 0.09 0.00 0.36 0.33 0.00  
 Volume/Cap: 0.04 0.30 0.00 0.15 0.35 0.00 0.38 0.07 0.00 0.35 0.38 0.00  
 Uniform Del: 38.7 24.7 0.0 32.4 20.1 0.0 34.3 35.1 0.0 19.9 21.8 0.0  
 IncrementDel: 0.1 0.1 0.0 0.1 0.1 0.0 0.6 0.1 0.0 0.2 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 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Delay/Veh: 38.8 24.8 0.0 32.6 20.2 0.0 34.8 35.2 0.0 20.1 22.0 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: 38.8 24.8 0.0 32.6 20.2 0.0 34.8 35.2 0.0 20.1 22.0 0.0  
 LOS by Move: D C A C C A C D A C C A  
 HCM2kAvgQ: 0 3 0 1 5 0 2 0 0 5 5 0  
 \*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #68 Fremont-McCarthy Blvd / Dixon Landing Rd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.269  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6  
 Optimal Cycle: 46 Level Of Service: B  
 \*\*\*\*\*

Street Name: Fremont Blvd-McCarthy Blvd Dixon Landing Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10  
 Lanes: 1 0 0 0 2 0 0 1 0 0 0 0 0 1 0 2 0 1 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 7 0 34 0 6 0 0 28 10 759 69 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: 7 0 34 0 6 0 0 28 10 759 69 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: 7 0 34 0 6 0 0 28 10 759 69 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 7 0 34 0 6 0 0 28 10 759 69 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: 7 0 34 0 6 0 0 28 10 759 69 0  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.75 1.00 1.00 1.00 1.00 0.96 0.96 0.92 1.00 1.00  
 Lanes: 1.00 0.00 2.00 0.00 1.00 0.00 0.00 0.74 0.26 2.00 1.00 1.00  
 Final Sat.: 1805 0 2842 0 1900 0 0 1350 482 3502 1900 1900  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.02 0.02 0.22 0.04 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.05 0.00 0.13 0.00 0.08 0.00 0.00 0.08 0.08 0.70 0.78 0.00  
 Volume/Cap: 0.07 0.00 0.09 0.00 0.04 0.00 0.00 0.27 0.27 0.31 0.05 0.00  
 Uniform Del: 58.4 0.0 49.7 0.0 55.6 0.0 0.0 56.6 56.6 7.5 3.4 0.0  
 IncrementDel: 0.3 0.0 0.1 0.0 0.1 0.0 0.0 1.0 1.0 0.1 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 0.00 1.00 0.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
 Delay/Veh: 58.7 0.0 49.8 0.0 55.7 0.0 0.0 57.6 57.6 7.5 3.4 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 58.7 0.0 49.8 0.0 55.7 0.0 0.0 57.6 57.6 7.5 3.4 0.0  
 LOS by Move: E A D A E A A E E A A A  
 HCM2kAvgQ: 0 0 1 0 0 0 0 2 2 6 1 0  
 \*\*\*\*\*

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

P.M. PEAK

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

\*\*\*\*\*  
Intersection #1 Alvarado Blvd / Deep Creek Rd  
\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.676  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1  
Optimal Cycle: 62 Level Of Service: C  
\*\*\*\*\*

Street Name:	Alvarado Blvd			Deep Creek Rd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Ignore		Include	Include		Include
Min. Green:	4	10	10	4	10	10
Lanes:	1	0	3	0	1	0

Volume Module:

Base Vol:	245	1454	104	0	1118	88	114	0	350	5	240	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	1454	104	0	1118	88	114	0	350	5	240	228
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1454	0	0	1118	88	114	0	350	5	240	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1454	0	0	1118	88	114	0	350	5	240	228
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1454	0	0	1118	88	114	0	350	5	240	228

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.78	0.22	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	5226	411	1805	0	4845	3610	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.14	0.26	0.00	0.00	0.21	0.21	0.06	0.00	0.07	0.00	0.13	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.52	0.00	0.00	0.32	0.32	0.11	0.00	0.11	0.21	0.21	0.21
Volume/Cap:	0.68	0.49	0.00	0.00	0.68	0.68	0.59	0.00	0.68	0.01	0.60	0.68
Uniform Del:	33.2	14.1	0.0	0.0	26.7	26.7	38.3	0.0	38.7	28.2	32.2	32.8
IncrementDel:	5.0	0.1	0.0	0.0	1.0	1.0	4.8	0.0	3.5	0.0	2.6	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.3	14.2	0.0	0.0	27.8	27.8	43.1	0.0	42.2	28.2	34.9	38.2
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:	38.3	14.2	0.0	0.0	27.8	27.8	43.1	0.0	42.2	28.2	34.9	38.2
LOS by Move:	D	B	A	A	C	C	D	A	D	C	C	D
HCM2kAvgQ:	8	9	0	0	11	11	4	0	4	0	7	7

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

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

\*\*\*\*\*  
Intersection #2 I-880 NB Ramps / Fremont Blvd  
\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.644  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6  
Optimal Cycle: 56 Level Of Service: C  
\*\*\*\*\*

Street Name:	I-880 NB Ramps			Fremont Blvd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	4	10	10	4	10	10
Lanes:	0	0	3	0	1	0

Volume Module:

Base Vol:	0	951	408	294	1150	0	758	0	316	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	951	408	294	1150	0	758	0	316	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	951	408	294	1150	0	758	0	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	951	408	294	1150	0	758	0	316	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	951	408	294	1150	0	758	0	316	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.25	0.08	0.20	0.00	0.21	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.39	0.39	0.13	0.52	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.64	0.64	0.39	0.00	0.64	0.00	0.30	0.00	0.00	0.00
Uniform Del:	0.0	19.9	22.2	37.4	13.0	0.0	25.9	0.0	22.7	0.0	0.0	0.0
IncrementDel:	0.0	0.1	2.3	3.1	0.1	0.0	1.2	0.0	0.2	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:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.1	24.5	40.5	13.1	0.0	27.1	0.0	22.9	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:	0.0	20.1	24.5	40.5	13.1	0.0	27.1	0.0	22.9	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	10	5	6	0	10	0	3	0	0	0

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



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

\*\*\*\*\*  
 Intersection #3 Fremont Blvd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.691  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 42.4  
 Optimal Cycle: 61 Level Of Service: D  
 \*\*\*\*\*

Street Name: Fremont Blvd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8								
Lanes:	2	0	3	0	1	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 278 714 72 456 608 207 206 364 208 60 291 514  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 278 714 72 456 608 207 206 364 208 60 291 514  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 278 714 72 456 608 207 206 364 208 60 291 514  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 278 714 72 456 608 207 206 364 208 60 291 514  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 278 714 72 456 608 207 206 364 208 60 291 514

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 0.96 0.96 0.95 0.95 0.95 0.95 1.00 0.85  
 Lanes: 2.00 3.00 1.00 2.00 2.24 0.76 2.00 1.27 0.73 1.00 2.00 1.00  
 Final Sat.: 3610 5700 1615 3610 4091 1393 3610 2285 1306 1805 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.13 0.04 0.13 0.15 0.15 0.06 0.16 0.16 0.03 0.08 0.32  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.18 0.18 0.18 0.24 0.24 0.08 0.45 0.45 0.09 0.46 0.46  
 Volume/Cap: 0.62 0.69 0.25 0.69 0.62 0.62 0.69 0.35 0.35 0.35 0.17 0.69  
 Uniform Del: 54.0 49.8 45.6 49.7 44.1 44.1 58.0 23.4 23.4 55.2 20.5 27.7  
 IncrementDel: 2.6 2.0 0.4 3.1 0.9 0.9 6.7 0.1 0.1 1.3 0.0 2.8  
 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: 56.6 51.8 46.0 52.8 45.0 45.0 64.8 23.6 23.6 56.5 20.5 30.5  
 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: 56.6 51.8 46.0 52.8 45.0 45.0 64.8 23.6 23.6 56.5 20.5 30.5  
 LOS by Move: E D D D D D E C C E C C  
 HCM2kAvgQ: 6 10 3 10 10 10 5 7 7 3 3 17

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

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

\*\*\*\*\*  
 Intersection #4 Paseo Padre Pkwy / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.880  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.3  
 Optimal Cycle: 124 Level Of Service: D  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	13	13	4	13	13	4	8	8	4	8	8			
Lanes:	2	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 124 585 333 379 428 30 71 1285 250 355 970 600  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 124 585 333 379 428 30 71 1285 250 355 970 600  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 124 585 333 379 428 30 71 1285 250 355 970 600  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 124 585 333 379 428 30 71 1285 250 355 970 600  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 124 585 333 379 428 30 71 1285 250 355 970 600

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 0.94 0.94 0.95 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 1.87 0.13 1.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3340 234 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.16 0.21 0.11 0.13 0.13 0.04 0.36 0.15 0.10 0.27 0.37  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.08 0.23 0.23 0.12 0.28 0.28 0.05 0.40 0.40 0.12 0.47 0.47  
 Volume/Cap: 0.46 0.69 0.88 0.88 0.46 0.46 0.79 0.88 0.38 0.88 0.57 0.79  
 Uniform Del: 57.4 45.5 48.0 56.1 38.7 38.7 61.1 35.8 27.3 56.6 25.0 29.1  
 IncrementDel: 1.2 2.5 20.5 18.5 0.3 0.3 36.4 6.5 0.4 19.5 0.5 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: 58.6 48.0 68.5 74.5 39.0 39.0 97.5 42.3 27.7 76.1 25.4 34.7  
 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: 58.6 48.0 68.5 74.5 39.0 39.0 97.5 42.3 27.7 76.1 25.4 34.7  
 LOS by Move: E D E E D D F D C E C C  
 HCM2kAvgQ: 3 12 16 10 8 8 5 28 7 10 15 22

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 130 Critical Vol./Cap. (X): 0.758  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 41.7  
Optimal Cycle: 73 Level of Service: D

Street Name: Fremont Blvd Decoto Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	1	0

Volume Module:  
Base Vol: 205 791 215 148 649 68 258 1487 330 253 809 109  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 205 791 215 148 649 68 258 1487 330 253 809 109  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 205 791 215 148 649 68 258 1487 330 253 809 109  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 205 791 215 148 649 68 258 1487 330 253 809 109  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 205 791 215 148 649 68 258 1487 330 253 809 109

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.95 0.97 0.97 0.95 1.00 0.85  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2.46 0.54 2.00 2.00 1.00  
Final Sat.: 1805 3800 1615 1805 3800 1615 3610 4539 1007 3610 3800 1615

Capacity Analysis Module:  
Vol/Sat: 0.11 0.21 0.13 0.08 0.17 0.04 0.07 0.33 0.33 0.07 0.21 0.07  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.15 0.27 0.27 0.11 0.23 0.23 0.13 0.43 0.43 0.09 0.39 0.39  
Volume/Cap: 0.74 0.76 0.48 0.76 0.74 0.18 0.54 0.76 0.76 0.76 0.54 0.17  
Uniform Del: 52.6 43.2 39.4 56.3 46.5 40.2 52.8 31.2 31.2 57.6 30.4 25.7  
IncrementDel: 10.4 3.3 0.8 15.7 3.5 0.2 1.3 1.4 1.4 9.6 0.4 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Delay/Veh: 63.0 46.4 40.3 72.0 49.9 40.5 54.0 32.6 32.6 67.2 30.8 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: 63.0 46.4 40.3 72.0 49.9 40.5 54.0 32.6 32.6 67.2 30.8 25.8  
LOS by Move: E D D E D D D C C E C C  
HCM2kAvgQ: 9 16 7 7 13 2 5 21 21 7 12 3

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 75 Critical Vol./Cap. (X): 0.896  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8  
Optimal Cycle: 82 Level of Service: B

Street Name: I-880 NB Ramps Decoto Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Ignore			Ignore						
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0				
Lanes:	1	0	1	0	0	0	0	0	2	0	1	0	0	2	0	1

Volume Module:  
Base Vol: 691 0 751 0 0 0 0 0 1934 1375 0 1013 125  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 691 0 751 0 0 0 0 0 1934 1375 0 1013 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 691 0 751 0 0 0 0 0 1934 0 0 1013 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 691 0 751 0 0 0 0 0 1934 0 0 1013 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: 691 0 751 0 0 0 0 0 1934 0 0 1013 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 0.95 1.00 1.00 0.95 1.00  
Lanes: 1.48 0.00 1.52 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 1.00  
Final Sat.: 2532 0 2603 0 0 0 0 0 3610 1900 0 3610 1900

Capacity Analysis Module:  
Vol/Sat: 0.27 0.00 0.29 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.28 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.32 0.00 0.32 0.00 0.00 0.00 0.00 0.60 0.00 0.00 0.60 0.00  
Volume/Cap: 0.85 0.00 0.90 0.00 0.00 0.00 0.00 0.90 0.00 0.00 0.47 0.00  
Uniform Del: 23.7 0.0 24.2 0.0 0.0 0.0 0.0 13.1 0.0 0.0 8.4 0.0  
IncrementDel: 4.2 0.0 7.0 0.0 0.0 0.0 0.0 5.4 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: 27.9 0.0 31.2 0.0 0.0 0.0 0.0 18.4 0.0 0.0 8.6 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: 27.9 0.0 31.2 0.0 0.0 0.0 0.0 18.4 0.0 0.0 8.6 0.0  
LOS by Move: C A C A A A A B A A A A  
HCM2kAvgQ: 13 0 15 0 0 0 0 24 0 0 7 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #7 I-880 SB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2  
 Optimal Cycle: 44 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Ignore Ignore Ignore  
 Min. Green: 0 0 0 10 0 10 0 10 10  
 Lanes: 0 0 0 0 2 0 0 0 1 0 0 3 0 1 0 0 2 0 1

Volume Module:  
 Base Vol: 0 0 0 633 0 748 0 974 111 0 1786 1425  
 Growth Adj: 1.00 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 0 633 0 748 0 974 111 0 1786 1425  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 633 0 0 0 974 0 0 1786 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 633 0 0 0 974 0 0 1786 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 633 0 0 0 974 0 0 1786 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 1.00 1.00 0.91 1.00 1.00 0.95 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 3.00 1.00 0.00 2.00 1.00  
 Final Sat.: 0 0 0 3502 0 1900 0 5187 1900 0 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.00 0.00 0.19 0.00 0.00 0.49 0.00  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.25 0.00 0.00 0.00 0.69 0.00 0.00 0.69 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.72 0.00 0.00 0.00 0.27 0.00 0.00 0.72 0.00  
 Uniform Del: 0.0 0.0 0.0 34.2 0.0 0.0 0.0 6.0 0.0 0.0 9.6 0.0  
 IncremntDel: 0.0 0.0 0.0 2.9 0.0 0.0 0.0 0.0 0.0 0.0 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: 0.00 0.00 0.00 1.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 0.0 0.0 0.0 37.1 0.0 0.0 0.0 6.0 0.0 0.0 10.6 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: 0.0 0.0 0.0 37.1 0.0 0.0 0.0 6.0 0.0 0.0 10.6 0.0  
 LOS by Move: A A A D A A A A A B A  
 HCM2kAvgQ: 0 0 0 11 0 0 0 4 0 0 19 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Ardenwood Blvd / SR84 WB Ramps  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.607  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0  
 Optimal Cycle: 39 Level Of Service: B  
 \*\*\*\*\*

Street Name: Ardenwood Blvd SR84 WB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 0 0 10 10 0 0 0 10 10 10  
 Lanes: 1 0 3 0 0 0 0 2 1 0 0 0 0 0 0 1 1 0 0 1

Volume Module:  
 Base Vol: 143 1161 0 0 1092 73 0 0 0 881 0 187  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 143 1161 0 0 1092 73 0 0 0 881 0 187  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 143 1161 0 0 1092 73 0 0 0 881 0 187  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 143 1161 0 0 1092 73 0 0 0 881 0 187  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 143 1161 0 0 1092 73 0 0 0 881 0 187

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 0.99 0.99 1.00 1.00 1.00 0.95 1.00 0.85  
 Lanes: 1.00 3.00 0.00 0.00 2.81 0.19 0.00 0.00 0.00 2.00 0.00 1.00  
 Final Sat.: 1805 5700 0 0 5295 354 0 0 0 3618 0 1615

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.20 0.00 0.00 0.21 0.21 0.00 0.00 0.00 0.24 0.00 0.12  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.13 0.47 0.00 0.00 0.34 0.34 0.00 0.00 0.00 0.40 0.00 0.40  
 Volume/Cap: 0.61 0.43 0.00 0.00 0.61 0.61 0.00 0.00 0.00 0.61 0.00 0.29  
 Uniform Del: 28.7 12.3 0.0 0.0 19.2 19.2 0.0 0.0 0.0 16.6 0.0 14.2  
 IncremntDel: 4.5 0.1 0.0 0.0 0.6 0.6 0.0 0.0 0.0 0.7 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 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Delay/Veh: 33.2 12.4 0.0 0.0 19.8 19.8 0.0 0.0 0.0 17.3 0.0 14.4  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 33.2 12.4 0.0 0.0 19.8 19.8 0.0 0.0 0.0 17.3 0.0 14.4  
 LOS by Move: C B A A B B A A A B A B  
 HCM2kAvgQ: 4 6 0 0 8 8 0 0 0 8 0 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Paseo Padre Pkwy / Isherwood Way  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3  
 Optimal Cycle: 79 Level Of Service: C  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Isherwood Way  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 1 0 0 0 1! 0 0 0 0 1! 0 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 51 1157 398 131 862 45 41 51 32 274 69 74  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 51 1157 398 131 862 45 41 51 32 274 69 74  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 51 1157 398 131 862 45 41 51 32 274 69 74  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 51 1157 398 131 862 45 41 51 32 274 69 74  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 51 1157 398 131 862 45 41 51 32 274 69 74  
 -----|-----|-----|-----|

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 0.90 0.90 0.95 0.95 0.95 0.94 0.94 0.94  
 Lanes: 1.00 2.00 1.00 1.00 2.85 0.15 0.33 0.41 0.26 0.66 0.16 0.18  
 Final Sat.: 1805 3610 1615 1805 4895 256 597 742 466 1179 297 319  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.32 0.25 0.07 0.18 0.18 0.07 0.07 0.07 0.23 0.23 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.07 0.40 0.40 0.09 0.42 0.42 0.09 0.09 0.09 0.29 0.29 0.29  
 Volume/Cap: 0.41 0.80 0.61 0.80 0.41 0.41 0.80 0.80 0.80 0.80 0.80 0.80  
 Uniform Del: 44.7 26.3 23.8 44.6 20.1 20.1 44.8 44.8 44.8 32.7 32.7 32.7  
 IncrementDel: 2.3 3.2 1.8 23.3 0.1 0.1 24.4 24.4 24.4 8.4 8.4 8.4  
 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: 46.9 29.5 25.5 67.9 20.2 20.2 69.2 69.2 69.2 41.1 41.1 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: 46.9 29.5 25.5 67.9 20.2 20.2 69.2 69.2 69.2 41.1 41.1 41.1  
 LOS by Move: D C C E C C E E E D D D  
 HCM2kAvgQ: 2 18 10 6 7 7 6 6 6 14 14 14  
 -----|-----|-----|-----|

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #12 Paseo Padre Pkwy / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.695  
 Loss Time (sec): 17 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8  
 Optimal Cycle: 75 Level Of Service: D  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 10 10 10 10 10 10  
 Lanes: 2 0 1 1 0 1 0 3 0 1 1 1 1 0 1 1 0 0 1 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 402 1252 24 10 961 401 372 34 371 9 17 9  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 402 1252 24 10 961 401 372 34 371 9 17 9  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 402 1252 24 10 961 401 372 34 371 9 17 9  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 402 1252 24 10 961 401 372 34 371 9 17 9  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 402 1252 24 10 961 401 372 34 371 9 17 9  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.95 0.91 0.85 0.91 0.91 0.85 0.95 0.95 0.95  
 Lanes: 2.00 1.96 0.04 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.65 0.35  
 Final Sat.: 3502 3531 68 1805 5187 1615 3451 1726 1615 1805 1178 623  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.35 0.35 0.01 0.19 0.25 0.11 0.02 0.23 0.00 0.01 0.01  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.16 0.46 0.46 0.03 0.34 0.34 0.30 0.30 0.30 0.08 0.08 0.08  
 Volume/Cap: 0.74 0.77 0.77 0.18 0.55 0.74 0.36 0.07 0.77 0.06 0.19 0.19  
 Uniform Del: 52.3 29.1 29.1 61.4 35.1 38.0 35.8 32.5 41.4 55.7 56.2 56.2  
 IncrementDel: 5.2 2.2 2.2 1.6 0.4 5.2 0.2 0.0 7.3 0.2 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 57.6 31.4 31.4 63.0 35.4 43.2 36.0 32.5 48.7 55.9 56.9 56.9  
 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: 57.6 31.4 31.4 63.0 35.4 43.2 36.0 32.5 48.7 55.9 56.9 56.9  
 LOS by Move: E C C E D D D C D E E E  
 HCM2kAvgQ: 9 23 23 1 12 15 6 1 15 0 1 1  
 -----|-----|-----|-----|

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Fremont Blvd / Thornton Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.636  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0  
Optimal Cycle: 53 Level of Service: D

Street Name: Fremont Blvd Thornton Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 1 1 0 2 0 2 0 1 2 0 2 0 1 1 0 2 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 5:00PM-6:00PM  
Base Vol: 258 806 92 152 676 260 412 716 229 141 455 149  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 258 806 92 152 676 260 412 716 229 141 455 149  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 258 806 92 152 676 260 412 716 229 141 455 149  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 258 806 92 152 676 260 412 716 229 141 455 149  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 258 806 92 152 676 260 412 716 229 141 455 149

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.92 0.95 0.85 0.95 0.95 0.85  
Lanes: 2.00 1.80 0.20 2.00 2.00 1.00 2.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 3502 3192 364 3502 3610 1615 3502 3610 1615 1805 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.07 0.25 0.25 0.04 0.19 0.16 0.12 0.20 0.14 0.08 0.13 0.09  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.13 0.40 0.40 0.07 0.33 0.33 0.21 0.31 0.31 0.12 0.22 0.22  
Volume/Cap: 0.56 0.64 0.64 0.64 0.56 0.48 0.56 0.64 0.45 0.64 0.56 0.41  
Uniform Del: 48.9 29.2 29.2 54.5 32.8 31.7 42.5 35.4 33.1 50.1 41.3 39.7  
IncrementDel: 1.6 1.0 1.0 5.6 0.6 0.7 1.0 1.2 0.7 6.0 0.9 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: 50.4 30.1 30.1 60.0 33.4 32.4 43.4 36.7 33.8 56.1 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: 50.4 30.1 30.1 60.0 33.4 32.4 43.4 36.7 33.8 56.1 42.1 40.5  
LOS by Move: D C C E C C D D C E D D  
HCM2kAvgQ: 5 14 14 4 11 8 8 12 7 6 8 5

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 I-880 NB Ramps / Thornton Ave

Cycle (sec): 51 Critical Vol./Cap. (X): 1.044  
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9  
Optimal Cycle: 132 Level of Service: D

Street Name: I-880 NB Ramps Thornton Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Ignore Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 455 0 551 0 0 0 0 0 2349 415 0 783 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: 455 0 551 0 0 0 0 0 2349 415 0 783 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: 455 0 551 0 0 0 0 0 2349 0 0 783 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 455 0 551 0 0 0 0 0 2349 0 0 783 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: 455 0 551 0 0 0 0 0 2349 0 0 783 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 0.95 1.00 1.00 0.91 1.00  
Lanes: 1.45 0.00 1.55 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 0.00  
Final Sat.: 2477 0 2640 0 0 0 0 3610 1900 0 5187 0

Capacity Analysis Module:  
Vol/Sat: 0.18 0.00 0.21 0.00 0.00 0.00 0.00 0.65 0.00 0.00 0.15 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.62 0.00 0.00 0.62 0.00  
Volume/Cap: 0.92 0.00 1.04 0.00 0.00 0.00 0.00 1.04 0.00 0.00 0.24 0.00  
Uniform Del: 20.0 0.0 20.4 0.0 0.0 0.0 0.0 9.6 0.0 0.0 4.3 0.0  
IncrementDel: 12.1 0.0 41.0 0.0 0.0 0.0 0.0 31.5 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: 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: 32.1 0.0 61.4 0.0 0.0 0.0 0.0 41.1 0.0 0.0 4.3 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: 32.1 0.0 61.4 0.0 0.0 0.0 0.0 41.1 0.0 0.0 4.3 0.0  
LOS by Move: C A E A A A A D A A A A  
HCM2kAvgQ: 9 0 13 0 0 0 0 34 0 0 2 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Fremont Blvd / Peralta Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.629  
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4  
Optimal Cycle: 44 Level Of Service: C

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

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 6 6 4 6 6 4 4 4 4 4 4  
Lanes: 1 0 1 1 0 1 0 1 1 0 0 1 0 1 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 4:45PM-5:45PM  
Base Vol: 66 974 52 170 688 39 53 227 78 46 304 48  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 66 974 52 170 688 39 53 227 78 46 304 48  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 66 974 52 170 688 39 53 227 78 46 304 48  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 66 974 52 170 688 39 53 227 78 46 304 48  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 66 974 52 170 688 39 53 227 78 46 304 48

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 0.94 0.94 0.91 0.91 0.91 0.94 0.94 0.85  
Lanes: 1.00 1.90 0.10 1.00 1.89 0.11 0.30 1.27 0.43 0.26 1.74 1.00  
Final Sat.: 1805 3400 181 1805 3389 192 513 2198 755 471 3114 1615

Capacity Analysis Module:  
Vol/Sat: 0.04 0.29 0.29 0.09 0.20 0.20 0.10 0.10 0.10 0.10 0.10 0.03  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.46 0.46 0.15 0.51 0.51 0.16 0.16 0.16 0.16 0.16 0.16  
Volume/Cap: 0.40 0.63 0.63 0.63 0.40 0.40 0.63 0.63 0.63 0.63 0.63 0.19  
Uniform Del: 51.3 24.9 24.9 47.9 17.9 17.9 46.7 46.7 46.7 47.4 47.4 44.1  
IncrementDel: 1.5 0.8 0.8 4.7 0.1 0.1 2.3 2.3 2.3 2.3 2.3 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 25.7 25.7 52.6 18.0 18.0 49.0 49.0 49.0 49.7 49.7 44.5  
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: 52.8 25.7 25.7 52.6 18.0 18.0 49.0 49.0 49.0 49.7 49.7 44.5  
LOS by Move: D C C D B B D D D D D D  
HCM2kAvgQ: 3 15 15 7 8 8 7 7 7 7 7 2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Fremont Blvd / Central Ave

Cycle (sec): 105 Critical Vol./Cap. (X): 0.853  
Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 35.0  
Optimal Cycle: 96 Level Of Service: C

Street Name: Fremont Blvd Central Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1 0 0 0

Volume Module:  
Base Vol: 329 932 8 16 695 84 277 8 466 3 10 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 329 932 8 16 695 84 277 8 466 3 10 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 329 932 8 16 695 84 277 8 466 3 10 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 329 932 8 16 695 84 277 8 466 3 10 5  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 329 932 8 16 695 84 277 8 466 3 10 5

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 0.93 0.93 0.71 0.71 0.71 0.90 0.90 0.90  
Lanes: 1.00 1.98 0.02 1.00 1.78 0.22 0.97 0.03 1.00 0.17 0.55 0.28  
Final Sat.: 1805 3576 31 1805 3169 383 1311 38 1349 285 948 474

Capacity Analysis Module:  
Vol/Sat: 0.18 0.26 0.26 0.01 0.22 0.22 0.21 0.21 0.35 0.01 0.01 0.01  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.21 0.46 0.46 0.02 0.26 0.26 0.41 0.41 0.41 0.41 0.41 0.41  
Volume/Cap: 0.85 0.57 0.57 0.57 0.85 0.85 0.52 0.52 0.85 0.03 0.03 0.03  
Uniform Del: 39.7 21.1 21.1 51.3 37.1 37.1 23.6 23.6 28.4 18.8 18.8 18.8  
IncrementDel: 16.5 0.5 0.5 25.5 7.8 7.8 0.3 0.3 8.1 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Delay/Veh: 56.2 21.5 21.5 76.8 44.9 44.9 23.9 23.9 36.4 18.8 18.8 18.8  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 56.2 21.5 21.5 76.8 44.9 44.9 23.9 23.9 36.4 18.8 18.8 18.8  
LOS by Move: E C C E D D C C D B B B  
HCM2kAvgQ: 13 12 12 1 15 15 8 8 17 0 0 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Blacow Rd / Central Ave

Cycle (sec): 95 Critical Vol./Cap. (X): 0.560  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.8  
Optimal Cycle: 45 Level Of Service: C

Street Name: Blacow Rd Central Ave

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1

Volume Module:  
Base Vol: 145 380 212 131 362 65 154 308 201 169 240 106  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 145 380 212 131 362 65 154 308 201 169 240 106  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 145 380 212 131 362 65 154 308 201 169 240 106  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 145 380 212 131 362 65 154 308 201 169 240 106  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 145 380 212 131 362 65 154 308 201 169 240 106

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 0.93 0.93 0.95 0.89 0.89 0.95 0.95 0.85  
Lanes: 1.00 1.28 0.72 1.00 1.70 0.30 1.00 1.21 0.79 1.00 2.00 1.00  
Final Sat.: 1805 2192 1223 1805 2990 537 1805 2056 1341 1805 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.08 0.17 0.17 0.07 0.12 0.12 0.09 0.15 0.15 0.09 0.07 0.07  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.18 0.31 0.31 0.13 0.26 0.26 0.24 0.27 0.27 0.17 0.19 0.19  
Volume/Cap: 0.46 0.56 0.56 0.56 0.46 0.46 0.35 0.56 0.56 0.56 0.35 0.34  
Uniform Del: 35.1 27.4 27.4 38.8 29.3 29.3 29.7 30.0 30.0 36.4 33.4 33.3  
IncrementDel: 1.1 0.7 0.7 3.1 0.4 0.4 0.5 0.8 0.8 2.4 0.3 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: 36.2 28.1 28.1 41.9 29.6 29.6 30.1 30.8 30.8 38.7 33.7 34.0  
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: 36.2 28.1 28.1 41.9 29.6 29.6 30.1 30.8 30.8 38.7 33.7 34.0  
LOS by Move: D C C D C C C C C D C C  
HCM2kAvgQ: 4 8 8 4 6 6 4 7 7 5 3 3

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Paseo Padre Pkwy / Peralta Blvd

Cycle (sec): 130 Critical Vol./Cap. (X): 0.940  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.3  
Optimal Cycle: 162 Level Of Service: D

Street Name: Paseo Padre Pkwy Peralta Blvd

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	10	10	4	10	10	4	10
Lanes:	1	0	1	1	0	1	1	0

Volume Module:  
Base Vol: 146 1275 7 378 938 14 59 303 87 65 308 366  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 146 1275 7 378 938 14 59 303 87 65 308 366  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 146 1275 7 378 938 14 59 303 87 65 308 366  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 146 1275 7 378 938 14 59 303 87 65 308 366  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 146 1275 7 378 938 14 59 303 87 65 308 366

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 0.85 0.95 0.92 0.92 0.95 0.95 0.85  
Lanes: 1.00 1.99 0.01 1.00 2.00 1.00 1.00 1.55 0.45 1.00 2.00 1.00  
Final Sat.: 1805 3587 20 1805 3610 1615 1805 2712 779 1805 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.08 0.36 0.36 0.21 0.26 0.01 0.03 0.11 0.11 0.04 0.09 0.23  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.14 0.38 0.38 0.22 0.46 0.46 0.03 0.21 0.21 0.07 0.24 0.24  
Volume/Cap: 0.57 0.94 0.94 0.94 0.57 0.02 0.94 0.54 0.54 0.54 0.35 0.94  
Uniform Del: 52.0 39.0 39.0 49.7 25.8 19.2 62.6 45.8 45.8 58.7 40.9 48.4  
IncrementDel: 2.9 12.7 12.7 30.0 0.5 0.0 92.0 0.8 0.8 4.6 0.2 30.6  
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: 54.9 51.7 51.7 79.7 26.2 19.2 154.6 46.6 46.6 63.3 41.2 79.0  
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: 54.9 51.7 51.7 79.7 26.2 19.2 154.6 46.6 46.6 63.3 41.2 79.0  
LOS by Move: D D D E C B F D D E D E  
HCM2kAvgQ: 6 30 30 19 14 0 5 8 8 3 5 18

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #19 Mowry Avenue / Peralta Blvd  
\*\*\*\*\*

Cycle (sec): 68 Critical Vol./Cap. (X): 0.502  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4  
Optimal Cycle: 35 Level Of Service: B  
\*\*\*\*\*

Mowry Avenue				Peralta Blvd			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ignore	Include	Ignore	Include	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	1 0 1 0 1	2 0 2 0 0	0 0 3 0 1			

Volume Module:  
Base Vol: 0 0 0 636 0 68 161 911 0 0 536 582  
Growth Adj: 1.00 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 0 636 0 68 161 911 0 0 536 582  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 636 0 0 161 911 0 0 536 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 636 0 0 161 911 0 0 536 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 0.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 636 0 0 161 911 0 0 536 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 0.95 1.00 1.00 0.92 0.95 1.00 1.00 0.91 1.00  
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 2.00 2.00 0.00 0.00 3.00 1.00  
Final Sat.: 0 0 0 3618 0 1900 3502 3610 0 0 5187 1900

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.00 0.05 0.25 0.00 0.00 0.10 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.35 0.00 0.00 0.15 0.50 0.00 0.00 0.35 0.00  
Volume/Cap: 0.00 0.00 0.00 0.50 0.00 0.00 0.30 0.50 0.00 0.00 0.30 0.00  
Uniform Del: 0.0 0.0 0.0 17.4 0.0 0.0 25.5 11.2 0.0 0.0 16.1 0.0  
IncrementDel: 0.0 0.0 0.0 0.3 0.0 0.0 0.3 0.2 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: 0.00 0.00 0.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 0.00  
Delay/Veh: 0.0 0.0 0.0 17.7 0.0 0.0 25.8 11.5 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 17.7 0.0 0.0 25.8 11.5 0.0 0.0 16.2 0.0  
LOS by Move: A A A B A A C B A A B A  
HCM2kAvgQ: 0 0 0 6 0 0 2 7 0 0 0 3 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #20 Civic Center Dr / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 0.497  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0  
Optimal Cycle: 41 Level Of Service: C  
\*\*\*\*\*

Civic Center Dr				Mowry Ave			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Split Phase	Split Phase	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	8 8 8	8 8 8	4 8 8	4 8 8	8 8 8	8 8 8	4 8 8
Lanes:	1 1 0 0 1	0 0 1 0 0	1 0 3 0 1	1 0 2 1 0			

Volume Module:  
Base Vol: 437 1 157 24 19 50 81 1003 224 140 793 6  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 437 1 157 24 19 50 81 1003 224 140 793 6  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 1 157 24 19 50 81 1003 224 140 793 6  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 437 1 157 24 19 50 81 1003 224 140 793 6  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 437 1 157 24 19 50 81 1003 224 140 793 6

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.95 0.85 0.91 0.91 0.91 0.95 0.91 0.85 0.95 0.91 0.91  
Lanes: 1.99 0.01 1.00 0.26 0.20 0.54 1.00 3.00 1.00 1.00 2.98 0.02  
Final Sat.: 3609 8 1615 449 355 935 1805 5187 1615 1805 5143 39

Capacity Analysis Module:  
Vol/Sat: 0.12 0.12 0.10 0.05 0.05 0.05 0.04 0.19 0.14 0.08 0.15 0.15  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.24 0.24 0.24 0.11 0.11 0.11 0.12 0.39 0.39 0.16 0.42 0.42  
Volume/Cap: 0.50 0.50 0.40 0.50 0.50 0.50 0.37 0.50 0.36 0.50 0.37 0.37  
Uniform Del: 37.4 37.4 36.5 48.4 48.4 48.4 46.3 26.6 24.9 44.4 22.7 22.7  
IncrementDel: 0.4 0.4 0.7 2.1 2.1 2.1 1.0 0.2 0.3 1.4 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: 37.9 37.9 37.1 50.5 50.5 50.5 47.4 26.8 25.3 45.8 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: 37.9 37.9 37.1 50.5 50.5 50.5 47.4 26.8 25.3 45.8 22.8 22.8  
LOS by Move: D D D D D D D C C D C C  
HCM2kAvgQ: 7 7 5 4 4 4 3 10 6 5 7 7

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



Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #21 Paseo Padre Pkwy / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.663  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.4  
Optimal Cycle: 68 Level Of Service: D  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10								
Lanes:	2	0	2	0	1	2	0	2	1	0	2	0	3	0	1	2	0	3	0	1

Volume Module:  
Base Vol: 200 1156 80 222 902 86 149 729 190 201 502 78  
Growth Adj: 1.00 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 1156 80 222 902 86 149 729 190 201 502 78  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 200 1156 80 222 902 86 149 729 190 201 502 78  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 200 1156 80 222 902 86 149 729 190 201 502 78  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 200 1156 80 222 902 86 149 729 190 201 502 78

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 0.90 0.90 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 2.00 1.00 2.00 2.74 0.26 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 3610 1615 3502 4674 446 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.06 0.32 0.05 0.06 0.19 0.19 0.04 0.14 0.12 0.06 0.10 0.05  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.13 0.48 0.48 0.10 0.45 0.45 0.09 0.21 0.21 0.09 0.21 0.21  
Volume/Cap: 0.43 0.66 0.10 0.66 0.43 0.43 0.47 0.66 0.56 0.66 0.47 0.23  
Uniform Del: 51.9 25.6 18.3 56.8 24.7 24.7 56.1 47.0 45.8 57.5 45.2 42.9  
IncrementDel: 0.7 1.0 0.1 4.9 0.1 0.1 1.1 1.5 2.0 5.4 0.3 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: 52.6 26.5 18.3 61.7 24.8 24.8 57.2 48.5 47.8 63.0 45.5 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: 52.6 26.5 18.3 61.7 24.8 24.8 57.2 48.5 47.8 63.0 45.5 43.3  
LOS by Move: D C B E C C E D D E D D  
HCM2kAvgQ: 4 19 2 6 10 10 3 11 7 5 7 3

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #22 Fremont Blvd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 0.952  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 55.2  
Optimal Cycle: 167 Level Of Service: E  
\*\*\*\*\*

Street Name: Fremont Blvd Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10								
Lanes:	2	0	2	1	0	2	0	1	1	0	2	0	2	1	0	2	0	2	1	0

Volume Module:  
Base Vol: 392 835 107 324 626 298 662 1262 328 245 1118 201  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 392 835 107 324 626 298 662 1262 328 245 1118 201  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 392 835 107 324 626 298 662 1262 328 245 1118 201  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 392 835 107 324 626 298 662 1262 328 245 1118 201  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 392 835 107 324 626 298 662 1262 328 245 1118 201

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 0.90 0.90 0.92 0.88 0.88 0.92 0.89 0.89  
Lanes: 2.00 2.66 0.34 2.00 1.35 0.65 2.00 2.38 0.62 2.00 2.54 0.46  
Final Sat.: 3502 4520 579 3502 2328 1108 3502 3989 1037 3502 4295 772

Capacity Analysis Module:  
Vol/Sat: 0.11 0.18 0.18 0.09 0.27 0.27 0.19 0.32 0.32 0.07 0.26 0.26  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.12 0.27 0.27 0.13 0.28 0.28 0.20 0.39 0.39 0.09 0.27 0.27  
Volume/Cap: 0.95 0.69 0.69 0.69 0.95 0.95 0.95 0.82 0.82 0.82 0.95 0.95  
Uniform Del: 54.8 41.2 41.2 51.7 44.0 44.0 49.5 34.4 34.4 56.2 44.6 44.6  
IncrementDel: 32.2 1.6 1.6 4.5 18.4 18.4 23.0 2.9 2.9 16.1 14.3 14.3  
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: 87.0 42.8 42.8 56.2 62.4 62.4 72.5 37.3 37.3 72.3 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: 87.0 42.8 42.8 56.2 62.4 62.4 72.5 37.3 37.3 72.3 58.9 58.9  
LOS by Move: F D D E E E E D D E E E  
HCM2kAvgQ: 11 13 13 7 23 23 17 22 22 7 23 23

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #23 Argonaut Way / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 0.788  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7  
Optimal Cycle: 79 Level Of Service: C  
\*\*\*\*\*

Street Name: Argonaut Way				Mowry Ave			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	8 8 8	8 8 0	4 8 8	4 8 8	4 8 8	4 8 8	4 8 8
Lanes:	1 0 1 0 0	0 1 0 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:  
Base Vol: 462 100 104 44 36 24 65 1548 355 111 1355 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: 462 100 104 44 36 24 65 1548 355 111 1355 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: 462 100 104 44 36 24 65 1548 355 111 1355 30  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 462 100 104 44 36 24 65 1548 355 111 1355 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 462 100 104 44 36 24 65 1548 355 111 1355 30

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.94 0.94 0.94 0.90 0.90 0.90 0.95 0.88 0.88 0.95 0.91 0.91  
Lanes: 1.53 0.23 0.24 0.85 0.69 0.46 1.00 2.44 0.56 1.00 2.94 0.06  
Final Sat.: 2745 412 429 1443 1181 787 1805 4101 941 1805 5059 112

Capacity Analysis Module:  
Vol/Sat: 0.17 0.24 0.24 0.03 0.03 0.03 0.04 0.38 0.38 0.06 0.27 0.27  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.30 0.30 0.30 0.06 0.06 0.06 0.06 0.47 0.47 0.08 0.48 0.48  
Volume/Cap: 0.56 0.81 0.81 0.48 0.48 0.48 0.56 0.81 0.81 0.81 0.56 0.56  
Uniform Del: 36.9 40.6 40.6 56.5 56.5 56.5 56.8 28.7 28.7 56.9 23.4 23.4  
IncrementDel: 0.6 6.1 6.1 1.6 1.6 1.6 6.2 2.2 2.2 29.4 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: 37.6 46.7 46.7 58.1 58.1 58.1 62.9 31.0 31.0 86.2 23.7 23.7  
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: 37.6 46.7 46.7 58.1 58.1 58.1 62.9 31.0 31.0 86.2 23.7 23.7  
LOS by Move: D D D E E E E C C F C C  
HCM2kAvgQ: 10 17 17 3 3 3 3 24 24 6 14 14

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #24 Blacow Rd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 0.591  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7  
Optimal Cycle: 59 Level Of Service: C  
\*\*\*\*\*

Street Name: Blacow Rd				Mowry Ave			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 1 0	2 0 2 0 1	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1

Volume Module:  
Base Vol: 108 383 73 204 284 121 257 1299 124 172 1318 156  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 108 383 73 204 284 121 257 1299 124 172 1318 156  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 108 383 73 204 284 121 257 1299 124 172 1318 156  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 108 383 73 204 284 121 257 1299 124 172 1318 156  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 108 383 73 204 284 121 257 1299 124 172 1318 156

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.93 0.93 0.92 0.95 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 1.68 0.32 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 2959 564 3502 3610 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.03 0.13 0.13 0.06 0.08 0.07 0.07 0.25 0.08 0.05 0.25 0.10  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.22 0.22 0.10 0.23 0.23 0.12 0.46 0.46 0.09 0.43 0.43  
Volume/Cap: 0.34 0.59 0.59 0.59 0.34 0.33 0.59 0.54 0.17 0.54 0.59 0.22  
Uniform Del: 53.5 43.8 43.8 53.9 40.4 40.2 51.7 24.0 19.5 54.3 27.2 22.5  
IncrementDel: 0.7 1.2 1.2 2.7 0.3 0.5 2.2 0.3 0.1 1.9 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: 54.1 45.0 45.0 56.6 40.7 40.8 53.9 24.3 19.6 56.2 27.6 22.6  
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: 54.1 45.0 45.0 56.6 40.7 40.8 53.9 24.3 19.6 56.2 27.6 22.6  
LOS by Move: D D D E D D D C B E C C  
HCM2kAvgQ: 2 9 9 5 5 4 6 13 3 4 14 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Farwell Dr / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 0.758  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3  
 Optimal Cycle: 84 Level Of Service: D  
 \*\*\*\*\*

Street Name: Farwell Dr Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10						
Lanes:	2	0	0	1	0	1	0	1	2	0	3	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 305 119 170 90 101 153 208 1818 315 329 1379 84  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 305 119 170 90 101 153 208 1818 315 329 1379 84  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 305 119 170 90 101 153 208 1818 315 329 1379 84  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 305 119 170 90 101 153 208 1818 315 329 1379 84  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 305 119 170 90 101 153 208 1818 315 329 1379 84

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 0.92 0.91 0.85 0.92 0.90 0.90  
 Lanes: 2.00 0.41 0.59 1.00 1.00 1.00 2.00 3.00 1.00 2.00 2.83 0.17  
 Final Sat.: 3502 714 1019 1805 1900 1615 3502 5187 1615 3502 4845 295

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.17 0.17 0.05 0.05 0.09 0.06 0.35 0.20 0.09 0.28 0.28  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.14 0.22 0.22 0.07 0.15 0.15 0.10 0.46 0.46 0.12 0.49 0.49  
 Volume/Cap: 0.64 0.76 0.76 0.76 0.36 0.64 0.59 0.76 0.42 0.76 0.59 0.59  
 Uniform Del: 51.0 45.6 45.6 57.4 47.8 50.0 53.7 27.8 22.4 52.9 23.2 23.2  
 IncrementDel: 2.8 8.5 8.5 24.2 0.8 5.6 2.6 1.4 0.4 7.6 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: 53.8 54.2 54.2 81.6 48.6 55.6 56.2 29.3 22.8 60.5 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: 53.8 54.2 54.2 81.6 48.6 55.6 56.2 29.3 22.8 60.5 23.5 23.5  
 LOS by Move: D D D F D E E C C E C C  
 HCM2kAvgQ: 7 12 12 5 4 7 5 22 8 8 15 15

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 I-880 NB Ramps / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 74 Critical Vol./Cap. (X): 0.688  
 Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7  
 Optimal Cycle: 52 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Ignore			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:  
 Base Vol: 256 0 721 0 0 0 0 0 1723 557 0 1163 676  
 Growth Adj: 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: 256 0 721 0 0 0 0 0 1723 557 0 1163 676  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 256 0 721 0 0 0 0 0 1723 0 0 1163 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 256 0 721 0 0 0 0 0 1723 0 0 1163 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 1.00  
 MLF Adj: 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  
 FinalVolume: 256 0 721 0 0 0 0 0 1723 0 0 1163 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.00 0.25 0.00 0.00 0.00 0.00 0.33 0.00 0.00 0.17 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.37 0.00 0.37 0.00 0.00 0.00 0.00 0.48 0.00 0.00 0.48 0.00  
 Volume/Cap: 0.20 0.00 0.69 0.00 0.00 0.00 0.00 0.69 0.00 0.00 0.35 0.00  
 Uniform Del: 15.9 0.0 19.8 0.0 0.0 0.0 0.0 14.8 0.0 0.0 11.9 0.0  
 IncrementDel: 0.1 0.0 1.9 0.0 0.0 0.0 0.0 0.8 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: 16.0 0.0 21.7 0.0 0.0 0.0 0.0 15.6 0.0 0.0 12.0 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: 16.0 0.0 21.7 0.0 0.0 0.0 0.0 15.6 0.0 0.0 12.0 0.0  
 LOS by Move: B A C A A A A B A A B A  
 HCM2kAvgQ: 2 0 9 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 Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #27 I-880 SB Ramps / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 64 Critical Vol./Cap. (X): 0.689  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2  
Optimal Cycle: 52 Level Of Service: B  
\*\*\*\*\*

Street Name: I-880 SB Ramps Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	1030	0	516	0	1380	244	0	1013	423
Growth Adj:	1.00	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	516	0	1380	244	0	1013	423
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1030	0	516	0	1380	244	0	1013	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1030	0	516	0	1380	244	0	1013	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1030	0	516	0	1380	244	0	1013	423

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	0.85	1.00	0.91	0.85
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	1615	0	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.18	0.00	0.27	0.15	0.00	0.20	0.26
Crit Moves:	*****											
Green/Cycle:	0.00	0.00	0.00	0.43	0.00	0.43	0.00	0.39	0.39	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.43	0.00	0.69	0.39	0.00	0.51	0.68
Uniform Del:	0.0	0.0	0.0	14.9	0.0	12.9	0.0	16.4	14.2	0.0	15.0	16.4
IncrementDel:	0.0	0.0	0.0	1.4	0.0	0.2	0.0	1.0	0.4	0.0	0.2	3.0
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	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	16.3	0.0	13.1	0.0	17.5	14.6	0.0	15.2	19.4
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	0.0	16.3	0.0	13.1	0.0	17.5	14.6	0.0	15.2	19.4
LOS by Move:	A	A	A	B	A	B	A	B	B	A	B	B
HCM2kAvgQ:	0	0	0	10	0	4	0	10	4	0	6	8

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #28 Mission Blvd / Niles Canyon Rd  
\*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 1.035  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 58.3  
Optimal Cycle: 180 Level Of Service: E  
\*\*\*\*\*

Street Name: Mission Blvd Niles Canyon Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	5	10	10	5	10	10	5	5
Lanes:	1	0	3	0	1	2	0	2

Volume Module: >> Count Date: 14 Nov 2007 << 5:00PM-6:00PM

Base Vol:	185	1133	450	756	995	13	6	213	164	390	113	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1133	450	756	995	13	6	213	164	390	113	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:	185	1133	450	756	995	13	6	213	164	390	113	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1133	450	756	995	13	6	213	164	390	113	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
FinalVolume:	185	1133	450	756	995	13	6	213	164	390	113	417

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.91	0.94	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	2.96	0.04	0.02	0.71	1.27	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	3502	5110	67	35	1257	2261	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.22	0.28	0.22	0.19	0.19	0.17	0.17	0.07	0.11	0.06	0.26
Crit Moves:	*****											
Green/Cycle:	0.16	0.27	0.27	0.21	0.31	0.31	0.16	0.16	0.16	0.25	0.25	0.25
Volume/Cap:	0.62	0.81	1.04	1.04	0.62	0.62	1.04	1.04	0.44	0.45	0.24	1.04
Uniform Del:	42.8	37.6	40.2	43.5	32.2	32.2	46.0	46.0	41.5	34.9	32.9	41.3
IncrementDel:	4.0	3.7	52.5	42.7	0.8	0.8	56.1	56.1	0.4	0.4	0.3	54.2
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:	46.8	41.3	92.7	86.2	33.0	33.0	102.1	102	41.8	35.2	33.2	95.5
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:	46.8	41.3	92.7	86.2	33.0	33.0	102.1	102	41.8	35.2	33.2	95.5
LOS by Move:	D	D	F	F	C	C	F	F	D	D	C	F
HCM2kAvgQ:	7	15	22	20	11	11	16	16	4	6	3	21

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Mission Blvd / Mowry Ave

Cycle (sec): 73 Critical Vol./Cap. (X): 1.254  
Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 89.5  
Optimal Cycle: 180 Level Of Service: F

Street Name: Mission Blvd Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 1 0 1 0 3 0 1 1 1 0 0 1 0 0 1 0 0

Volume Module:  
Base Vol: 301 959 6 11 727 674 1020 3 209 5 8 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: 301 959 6 11 727 674 1020 3 209 5 8 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: 301 959 6 11 727 674 1020 3 209 5 8 4  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 301 959 6 11 727 674 1020 3 209 5 8 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  
FinalVolume: 301 959 6 11 727 674 1020 3 209 5 8 4

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 0.91 0.85 0.95 0.95 0.85 0.95 0.95 0.95  
Lanes: 1.00 2.98 0.02 1.00 3.00 1.00 1.99 0.01 1.00 0.29 0.47 0.24  
Final Sat.: 1805 5150 32 1805 5187 1615 3611 11 1615 533 853 427

Capacity Analysis Module:  
Vol/Sat: 0.17 0.19 0.19 0.01 0.14 0.42 0.28 0.28 0.13 0.01 0.01 0.01  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.13 0.45 0.45 0.01 0.33 0.33 0.23 0.23 0.23 0.01 0.01 0.01  
Volume/Cap: 1.25 0.41 0.41 0.41 0.42 1.25 1.25 1.25 0.57 1.25 1.25 1.25  
Uniform Del: 31.6 13.5 13.5 35.6 18.9 24.4 28.3 28.3 25.2 36.2 36.2 36.2  
IncrementDel: 143.7 0.1 0.1 10.1 0.2 128.9 124.2 124 2.2 336.7 337 336.7  
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: 175.3 13.6 13.6 45.7 19.1 153.2 152.5 153 27.4 372.9 373 372.9  
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: 175.3 13.6 13.6 45.7 19.1 153.2 152.5 153 27.4 372.9 373 372.9  
LOS by Move: F B B D B F F F C F F F  
HCM2kAvgQ: 17 6 6 1 5 35 27 27 5 2 2 2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Mission Blvd / Walnut Ave

Cycle (sec): 92 Critical Vol./Cap. (X): 0.745  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6  
Optimal Cycle: 72 Level Of Service: C

Street Name: Mission Blvd Walnut Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 2 0 1 2 0 1 0 1 0 1 0 0 1

Volume Module:  
Base Vol: 310 1130 60 11 818 161 295 54 311 24 36 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 310 1130 60 11 818 161 295 54 311 24 36 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 310 1130 60 11 818 161 295 54 311 24 36 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 310 1130 60 11 818 161 295 54 311 24 36 5  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 310 1130 60 11 818 161 295 54 311 24 36 5

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 0.85 0.92 1.00 0.85 0.98 0.98 0.85  
Lanes: 1.00 1.90 0.10 1.00 2.00 1.00 2.00 1.00 1.00 0.40 0.60 1.00  
Final Sat.: 1805 3404 181 1805 3610 1615 3502 1900 1615 745 1117 1615

Capacity Analysis Module:  
Vol/Sat: 0.17 0.33 0.33 0.01 0.23 0.10 0.08 0.03 0.19 0.03 0.03 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.23 0.53 0.53 0.01 0.30 0.30 0.22 0.26 0.26 0.04 0.08 0.08  
Volume/Cap: 0.74 0.63 0.63 0.63 0.74 0.33 0.39 0.11 0.74 0.74 0.39 0.04  
Uniform Del: 32.9 15.5 15.5 45.4 28.8 24.7 30.7 26.0 31.3 43.5 39.9 38.8  
IncrementDel: 7.1 0.7 0.7 56.9 2.8 0.4 0.3 0.1 7.1 30.9 1.6 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: 40.0 16.2 16.2 102.3 31.6 25.1 31.0 26.1 38.4 74.4 41.5 38.9  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 40.0 16.2 16.2 102.3 31.6 25.1 31.0 26.1 38.4 74.4 41.5 38.9  
LOS by Move: D B B F C C C C D E D D  
HCM2kAvgQ: 10 13 13 1 12 4 4 1 10 3 2 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #31 Civic Center Dr / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 0.665  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.8  
 Optimal Cycle: 64 Level Of Service: C  
 \*\*\*\*\*

Street Name: Civic Center Dr Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 226 332 240 149 262 103 87 1018 158 132 562 69  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 226 332 240 149 262 103 87 1018 158 132 562 69  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 226 332 240 149 262 103 87 1018 158 132 562 69  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 226 332 240 149 262 103 87 1018 158 132 562 69  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 226 332 240 149 262 103 87 1018 158 132 562 69

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 0.95 0.95 0.85 0.95 0.95 0.85  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.09 0.15 0.08 0.07 0.06 0.05 0.28 0.10 0.07 0.16 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.19 0.19 0.19 0.11 0.11 0.11 0.13 0.42 0.42 0.11 0.41 0.41  
 Volume/Cap: 0.66 0.48 0.78 0.78 0.66 0.58 0.38 0.66 0.23 0.66 0.38 0.10  
 Uniform Del: 35.8 34.2 36.5 41.4 40.6 40.3 38.1 21.9 17.5 40.6 19.7 17.4  
 IncrementDel: 4.9 0.5 11.8 18.0 4.3 5.0 1.1 1.1 0.2 8.3 0.2 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: 40.7 34.7 48.3 59.3 44.9 45.2 39.2 23.1 17.6 48.8 19.9 17.5  
 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: 40.7 34.7 48.3 59.3 44.9 45.2 39.2 23.1 17.6 48.8 19.9 17.5  
 LOS by Move: D C D E D D D C B D B B  
 HCM2kAvgQ: 7 5 9 6 5 4 3 13 3 5 6 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #32 Paseo Padre Pkwy / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.659  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.0  
 Optimal Cycle: 67 Level Of Service: D  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 272 1015 178 106 949 66 253 327 169 133 377 116  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 272 1015 178 106 949 66 253 327 169 133 377 116  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 272 1015 178 106 949 66 253 327 169 133 377 116  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 272 1015 178 106 949 66 253 327 169 133 377 116  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 272 1015 178 106 949 66 253 327 169 133 377 116

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

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.20 0.11 0.06 0.18 0.04 0.14 0.09 0.10 0.07 0.10 0.07  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.23 0.39 0.39 0.12 0.28 0.28 0.21 0.22 0.22 0.15 0.16 0.16  
 Volume/Cap: 0.66 0.50 0.28 0.50 0.66 0.15 0.66 0.42 0.48 0.48 0.66 0.45  
 Uniform Del: 45.6 30.2 27.3 53.9 41.5 35.4 46.9 43.7 44.4 50.3 51.4 49.6  
 IncrementDel: 3.9 0.2 0.2 1.9 1.1 0.2 4.2 0.4 1.0 1.3 2.8 1.3  
 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: 49.5 30.4 27.5 55.8 42.7 35.5 51.1 44.1 45.5 51.6 54.3 50.9  
 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: 49.5 30.4 27.5 55.8 42.7 35.5 51.1 44.1 45.5 51.6 54.3 50.9  
 LOS by Move: D C C E D D D D D D D  
 HCM2kAvgQ: 11 11 5 5 13 2 10 6 6 5 8 5

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #33 Fremont Blvd / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.836  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): 50.8  
Optimal Cycle: 112 Level Of Service: D  
\*\*\*\*\*

Street Name: Fremont Blvd Walnut Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	1

Volume Module:  
Base Vol: 431 786 166 158 741 110 146 381 217 295 527 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: 431 786 166 158 741 110 146 381 217 295 527 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: 431 786 166 158 741 110 146 381 217 295 527 86  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 431 786 166 158 741 110 146 381 217 295 527 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: 431 786 166 158 741 110 146 381 217 295 527 86

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.95 0.90 0.90 0.95 0.95 0.85  
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.27 0.73 1.00 2.00 1.00  
Final Sat.: 1805 5187 1615 1805 5187 1615 1805 2176 1239 1805 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.24 0.15 0.10 0.09 0.14 0.07 0.08 0.18 0.18 0.16 0.15 0.05  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.29 0.29 0.29 0.17 0.17 0.17 0.14 0.21 0.21 0.20 0.26 0.26  
Volume/Cap: 0.84 0.52 0.36 0.52 0.84 0.40 0.56 0.84 0.84 0.84 0.56 0.20  
Uniform Del: 43.6 38.7 36.6 49.4 52.1 47.9 51.8 49.2 49.2 50.3 41.6 37.5  
IncrementDel: 11.4 0.3 0.5 1.7 7.0 0.9 2.7 8.5 8.5 15.8 0.8 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: 54.9 39.0 37.0 51.1 59.1 48.9 54.5 57.7 57.7 66.1 42.4 37.8  
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: 54.9 39.0 37.0 51.1 59.1 48.9 54.5 57.7 57.7 66.1 42.4 37.8  
LOS by Move: D D D D D E D D E D D  
HCM2kAvgQ: 18 10 5 6 13 4 6 14 14 14 10 3

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #34 Mission Blvd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 91 Critical Vol./Cap. (X): 0.750  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4  
Optimal Cycle: 74 Level Of Service: C  
\*\*\*\*\*

Street Name: Mission Blvd Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1	0	0	2	1	0	0	1	0

Volume Module:  
Base Vol: 400 1183 24 15 1006 192 333 21 613 18 14 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: 400 1183 24 15 1006 192 333 21 613 18 14 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: 400 1183 24 15 1006 192 333 21 613 18 14 23  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 400 1183 24 15 1006 192 333 21 613 18 14 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: 400 1183 24 15 1006 192 333 21 613 18 14 23

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.95 0.95 0.95 0.95 0.85 0.96 0.96 0.75 0.95 0.91 0.91  
Lanes: 2.00 1.96 0.04 1.00 2.00 1.00 1.88 0.12 2.00 1.00 0.38 0.62  
Final Sat.: 3502 3528 72 1805 3610 1615 3414 215 2842 1805 652 1071

Capacity Analysis Module:  
Vol/Sat: 0.11 0.34 0.34 0.01 0.28 0.12 0.10 0.10 0.22 0.01 0.02 0.02  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.15 0.51 0.51 0.01 0.37 0.37 0.25 0.29 0.29 0.01 0.05 0.05  
Volume/Cap: 0.75 0.66 0.66 0.66 0.75 0.32 0.40 0.34 0.75 0.75 0.40 0.40  
Uniform Del: 36.9 16.4 16.4 44.7 24.9 20.4 28.6 25.6 29.5 44.7 41.6 41.6  
IncrementDel: 5.9 0.9 0.9 52.8 2.4 0.3 0.3 0.2 3.9 80.4 2.7 2.7  
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: 42.8 17.3 17.3 97.5 27.3 20.7 28.9 25.8 33.4 125.1 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: 42.8 17.3 17.3 97.5 27.3 20.7 28.9 25.8 33.4 125.1 44.3 44.3  
LOS by Move: D B B F C C C C C F D D  
HCM2kAvgQ: 7 14 14 1 14 4 4 4 11 2 2 2

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

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

\*\*\*\*\*  
Intersection #35 Paseo Padre Pkwy / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.642  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.7  
Optimal Cycle: 65 Level Of Service: D  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10								
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	1	0	1	0	3	0	1

Volume Module:  
Base Vol: 99 908 255 116 826 165 171 493 199 332 453 100  
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: 99 908 255 116 826 165 171 493 199 332 453 100  
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: 99 908 255 116 826 165 171 493 199 332 453 100  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 99 908 255 116 826 165 171 493 199 332 453 100  
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  
FinalVolume: 99 908 255 116 826 165 171 493 199 332 453 100

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.95 0.87 0.87 0.95 0.91 0.85  
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.14 0.86 1.00 3.00 1.00  
Final Sat.: 1805 5187 1615 1805 5187 1615 1805 3536 1427 1805 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.05 0.18 0.16 0.06 0.16 0.10 0.09 0.14 0.14 0.18 0.09 0.06  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.10 0.27 0.27 0.10 0.28 0.28 0.26 0.22 0.22 0.29 0.24 0.24  
Volume/Cap: 0.57 0.64 0.58 0.64 0.57 0.37 0.36 0.64 0.64 0.64 0.36 0.26  
Uniform Del: 56.3 41.7 40.8 56.2 40.4 37.8 39.1 46.3 46.3 40.5 41.0 39.8  
IncrementDel: 4.6 1.0 1.9 7.6 0.6 0.5 0.5 1.3 1.3 2.7 0.2 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 1.00 1.00 1.00 1.00 1.00 1.00  
Delay/Veh: 60.9 42.7 42.7 63.8 40.9 38.3 39.6 47.6 47.6 43.3 41.1 40.2  
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: 60.9 42.7 42.7 63.8 40.9 38.3 39.6 47.6 47.6 43.3 41.1 40.2  
LOS by Move: E D D E D D D D D D D D  
HCM2kAvgQ: 5 12 9 6 11 5 6 10 10 12 6 3

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

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

\*\*\*\*\*  
Intersection #36 Fremont Blvd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 0.660  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.8  
Optimal Cycle: 67 Level Of Service: D  
\*\*\*\*\*

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

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module:  
Base Vol: 251 879 105 123 976 272 404 896 375 293 696 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: 251 879 105 123 976 272 404 896 375 293 696 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: 251 879 105 123 976 272 404 896 375 293 696 50  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 251 879 105 123 976 272 404 896 375 293 696 50  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 251 879 105 123 976 272 404 896 375 293 696 50

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.07 0.17 0.07 0.04 0.19 0.17 0.12 0.17 0.23 0.08 0.13 0.03  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.11 0.33 0.33 0.07 0.28 0.28 0.22 0.35 0.35 0.13 0.26 0.26  
Volume/Cap: 0.66 0.52 0.20 0.52 0.66 0.59 0.52 0.49 0.66 0.66 0.52 0.12  
Uniform Del: 53.5 34.2 30.4 56.3 39.4 38.4 42.9 31.8 34.2 52.0 39.8 35.6  
IncrementDel: 4.3 0.3 0.2 2.1 1.1 2.0 0.6 0.2 2.9 3.7 0.4 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Delay/Veh: 57.8 34.5 30.6 58.4 40.5 40.5 43.5 32.0 37.1 55.7 40.2 35.7  
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: 57.8 34.5 30.6 58.4 40.5 40.5 43.5 32.0 37.1 55.7 40.2 35.7  
LOS by Move: E C C E D D D C D E D D  
HCM2kAvgQ: 6 10 3 3 13 9 7 10 13 7 9 1

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



Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #37 Blacow Rd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 1.299  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 119.9  
Optimal Cycle: 180 Level of Service: F  
\*\*\*\*\*

Street Name: Blacow Rd Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0

Volume Module:

Base Vol:	300	568	90	391	643	738	432	2227	558	128	1074	76
Growth Adj:	1.00	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	568	90	391	643	738	432	2227	558	128	1074	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	568	90	391	643	738	432	2227	558	128	1074	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	568	90	391	643	738	432	2227	558	128	1074	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	568	90	391	643	738	432	2227	558	128	1074	76

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	0.88	0.88	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.40	0.60	2.00	2.80	0.20
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	4023	1008	3502	4796	339

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.06	0.11	0.18	0.46	0.12	0.55	0.55	0.04	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.24	0.24	0.17	0.35	0.35	0.16	0.42	0.42	0.03	0.29	0.29
Volume/Cap:	1.30	0.65	0.23	0.65	0.51	1.30	0.76	1.30	1.30	1.14	0.76	0.76
Uniform Del:	58.4	42.5	37.9	48.2	32.1	40.6	50.1	36.0	36.0	60.5	40.1	40.1
IncrementDel:	165.1	1.7	0.3	2.4	0.3	149.7	6.0	141	140.7	128.4	2.3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	223.5	44.2	38.2	50.6	32.5	190.3	56.1	177	176.7	188.9	42.5	42.5
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:	223.5	44.2	38.2	50.6	32.5	190.3	56.1	177	176.7	188.9	42.5	42.5
LOS by Move:	F	D	D	D	C	F	E	F	F	F	D	D
HCM2kAvgQ:	13	11	3	8	10	51	10	69	69	6	16	16

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #38 I-880 NB Ramps / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.659  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5  
Optimal Cycle: 47 Level of Service: B  
\*\*\*\*\*

Street Name: I-880 NB Ramps Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Ignore			Ignore							
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10					
Lanes:	2	0	0	2	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:

Base Vol:	287	0	585	0	0	0	0	1922	427	0	815	442
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	0	585	0	0	0	0	1922	427	0	815	442
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:	287	0	585	0	0	0	0	1922	0	0	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	585	0	0	0	0	1922	0	0	815	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:	287	0	585	0	0	0	0	1922	0	0	815	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	4.00	1.00
Final Sat.:	3502	0	2842	0	0	0	0	5187	1900	0	6916	1900

Capacity Analysis Module:

Vol/Sat:	0.08	0.00	0.21	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.12	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.56	0.00
Volume/Cap:	0.26	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.21	0.00
Uniform Del:	20.6	0.0	23.8	0.0	0.0	0.0	0.0	12.2	0.0	0.0	8.7	0.0
IncrementDel:	0.1	0.0	1.8	0.0	0.0	0.0	0.0	0.6	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:	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	25.6	0.0	0.0	0.0	0.0	12.7	0.0	0.0	8.7	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:	20.7	0.0	25.6	0.0	0.0	0.0	0.0	12.7	0.0	0.0	8.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	3	0	8	0	0	0	0	13	0	0	3	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #39 I-880 SB Ramps / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.532  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8  
Optimal Cycle: 37 Level Of Service: B  
\*\*\*\*\*

Street Name: I-880 SB Ramps Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Ignore		Ignore		
Min. Green:	0	0	0	10	10	0	10	10	
Lanes:	0	0	0	2	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	688	0	204	0	1397	293	0	942	232
Growth Adj:	1.00	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	688	0	204	0	1397	293	0	942	232
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	688	0	204	0	1397	0	0	942	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	688	0	204	0	1397	0	0	942	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	688	0	204	0	1397	0	0	942	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	0.20	0.00	0.07	0.00	0.27	0.00	0.00	0.18	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.51	0.00	0.00	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.19	0.00	0.53	0.00	0.00	0.36	0.00
Uniform Del:	0.0	0.0	0.0	19.8	0.0	17.2	0.0	13.4	0.0	0.0	11.9	0.0
IncrementDel:	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.2	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:	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	17.2	0.0	13.6	0.0	0.0	12.0	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	20.2	0.0	17.2	0.0	13.6	0.0	0.0	12.0	0.0
LOS by Move:	A	A	A	C	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	2	0	9	0	5	0	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #40 Albrae St-Balentine Dr / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.545  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.0  
Optimal Cycle: 53 Level Of Service: D  
\*\*\*\*\*

Street Name: Albrae St-Balentine Dr Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected													
Rights:	Include		Include		Include		Ignore													
Min. Green:	4	10	10	4	10	10	4	10	10											
Lanes:	0	1	0	0	2	2	1	0	0	1	1	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	121	126	413	449	57	25	24	812	47	241	517	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	126	413	449	57	25	24	812	47	241	517	241
User 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
PHF 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
PHF Volume:	121	126	413	449	57	25	24	812	47	241	517	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	126	413	449	57	25	24	812	47	241	517	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	0.00
MLF 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
FinalVolume:	121	126	413	449	57	25	24	812	47	241	517	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.75	0.93	0.96	0.85	0.95	0.91	0.85	0.92	0.91	1.00
Lanes:	0.49	0.51	2.00	2.67	0.33	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	908	946	2842	4716	599	1615	1805	5187	1615	3502	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.15	0.10	0.10	0.02	0.01	0.16	0.03	0.07	0.10	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.27	0.27	0.27	0.17	0.17	0.17	0.11	0.29	0.29	0.13	0.30	0.00
Volume/Cap:	0.50	0.50	0.55	0.55	0.55	0.09	0.12	0.55	0.10	0.55	0.33	0.00
Uniform Del:	34.1	34.1	34.6	41.4	41.4	38.1	44.1	33.1	28.8	45.1	29.7	0.0
IncrementDel:	0.8	0.8	0.8	0.7	0.7	0.1	0.3	0.4	0.1	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	0.00
Delay/Veh:	34.9	34.9	35.4	42.1	42.1	38.2	44.4	33.6	28.9	46.5	29.8	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:	34.9	34.9	35.4	42.1	42.1	38.2	44.4	33.6	28.9	46.5	29.8	0.0
LOS by Move:	C	C	D	D	D	D	D	C	C	D	C	A
HCM2kAvgQ:	7	7	7	6	6	1	1	9	1	5	5	0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #41 Boyce Rd-Cherry St / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 0.533  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9  
 Optimal Cycle: 52 Level Of Service: C  
 \*\*\*\*\*

Street Name: Boyce Rd -Cherry St Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Ignore  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 1 0 2 0 1 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:  
 Base Vol: 11 963 270 254 493 5 61 149 27 126 25 185  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 11 963 270 254 493 5 61 149 27 126 25 185  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 11 963 270 254 493 5 61 149 27 126 25 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 11 963 270 254 493 5 61 149 27 126 25 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: 11 963 270 254 493 5 61 149 27 126 25 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.85 0.92 0.95 0.85 0.95 0.93 0.93 0.95 0.95 1.00  
 Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.69 0.31 1.00 2.00 1.00  
 Final Sat.: 1805 3610 1615 3502 3610 1615 1805 2986 541 1805 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.27 0.17 0.07 0.14 0.00 0.03 0.05 0.05 0.07 0.01 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.13 0.50 0.50 0.14 0.51 0.51 0.06 0.09 0.09 0.13 0.16 0.00  
 Volume/Cap: 0.05 0.53 0.33 0.53 0.27 0.01 0.53 0.53 0.53 0.53 0.04 0.00  
 Uniform Del: 43.9 19.6 17.2 46.3 16.2 14.0 52.1 49.7 49.7 46.7 40.8 0.0  
 IncrementDel: 0.1 0.3 0.2 1.2 0.1 0.0 4.5 1.7 1.7 2.3 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: 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: 44.0 19.9 17.5 47.4 16.3 14.0 56.6 51.4 51.4 49.0 40.9 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: 44.0 19.9 17.5 47.4 16.3 14.0 56.6 51.4 51.4 49.0 40.9 0.0  
 LOS by Move: D B B D B B E D D D D A  
 HCM2kAvgQ: 0 12 6 5 5 0 3 4 4 5 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #42 Fremont Blvd / Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.735  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6  
 Optimal Cycle: 67 Level Of Service: D  
 \*\*\*\*\*

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

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 2 0 1 1 0 8 8 8 8  
 Lanes: 1 0 1 1 0 1 0 1 1 0 2 0 1 1 0 1 0 2 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 5:00PM-6:00PM  
 Base Vol: 149 1005 139 54 776 249 439 552 135 159 253 36  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 149 1005 139 54 776 249 439 552 135 159 253 36  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 149 1005 139 54 776 249 439 552 135 159 253 36  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 149 1005 139 54 776 249 439 552 135 159 253 36  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 149 1005 139 54 776 249 439 552 135 159 253 36

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.95 0.92 0.92 0.92 0.92 0.92 0.95 0.95 0.85  
 Lanes: 1.00 1.76 0.24 1.00 1.51 0.49 2.00 1.61 0.39 1.00 2.00 1.00  
 Final Sat.: 1805 3114 431 1805 2635 845 3502 2814 688 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.32 0.32 0.03 0.29 0.29 0.13 0.20 0.20 0.09 0.07 0.02  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.47 0.47 0.05 0.40 0.40 0.27 0.27 0.27 0.12 0.12 0.12  
 Volume/Cap: 0.73 0.69 0.69 0.62 0.73 0.73 0.47 0.73 0.73 0.73 0.58 0.19  
 Uniform Del: 51.5 25.3 25.3 56.1 30.5 30.5 36.9 40.1 40.1 51.0 50.0 47.5  
 IncrementDel: 13.1 1.3 1.3 13.2 2.1 2.1 0.4 3.1 3.1 12.3 2.1 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: 64.6 26.6 26.6 69.3 32.6 32.6 37.2 43.2 43.2 63.3 52.0 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: 64.6 26.6 26.6 69.3 32.6 32.6 37.2 43.2 43.2 63.3 52.0 48.0  
 LOS by Move: E C C E C C D D D E D D  
 HCM2kAvgQ: 7 18 18 3 18 18 7 13 13 7 5 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.870  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 49.6  
 Optimal Cycle: 111 Level Of Service: D  
 \*\*\*\*\*

Street Name: Grimmer Blvd Blacow Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 4 8 4 8 4 8  
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module: >> Count Date: 14 Nov 2007 << 5:00PM-6:00PM  
 Base Vol: 442 855 143 169 393 160 344 651 156 196 369 55  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 442 855 143 169 393 160 344 651 156 196 369 55  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 442 855 143 169 393 160 344 651 156 196 369 55  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 442 855 143 169 393 160 344 651 156 196 369 55  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 442 855 143 169 393 160 344 651 156 196 369 55

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.95 0.91 0.91 0.95 0.92 0.92 0.95 0.93 0.93  
 Lanes: 1.00 1.71 0.29 1.00 1.42 0.58 1.00 1.61 0.39 1.00 1.74 0.26  
 Final Sat.: 1805 3028 506 1805 2455 1000 1805 2828 678 1805 3082 459

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.28 0.28 0.09 0.16 0.16 0.19 0.23 0.23 0.11 0.12 0.12  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.35 0.35 0.12 0.18 0.18 0.24 0.26 0.26 0.12 0.15 0.15  
 Volume/Cap: 0.87 0.81 0.81 0.81 0.87 0.87 0.80 0.87 0.87 0.87 0.80 0.80  
 Uniform Del: 37.6 32.4 32.4 47.4 43.6 43.6 39.3 38.6 38.6 47.3 45.1 45.1  
 IncrementDel: 15.0 4.1 4.1 20.3 12.4 12.4 10.0 9.0 9.0 28.6 8.2 8.2  
 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 36.5 36.5 67.8 56.0 56.0 49.3 47.6 47.6 75.8 53.4 53.4  
 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: 52.6 36.5 36.5 67.8 56.0 56.0 49.3 47.6 47.6 75.8 53.4 53.4  
 LOS by Move: D D D E E E D D D E D D  
 HCM2kAvgQ: 17 18 18 8 13 13 13 17 17 9 9 9

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #44 Grimmer Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.840  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.1  
 Optimal Cycle: 104 Level Of Service: D  
 \*\*\*\*\*

Street Name: 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

Control: Protected Protected Protected Protected  
 Rights: Include Ignore Ignore Include  
 Min. Green: 0 0 0 0 0 0 2 0 3 0 1 0 0 0  
 Lanes: 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 802 849 109 149 211 250 745 1696 247 85 1232 364  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 802 849 109 149 211 250 745 1696 247 85 1232 364  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 802 849 109 149 211 0 745 1696 0 85 1232 364  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 802 849 109 149 211 0 745 1696 0 85 1232 364  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 802 849 109 149 211 0 745 1696 0 85 1232 364

Saturation Flow Module:  
 Sat/Lane: 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 1.00 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 1900 1805 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.24 0.07 0.04 0.04 0.00 0.21 0.33 0.00 0.05 0.24 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.28 0.28 0.05 0.05 0.00 0.25 0.47 0.00 0.07 0.28 0.28  
 Volume/Cap: 0.82 0.84 0.24 0.84 0.82 0.00 0.84 0.70 0.00 0.70 0.84 0.80  
 Uniform Del: 40.3 40.7 33.4 56.5 56.5 0.0 42.5 25.2 0.0 54.8 40.5 39.8  
 IncrementDel: 5.4 6.4 0.3 28.4 17.9 0.0 7.2 0.9 0.0 16.3 4.5 9.5  
 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 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 45.6 47.1 33.6 84.9 74.3 0.0 49.7 26.1 0.0 71.1 45.0 49.3  
 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 47.1 33.6 84.9 74.3 0.0 49.7 26.1 0.0 71.1 45.0 49.3  
 LOS by Move: D D C F E A D C A E D D  
 HCM2kAvgQ: 16 18 3 5 5 0 16 19 0 4 18 14

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #45 I-880 NB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.506  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6  
 Optimal Cycle: 26 Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 4 0 4 0 0 0 0 10 10 0 10 10  
 Lanes: 1 0 1 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 4:30PM-5:30PM  
 Base Vol: 370 0 343 0 0 0 0 1625 403 0 1151 764  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 370 0 343 0 0 0 0 1625 403 0 1151 764  
 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: 370 0 343 0 0 0 0 1625 0 0 1151 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 370 0 343 0 0 0 0 1625 0 0 1151 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: 370 0 343 0 0 0 0 1625 0 0 1151 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: 1.52 0.00 1.48 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00  
 Final Sat.: 2611 0 2546 0 0 0 0 5187 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.00 0.13 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.22 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.62 0.00 0.00 0.62 0.00  
 Volume/Cap: 0.51 0.00 0.48 0.00 0.00 0.00 0.00 0.51 0.00 0.00 0.36 0.00  
 Uniform Del: 18.1 0.0 18.0 0.0 0.0 0.0 0.0 6.3 0.0 0.0 5.6 0.0  
 IncremntDel: 0.3 0.0 0.2 0.0 0.0 0.0 0.0 0.1 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: 18.4 0.0 18.2 0.0 0.0 0.0 0.0 6.4 0.0 0.0 5.6 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: 18.4 0.0 18.2 0.0 0.0 0.0 0.0 6.4 0.0 0.0 5.6 0.0  
 LOS by Move: B A B A A A A A A A A A  
 HCM2kAvgQ: 4 0 4 0 0 0 0 7 0 0 4 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #46 I-880 SB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.588  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3  
 Optimal Cycle: 31 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 SB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 0 0 0 6 0 6 0 8 8 0 8 8  
 Lanes: 0 0 0 0 0 2 0 0 0 2 0 0 4 0 1 0 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 4:30PM-5:30PM  
 Base Vol: 0 0 0 995 0 619 0 1045 402 0 1271 243  
 Growth Adj: 1.00 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 0 995 0 619 0 1045 402 0 1271 243  
 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 0 995 0 619 0 1045 0 0 1271 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 995 0 619 0 1045 0 0 1271 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 0 995 0 619 0 1045 0 0 1271 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 4.00 1.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 6916 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.28 0.00 0.22 0.00 0.15 0.00 0.00 0.25 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.48 0.00 0.48 0.00 0.42 0.00 0.00 0.42 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.59 0.00 0.45 0.00 0.36 0.00 0.00 0.59 0.00  
 Uniform Del: 0.0 0.0 0.0 11.2 0.0 10.2 0.0 12.0 0.0 0.0 13.5 0.0  
 IncremntDel: 0.0 0.0 0.0 0.5 0.0 0.2 0.0 0.1 0.0 0.0 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: 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 11.7 0.0 10.5 0.0 12.1 0.0 0.0 13.9 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: 0.0 0.0 0.0 11.7 0.0 10.5 0.0 12.1 0.0 0.0 13.9 0.0  
 LOS by Move: A A A B A B A B A A B A  
 HCM2kAvgQ: 0 0 0 8 0 5 0 4 0 0 7 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #47 Christy St / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 0.604  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1  
 Optimal Cycle: 50 Level Of Service: D  
 \*\*\*\*\*

Street Name: Christy St 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 4 18 18 4 12 12  
 Lanes: 1 0 1 0 2 2 0 0 1 0 1 0 3 0 1 2 0 3 0 1

Volume Module: >> Count Date: 14 Nov 2007 << 4:30PM-5:30PM  
 Base Vol: 53 66 436 343 108 77 127 626 62 429 1139 322  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 53 66 436 343 108 77 127 626 62 429 1139 322  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 53 66 436 343 108 77 127 626 62 429 1139 322  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 53 66 436 343 108 77 127 626 62 429 1139 322  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 53 66 436 343 108 77 127 626 62 429 1139 322

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.75 0.92 0.94 0.94 0.95 0.91 0.85 0.92 0.91 0.85  
 Lanes: 1.00 1.00 2.00 2.00 0.58 0.42 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 1805 1900 2842 3502 1040 742 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.03 0.15 0.10 0.10 0.10 0.07 0.12 0.04 0.12 0.22 0.20  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.10 0.25 0.25 0.16 0.31 0.31 0.12 0.27 0.27 0.21 0.36 0.36  
 Volume/Cap: 0.28 0.14 0.60 0.60 0.33 0.33 0.60 0.45 0.14 0.58 0.60 0.55  
 Uniform Del: 47.5 33.2 37.8 44.8 30.4 30.4 48.3 34.9 31.9 40.8 29.9 29.1  
 IncrementDel: 0.8 0.1 1.5 1.9 0.4 0.4 4.9 0.2 0.2 1.2 0.6 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: 48.3 33.3 39.3 46.6 30.8 30.8 53.2 35.2 32.1 42.0 30.4 30.2  
 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: 48.3 33.3 39.3 46.6 30.8 30.8 53.2 35.2 32.1 42.0 30.4 30.2  
 LOS by Move: D C D C C D D C D C C  
 HCM2kAvgQ: 2 2 8 7 5 5 5 7 2 8 12 9

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #48 Fremont / Bay / Union / Washington  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.703  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 41.0  
 Optimal Cycle: 62 Level Of Service: D  
 \*\*\*\*\*

Street Name: Fremont Blvd / Washington Blvd Bay St / Union St / Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 8 8 8 8 8 8  
 Lanes: 1 1 0 0 1 0 1 0 0 1 1 0 2 0 1 1 1 1 1 0

Volume Module: >> Count Date: 14 Nov 2007 << 5:00PM-6:00PM  
 Base Vol: 573 100 140 30 54 44 32 862 387 80 817 22  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 573 100 140 30 54 44 32 862 387 80 817 22  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 573 100 140 30 54 44 32 862 387 80 817 22  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 573 100 140 30 54 44 32 862 387 80 817 22  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 573 100 140 30 54 44 32 862 387 80 817 22

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.96 0.96 0.85 0.98 0.98 0.85 0.95 0.95 0.85 0.90 0.90 0.90  
 Lanes: 1.70 0.30 1.00 0.36 0.64 1.00 1.00 2.00 1.00 1.00 2.92 0.08  
 Final Sat.: 3103 541 1615 666 1199 1615 1805 3610 1615 1715 5011 135

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.18 0.09 0.05 0.05 0.03 0.02 0.24 0.24 0.05 0.16 0.16  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.26 0.26 0.26 0.06 0.07 0.07 0.34 0.34 0.34 0.23 0.23 0.23  
 Volume/Cap: 0.70 0.70 0.33 0.70 0.68 0.41 0.05 0.70 0.70 0.20 0.70 0.70  
 Uniform Del: 40.1 39.8 35.6 55.0 54.7 53.7 26.6 34.3 34.4 37.2 42.4 42.4  
 IncrementDel: 2.4 2.3 0.5 16.7 13.8 2.5 0.0 1.9 4.2 0.0 1.8 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: 42.5 42.1 36.0 71.6 68.5 56.2 26.6 36.2 38.5 37.2 44.1 44.1  
 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: 42.5 42.1 36.0 71.6 68.5 56.2 26.6 36.2 38.5 37.2 44.1 44.1  
 LOS by Move: D D D E E E C D D D D  
 HCM2kAvgQ: 12 12 4 4 4 2 1 15 13 3 12 12

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #49 Fremont Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.530  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.5  
 Optimal Cycle: 44 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Blacow Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8  
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module: >> Count Date: 14 Nov 2007 << 4:45PM-5:45PM  
 Base Vol: 302 795 47 58 428 152 189 211 149 65 108 25  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 302 795 47 58 428 152 189 211 149 65 108 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 302 795 47 58 428 152 189 211 149 65 108 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 302 795 47 58 428 152 189 211 149 65 108 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  
 FinalVolume: 302 795 47 58 428 152 189 211 149 65 108 25

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 0.91 0.91 0.95 0.89 0.89 0.95 0.92 0.92  
 Lanes: 1.00 1.89 0.11 1.00 1.48 0.52 1.00 1.17 0.83 1.00 1.62 0.38  
 Final Sat.: 1805 3381 200 1805 2560 909 1805 1985 1402 1805 2849 660

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.24 0.24 0.03 0.17 0.17 0.10 0.11 0.11 0.04 0.04 0.04  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.32 0.55 0.55 0.08 0.32 0.32 0.20 0.20 0.20 0.07 0.07 0.07  
 Volume/Cap: 0.53 0.43 0.43 0.41 0.53 0.53 0.53 0.53 0.53 0.53 0.53 0.53  
 Uniform Del: 33.8 15.7 15.7 52.7 33.8 33.8 43.2 42.9 42.9 54.1 53.8 53.8  
 IncrementDel: 1.0 0.1 0.1 1.9 0.5 0.5 1.5 0.8 0.8 4.3 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: 34.7 15.8 15.8 54.6 34.3 34.3 44.7 43.7 43.7 58.4 55.9 55.9  
 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: 34.7 15.8 15.8 54.6 34.3 34.3 44.7 43.7 43.7 58.4 55.9 55.9  
 LOS by Move: C B B D C C D D D E E E E  
 HCM2kAvgQ: 9 9 9 2 9 9 7 7 7 3 3 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #50 Fremont Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 1.008  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 55.8  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 1 1 0 2 0 3 0 1 2 0 2 1 0

Volume Module:  
 Base Vol: 222 1137 529 180 420 23 352 1596 54 122 1458 506  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 222 1137 529 180 420 23 352 1596 54 122 1458 506  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 222 1137 529 180 420 23 352 1596 54 122 1458 506  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 222 1137 529 180 420 23 352 1596 54 122 1458 506  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 222 1137 529 180 420 23 352 1596 54 122 1458 506

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 0.94 0.94 0.92 0.91 0.85 0.92 0.87 0.87  
 Lanes: 2.00 2.00 1.00 2.00 1.90 0.10 2.00 3.00 1.00 2.00 2.23 0.77  
 Final Sat.: 3502 3610 1615 3502 3395 186 3502 5187 1615 3502 3700 1284

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.31 0.33 0.05 0.12 0.12 0.10 0.31 0.03 0.03 0.39 0.39  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.13 0.32 0.32 0.05 0.25 0.25 0.10 0.44 0.44 0.05 0.39 0.39  
 Volume/Cap: 0.50 0.97 1.01 1.01 0.50 0.50 1.01 0.70 0.08 0.70 1.01 1.01  
 Uniform Del: 48.8 39.9 40.5 56.9 38.7 38.7 54.0 27.1 19.4 56.1 36.5 36.5  
 IncrementDel: 0.9 19.2 41.2 69.4 0.4 0.4 50.2 1.0 0.0 11.8 22.3 22.3  
 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: 49.7 59.1 81.7 126.3 39.1 39.1 104.2 28.1 19.5 67.9 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: 49.7 59.1 81.7 126.3 39.1 39.1 104.2 28.1 19.5 67.9 58.9 58.9  
 LOS by Move: D E F F D D F C B E E E  
 HCM2kAvgQ: 4 27 26 7 8 8 11 18 1 4 34 34

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #51 Fremont Blvd / S. Grimmer Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.581  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2  
Optimal Cycle: 57 Level Of Service: D

Street Name: Fremont Blvd S. Grimmer Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
Rights: Ignore Include Ignore Include  
Min. Green: 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:  
Base Vol: 216 831 463 66 174 19 37 487 157 136 369 42  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 216 831 463 66 174 19 37 487 157 136 369 42  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Volume: 216 831 0 66 174 19 37 487 0 136 369 42  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 216 831 0 66 174 19 37 487 0 136 369 42  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
FinalVolume: 216 831 0 66 174 19 37 487 0 136 369 42

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.95 1.00 0.95 0.95 0.85 0.95 0.95 1.00 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 1900 1805 3610 1615 1805 3610 1900 1805 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.06 0.23 0.00 0.04 0.05 0.01 0.02 0.13 0.00 0.08 0.10 0.03  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.20 0.40 0.00 0.06 0.26 0.26 0.23 0.23 0.00 0.18 0.18 0.18  
Volume/Cap: 0.32 0.58 0.00 0.58 0.18 0.04 0.09 0.58 0.00 0.43 0.58 0.15  
Uniform Del: 41.4 28.4 0.0 54.7 34.2 32.9 36.1 40.9 0.0 44.1 45.4 41.8  
IncrementDel: 0.3 0.6 0.0 7.4 0.1 0.0 0.1 1.0 0.0 0.9 1.4 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 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
Delay/Veh: 41.7 29.1 0.0 62.1 34.3 33.0 36.2 41.9 0.0 45.0 46.8 42.1  
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: 41.7 29.1 0.0 62.1 34.3 33.0 36.2 41.9 0.0 45.0 46.8 42.1  
LOS by Move: D C A E C C D D A D D D  
HCM2kAvgQ: 4 13 0 3 3 1 1 9 0 5 7 1

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Fremont Blvd (S.) / I-880 NB Ramps

Cycle (sec): 80 Critical Vol./Cap. (X): 0.376  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7  
Optimal Cycle: 28 Level Of Service: A

Street Name: Fremont Blvd (S.) I-880 NB Ramps  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Ignore Include Ignore Include  
Min. Green: 10 0 10 0 0 10 10 0 10 10  
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 2 0 1 0 0 3 0 1

Volume Module:  
Base Vol: 274 0 491 0 0 0 0 940 594 0 410 253  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 274 0 491 0 0 0 0 940 594 0 410 253  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Volume: 274 0 0 0 0 0 0 940 0 0 410 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 274 0 0 0 0 0 0 940 0 0 410 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
FinalVolume: 274 0 0 0 0 0 0 940 0 0 410 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 0.95 1.00 1.00 0.91 1.00  
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 1.00  
Final Sat.: 3502 0 1900 0 0 0 0 3610 1900 0 5187 1900

Capacity Analysis Module:  
Vol/Sat: 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.26 0.00 0.00 0.08 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.21 0.00 0.00 0.00 0.00 0.00 0.00 0.69 0.00 0.00 0.69 0.00  
Volume/Cap: 0.38 0.00 0.00 0.00 0.00 0.00 0.00 0.38 0.00 0.00 0.11 0.00  
Uniform Del: 27.2 0.0 0.0 0.0 0.0 0.0 0.0 5.1 0.0 0.0 4.1 0.0  
IncrementDel: 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.1 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: 1.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
Delay/Veh: 27.6 0.0 0.0 0.0 0.0 0.0 0.0 5.2 0.0 0.0 4.1 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: 27.6 0.0 0.0 0.0 0.0 0.0 0.0 5.2 0.0 0.0 4.1 0.0  
LOS by Move: C A A A A A A A A A A A  
HCM2kAvgQ: 3 0 0 0 0 0 0 5 0 0 1 0

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #53 Fremont Blvd / I-880 SB Ramps  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.353  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6  
 Optimal Cycle: 28 Level Of Service: A  
 \*\*\*\*\*

Street Name: Fremont Blvd I-880 SB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Ignore  
 Min. Green: 0 0 0 10 0 10 0 10 10  
 Lanes: 0 0 0 0 2 0 0 0 2 0 0 3 0 0 0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 167 0 104 0 1401 0 0 455 248  
 Growth Adj: 1.00 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 0 167 0 104 0 1401 0 0 455 248  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 167 0 104 0 1401 0 0 455 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 167 0 104 0 1401 0 0 455 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: 0 0 0 167 0 104 0 1401 0 0 455 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 0.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 5187 0 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.04 0.00 0.27 0.00 0.00 0.09 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.14 0.00 0.14 0.00 0.76 0.00 0.00 0.76 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.35 0.00 0.27 0.00 0.35 0.00 0.00 0.11 0.00  
 Uniform Del: 0.0 0.0 0.0 31.4 0.0 31.1 0.0 3.0 0.0 0.0 2.4 0.0  
 IncremntDel: 0.0 0.0 0.0 0.5 0.0 0.4 0.0 0.1 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 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 31.9 0.0 31.4 0.0 3.1 0.0 0.0 2.4 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 31.9 0.0 31.4 0.0 3.1 0.0 0.0 2.4 0.0  
 LOS by Move: A A A C A C A A A A A A  
 HCM2kAvgQ: 0 0 0 2 0 2 0 4 0 0 1 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #54 Fremont Blvd / Cushing Pkwy-I-880 SB On-Ramp  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.352  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9  
 Optimal Cycle: 39 Level Of Service: B  
 \*\*\*\*\*

Street Name: Fremont Blvd Cushing Pkwy - I-880 SB On-Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Ignore  
 Min. Green: 4 10 10 0 10 10 10 10 10 0 0 0  
 Lanes: 2 0 4 0 1 0 0 3 0 1 2 0 2 0 1 0 0 0 0 0

Volume Module:  
 Base Vol: 221 976 174 0 318 304 464 583 181 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: 221 976 174 0 318 304 464 583 181 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: 221 976 174 0 318 0 464 583 181 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 221 976 174 0 318 0 464 583 181 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: 221 976 174 0 318 0 464 583 181 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: 0.06 0.14 0.11 0.00 0.06 0.00 0.15 0.16 0.11 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.18 0.35 0.35 0.00 0.17 0.00 0.46 0.46 0.46 0.00 0.00 0.00  
 Volume/Cap: 0.35 0.40 0.30 0.00 0.35 0.00 0.32 0.35 0.24 0.00 0.00 0.00  
 Uniform Del: 28.8 19.5 18.7 0.0 29.1 0.0 13.7 14.0 13.2 0.0 0.0 0.0  
 IncremntDel: 0.3 0.1 0.3 0.0 0.2 0.0 0.1 0.1 0.2 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: 29.1 19.6 19.0 0.0 29.3 0.0 13.9 14.1 13.4 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: 29.1 19.6 19.0 0.0 29.3 0.0 13.9 14.1 13.4 0.0 0.0 0.0  
 LOS by Move: C B B A C A B B B A A A  
 HCM2kAvgQ: 3 5 3 0 3 0 4 5 3 0 0 0

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

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

\*\*\*\*\*  
Intersection #55 Driscoll Rd / Paseo Padre Pkwy  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6  
Optimal Cycle: 48 Level Of Service: C  
\*\*\*\*\*

Street Name: Driscoll Rd Paseo Padre Pkwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	8	4	8	4	8	4	8
Lanes:	1	0	1	1	0	1	1	0

Volume Module:  
Base Vol: 71 382 92 158 512 171 160 247 43 70 191 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: 71 382 92 158 512 171 160 247 43 70 191 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: 71 382 92 158 512 171 160 247 43 70 191 90  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 71 382 92 158 512 171 160 247 43 70 191 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  
FinalVolume: 71 382 92 158 512 171 160 247 43 70 191 90

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.92 0.92 0.95 0.91 0.91 0.95 0.93 0.93 0.95 0.90 0.90  
Lanes: 1.00 1.61 0.39 1.00 1.50 0.50 1.00 1.70 0.30 1.00 1.36 0.64  
Final Sat.: 1805 2825 680 1805 2606 870 1805 3007 523 1805 2336 1101

Capacity Analysis Module:  
Vol/Sat: 0.04 0.14 0.14 0.09 0.20 0.20 0.09 0.08 0.08 0.04 0.08 0.08  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.30 0.30 0.19 0.41 0.41 0.18 0.24 0.24 0.12 0.17 0.17  
Volume/Cap: 0.48 0.46 0.46 0.46 0.48 0.48 0.48 0.35 0.35 0.34 0.48 0.48  
Uniform Del: 43.9 28.7 28.7 35.8 21.9 21.9 36.6 31.7 31.7 40.7 37.6 37.6  
IncrementDel: 2.5 0.3 0.3 1.0 0.3 0.3 1.1 0.3 0.3 1.0 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: 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: 46.4 29.0 29.0 36.8 22.2 22.2 37.7 32.0 32.0 41.7 38.2 38.2  
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: 46.4 29.0 29.0 36.8 22.2 22.2 37.7 32.0 32.0 41.7 38.2 38.2  
LOS by Move: D C C D C C D C C D D D  
HCM2kAvgQ: 3 6 6 5 8 8 5 4 4 2 5 5

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

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

\*\*\*\*\*  
Intersection #56 Auto Mall Pkwy / Osgood Rd  
\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 1.228  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 100.1  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name: Osgood Rd 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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	1	0	0

Volume Module:  
Base Vol: 539 884 940 367 298 564 416 1695 202 221 1256 256  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 539 884 940 367 298 564 416 1695 202 221 1256 256  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 539 884 940 367 298 564 416 1695 202 221 1256 256  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 539 884 940 367 298 564 416 1695 202 221 1256 256  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 539 884 940 367 298 564 416 1695 202 221 1256 256

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 0.90 0.90 0.92 0.93 0.93  
Lanes: 2.00 2.00 2.00 2.00 2.00 1.00 2.00 2.68 0.32 2.00 1.66 0.34  
Final Sat.: 3502 3610 2842 3502 3119 1560 3502 4561 543 3502 2924 596

Capacity Analysis Module:  
Vol/Sat: 0.15 0.24 0.33 0.10 0.10 0.36 0.12 0.37 0.37 0.06 0.43 0.43  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.13 0.32 0.32 0.10 0.29 0.29 0.10 0.38 0.38 0.06 0.35 0.35  
Volume/Cap: 1.23 0.77 1.04 1.04 0.32 1.23 1.23 0.97 0.97 0.97 1.23 1.23  
Uniform Del: 52.5 36.9 40.9 53.9 33.0 42.3 54.2 36.5 36.5 56.0 39.0 39.0  
IncrementDel: 121.1 3.2 39.9 57.8 0.1 114.8 125.8 14.6 14.6 52.0 110 109.8  
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: 173.6 40.0 80.8 111.7 33.1 157.1 180.0 51.1 51.1 108.0 149 148.8  
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: 173.6 40.0 80.8 111.7 33.1 157.1 180.0 51.1 51.1 108.0 149 148.8  
LOS by Move: F D F F C F F D D F F F  
HCM2kAvgQ: 19 17 27 12 5 39 15 31 31 7 49 49

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

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

\*\*\*\*\*  
 Intersection #57 I-680 SB Ramps / Durham Rd  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.544  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5  
 Optimal Cycle: 40 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-680 SB Ramps Durham Rd / 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

Control: Protected Protected Protected Protected  
 Rights: Ignore Include Include Include  
 Min. Green: 10 10 10 0 0 0 10 10 4 10 10  
 Lanes: 2 0 0 1 0 0 0 0 0 0 1 1 1 0 1 1 0

Volume Module:  
 Base Vol: 357 0 16 0 0 0 0 1362 677 0 579 29  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 357 0 16 0 0 0 0 1362 677 0 579 29  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 357 0 0 0 0 0 0 1362 677 0 579 29  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 357 0 0 0 0 0 0 1362 677 0 579 29  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 357 0 0 0 0 0 0 1362 677 0 579 29

Saturation Flow Module:  
 Sat/Lane: 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 0.90 0.90 1.00 0.94 0.94  
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 1.90 0.10  
 Final Sat.: 3502 0 1900 0 0 0 0 3430 1715 1900 3414 171

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.40 0.39 0.00 0.17 0.17  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.19 0.00 0.00 0.00 0.00 0.00 0.73 0.73 0.00 0.73 0.73  
 Volume/Cap: 0.54 0.00 0.00 0.00 0.00 0.00 0.54 0.54 0.00 0.23 0.23  
 Uniform Del: 44.1 0.0 0.0 0.0 0.0 0.0 7.3 7.3 0.0 5.3 5.3  
 IncrementDel: 1.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 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  
 Delay Adj: 1.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00 0.00 1.00 1.00  
 Delay/Veh: 45.1 0.0 0.0 0.0 0.0 0.0 7.5 7.4 0.0 5.3 5.3  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 45.1 0.0 0.0 0.0 0.0 0.0 7.5 7.4 0.0 5.3 5.3  
 LOS by Move: D A A A A A A A A A A A  
 HCM2kAvgQ: 7 0 0 0 0 0 0 12 12 0 4 4

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

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

\*\*\*\*\*  
 Intersection #58 I-680 NB Ramps / Durham Rd  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.320  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5  
 Optimal Cycle: 36 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-680 NB Ramps Durham Rd / 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 0 1 0 1 0 1 1 0 1 1 0

Volume Module:  
 Base Vol: 372 12 39 13 3 31 73 539 832 4 225 11  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 372 12 39 13 3 31 73 539 832 4 225 11  
 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: 372 12 39 13 3 31 73 539 0 4 225 11  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 372 12 39 13 3 31 73 539 0 4 225 11  
 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: 372 12 39 13 3 31 73 539 0 4 225 11

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.89 0.89 0.95 1.00 0.85 0.95 0.95 0.95 0.95 0.94 0.94  
 Lanes: 2.00 0.24 0.76 1.00 1.00 1.00 1.00 2.00 0.00 1.00 1.91 0.09  
 Final Sat.: 3502 396 1286 1805 1900 1615 1805 3610 0 1805 3418 167

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.03 0.03 0.01 0.00 0.02 0.04 0.15 0.00 0.00 0.07 0.07  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.26 0.31 0.31 0.12 0.17 0.17 0.12 0.37 0.00 0.07 0.31 0.31  
 Volume/Cap: 0.40 0.10 0.10 0.06 0.01 0.12 0.32 0.40 0.00 0.03 0.21 0.21  
 Uniform Del: 18.2 14.9 14.9 23.2 20.9 21.2 23.9 14.0 0.0 26.2 15.2 15.2  
 IncrementDel: 0.3 0.1 0.1 0.1 0.0 0.2 0.8 0.2 0.0 0.1 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 0.00 1.00 1.00 1.00  
 Delay/Veh: 18.5 14.9 14.9 23.4 20.9 21.4 24.8 14.2 0.0 26.3 15.3 15.3  
 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: 18.5 14.9 14.9 23.4 20.9 21.4 24.8 14.2 0.0 26.3 15.3 15.3  
 LOS by Move: B B B C C C C B A C B B  
 HCM2kAvgQ: 3 1 1 0 0 1 2 4 0 0 2 2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #59 I-680 SB Ramps / Mission Blvd (North)  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.488  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9  
Optimal Cycle: 39 Level Of Service: B  
\*\*\*\*\*

Street Name: Mission Blvd (North) I-680 SB Ramps  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Ignore	
Min. Green:	4	10	10	0	10	0	10	10
Lanes:	1	0	2	0	0	0	0	1

Volume Module:

Base Vol:	58	938	0	0	850	450	0	0	0	161	8	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	938	0	0	850	450	0	0	0	161	8	574
User 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
PHF 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
PHF Volume:	58	938	0	0	850	450	0	0	0	161	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	938	0	0	850	450	0	0	0	161	8	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	0.00
MLF 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
FinalVolume:	58	938	0	0	850	450	0	0	0	161	8	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.86	0.86	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.95	0.05	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1551	77	1900

Capacity Analysis Module:

Vol/Sat:	0.03	0.26	0.00	0.00	0.24	0.28	0.00	0.00	0.00	0.10	0.10	0.00
Crit Moves:	****					****				****		
Green/Cycle:	0.07	0.64	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.21	0.21	0.00
Volume/Cap:	0.49	0.41	0.00	0.00	0.41	0.49	0.00	0.00	0.00	0.49	0.49	0.00
Uniform Del:	36.1	7.1	0.0	0.0	9.6	10.2	0.0	0.0	0.0	27.7	27.7	0.0
IncrementDel:	3.1	0.1	0.0	0.0	0.1	0.4	0.0	0.0	0.0	1.1	1.1	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00
Delay/Veh:	39.2	7.2	0.0	0.0	9.7	10.6	0.0	0.0	0.0	28.7	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:	39.2	7.2	0.0	0.0	9.7	10.6	0.0	0.0	0.0	28.7	28.7	0.0
LOS by Move:	D	A	A	A	A	B	A	A	A	C	C	A
HCM2kAvgQ:	2	6	0	0	6	7	0	0	0	4	4	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #60 I-680 NB Ramps / Mission Blvd (North)  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.605  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4  
Optimal Cycle: 43 Level Of Service: C  
\*\*\*\*\*

Street Name: Mission Blvd I-680 NB Ramps  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected						
Rights:	Include		Ignore		Include		Include						
Min. Green:	4	10	10	4	10	10	4	10	10				
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	1

Volume Module:

Base Vol:	499	697	17	64	463	426	235	39	23	34	52	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	697	17	64	463	426	235	39	23	34	52	24
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:	499	697	17	64	463	0	235	39	23	34	52	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	697	17	64	463	0	235	39	23	34	52	24
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:	499	697	17	64	463	0	235	39	23	34	52	24

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	1.00	0.95	0.95	0.95	0.98	0.98	0.85
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.65	0.22	0.13	0.40	0.60	1.00
Final Sat.:	1805	3510	86	1805	3610	1900	2988	392	231	737	1127	1615

Capacity Analysis Module:

Vol/Sat:	0.28	0.20	0.20	0.04	0.13	0.00	0.08	0.10	0.10	0.05	0.05	0.01
Crit Moves:	****				****		****			****		
Green/Cycle:	0.43	0.50	0.50	0.13	0.20	0.00	0.12	0.18	0.18	0.07	0.13	0.13
Volume/Cap:	0.64	0.40	0.40	0.28	0.64	0.00	0.64	0.56	0.56	0.65	0.37	0.12
Uniform Del:	18.0	12.4	12.4	31.7	29.4	0.0	33.5	30.1	30.1	36.2	32.1	31.1
IncrementDel:	1.9	0.1	0.1	0.7	2.0	0.0	3.1	1.4	1.4	11.2	1.0	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.9	12.5	12.5	32.3	31.5	0.0	36.6	31.5	31.5	47.5	33.1	31.4
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:	19.9	12.5	12.5	32.3	31.5	0.0	36.6	31.5	31.5	47.5	33.1	31.4
LOS by Move:	B	B	B	C	C	A	D	C	C	D	C	C
HCM2kAvgQ:	10	6	6	2	7	0	5	5	5	3	2	1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #61 Osgood-Warm Springs / S. Grimmer  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.781  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3  
 Optimal Cycle: 79 Level Of Service: C  
 \*\*\*\*\*

Street Name: Osgood Rd-Warm Springs Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8	
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:  
 Base Vol: 270 397 62 74 207 355 258 244 409 35 91 51  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 270 397 62 74 207 355 258 244 409 35 91 51  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 270 397 62 74 207 355 258 244 409 35 91 51  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 270 397 62 74 207 355 258 244 409 35 91 51  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 270 397 62 74 207 355 258 244 409 35 91 51

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 0.86 0.14 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 1610 252 1805 1900 1615 1805 1900 1615 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.25 0.25 0.04 0.11 0.22 0.14 0.13 0.25 0.02 0.03 0.03  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.19 0.39 0.39 0.07 0.27 0.27 0.22 0.32 0.32 0.04 0.14 0.14  
 Volume/Cap: 0.80 0.63 0.63 0.58 0.40 0.80 0.64 0.41 0.80 0.44 0.18 0.23  
 Uniform Del: 35.0 22.2 22.2 40.5 26.6 30.4 31.7 24.1 28.2 41.9 34.3 34.5  
 IncrementDel: 12.8 1.8 1.8 6.7 0.5 10.0 3.5 0.4 8.8 3.8 0.2 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: 47.8 23.9 23.9 47.2 27.1 40.3 35.3 24.6 36.9 45.7 34.5 35.0  
 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 23.9 23.9 47.2 27.1 40.3 35.3 24.6 36.9 45.7 34.5 35.0  
 LOS by Move: D C C D C D D C D D C D  
 HCM2kAvgQ: 9 11 11 3 5 11 7 5 13 2 1 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.778  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.3  
 Optimal Cycle: 87 Level Of Service: D  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Mission Blvd (SR262)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ignore			Ignore					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:  
 Base Vol: 577 585 314 372 470 156 132 1557 222 257 1327 141  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 577 585 314 372 470 156 132 1557 222 257 1327 141  
 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: 577 585 314 372 470 156 132 1557 0 257 1327 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 577 585 314 372 470 156 132 1557 0 257 1327 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: 577 585 314 372 470 156 132 1557 0 257 1327 0

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 1.00 0.92 0.91 1.00  
 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 1900 3502 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.16 0.19 0.11 0.13 0.10 0.04 0.30 0.00 0.07 0.26 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.22 0.25 0.25 0.14 0.17 0.17 0.06 0.39 0.00 0.09 0.42 0.00  
 Volume/Cap: 0.76 0.65 0.78 0.78 0.76 0.57 0.61 0.78 0.00 0.78 0.61 0.00  
 Uniform Del: 44.2 40.3 41.9 50.0 47.5 45.7 54.9 32.3 0.0 53.1 27.3 0.0  
 IncrementDel: 4.6 1.7 9.3 7.9 5.6 2.7 5.1 2.0 0.0 11.1 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: 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: 48.8 42.0 51.2 58.0 53.1 48.4 60.0 34.3 0.0 64.3 27.8 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: 48.8 42.0 51.2 58.0 53.1 48.4 60.0 34.3 0.0 64.3 27.8 0.0  
 LOS by Move: D D D E D D E C A E C A  
 HCM2kAvgQ: 12 11 13 9 10 6 3 20 0 7 14 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #63 Warm Springs Blvd / Warren Ave  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.793  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.0  
Optimal Cycle: 93 Level Of Service: D  
\*\*\*\*\*

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

Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1	

Volume Module:

Base Vol:	32	1156	116	247	753	53	366	184	46	225	16	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1156	116	247	753	53	366	184	46	225	16	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1156	116	247	753	53	366	184	46	225	16	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1156	116	247	753	53	366	184	46	225	16	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	32	1156	116	247	753	53	366	184	46	225	16	156

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	1.82	0.18	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3235	325	1805	3610	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.36	0.36	0.14	0.21	0.03	0.10	0.05	0.03	0.06	0.00	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.45	0.45	0.17	0.54	0.54	0.13	0.14	0.14	0.12	0.12	0.12
Volume/Cap:	0.11	0.79	0.79	0.79	0.38	0.06	0.79	0.37	0.21	0.56	0.04	0.79
Uniform Del:	55.5	30.5	30.5	51.6	17.1	14.0	54.7	50.9	49.7	54.4	50.4	55.5
IncrementDel:	0.2	2.8	2.8	13.0	0.1	0.0	9.1	0.5	0.5	1.7	0.0	19.4
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:	55.7	33.3	33.3	64.6	17.3	14.1	63.8	51.3	50.2	56.1	50.4	74.9
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:	55.7	33.3	33.3	64.6	17.3	14.1	63.8	51.3	50.2	56.1	50.4	74.9
LOS by Move:	E	C	C	E	B	B	E	D	D	E	D	E
HCM2kAvgQ:	1	24	24	11	9	1	9	4	2	5	0	8

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #64 Warm Springs / Kato / Scott Creek  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.859  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.5  
Optimal Cycle: 115 Level Of Service: D  
\*\*\*\*\*

Street Name: Warm Springs Blvd Kato Rd / Scott Creek Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	1	1	0	

Volume Module:

Base Vol:	26	781	421	461	527	103	207	717	79	233	151	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	781	421	461	527	103	207	717	79	233	151	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	781	421	461	527	103	207	717	79	233	151	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	781	421	461	527	103	207	717	79	233	151	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	781	421	461	527	103	207	717	79	233	151	398

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	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	1805	3203	353	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.22	0.26	0.13	0.15	0.06	0.11	0.22	0.22	0.13	0.04	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.30	0.30	0.15	0.38	0.38	0.13	0.27	0.27	0.15	0.29	0.29
Volume/Cap:	0.09	0.71	0.86	0.86	0.39	0.17	0.86	0.84	0.84	0.84	0.15	0.86
Uniform Del:	55.5	40.2	42.7	53.7	29.5	26.9	55.1	45.0	45.0	53.5	34.5	43.9
IncrementDel:	0.1	2.2	14.2	13.1	0.2	0.1	25.3	6.8	6.8	19.8	0.1	14.9
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:	55.6	42.5	56.9	66.8	29.7	27.1	80.4	51.8	51.8	73.3	34.6	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:	55.6	42.5	56.9	66.8	29.7	27.1	80.4	51.8	51.8	73.3	34.6	58.7
LOS by Move:	E	D	E	E	C	C	F	D	D	E	C	E
HCM2kAvgQ:	1	15	18	12	8	3	11	18	18	11	2	18

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #67 Ardenwood Blvd / Paseo Padre Pkwy  
\*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 0.350  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9  
Optimal Cycle: 36 Level Of Service: C  
\*\*\*\*\*

Street Name: Ardenwood Blvd Paseo Padre Pkwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
-----|-----|-----|-----|

Control: Protected Protected Protected Protected  
Rights: Ignore Ignore Ignore Ignore  
Min. Green: 4 8 8 4 8 8 4 8 8  
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 2 0 1  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 2 795 515 135 465 164 367 300 7 159 33 73  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 2 795 515 135 465 164 367 300 7 159 33 73  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Volume: 2 795 0 135 465 0 367 300 0 159 33 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 2 795 0 135 465 0 367 300 0 159 33 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
FinalVolume: 2 795 0 135 465 0 367 300 0 159 33 0  
-----|-----|-----|-----|

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.15 0.00 0.04 0.09 0.00 0.10 0.08 0.00 0.05 0.01 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.16 0.41 0.00 0.10 0.35 0.00 0.28 0.24 0.00 0.13 0.08 0.00  
Volume/Cap: 0.00 0.38 0.00 0.38 0.26 0.00 0.38 0.35 0.00 0.36 0.11 0.00  
Uniform Del: 33.3 19.7 0.0 39.8 22.2 0.0 27.6 30.2 0.0 37.9 40.2 0.0  
IncrementDel: 0.0 0.1 0.0 0.7 0.1 0.0 0.2 0.3 0.0 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 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
Delay/Veh: 33.3 19.8 0.0 40.4 22.3 0.0 27.8 30.5 0.0 38.4 40.4 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: 33.3 19.8 0.0 40.4 22.3 0.0 27.8 30.5 0.0 38.4 40.4 0.0  
LOS by Move: C B A D C A C C A D D A  
HCM2kAvgQ: 0 6 0 2 4 0 5 4 0 3 1 0  
\*\*\*\*\*

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #68 Fremont-McCarthy Blvd / Dixon Landing Rd  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 0.538  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4  
Optimal Cycle: 45 Level Of Service: B  
\*\*\*\*\*

Street Name: Fremont Blvd-McCarthy Blvd Dixon Landing Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
-----|-----|-----|-----|

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 7 10 10 7 10 10 7 10 10  
Lanes: 1 0 0 0 2 0 0 1! 0 0 0 0 0 1 0 2 0 1 0 1  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 3 0 1181 0 0 0 0 48 2 161 9 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: 3 0 1181 0 0 0 0 48 2 161 9 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: 3 0 1181 0 0 0 0 48 2 161 9 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 3 0 1181 0 0 0 0 48 2 161 9 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: 3 0 1181 0 0 0 0 48 2 161 9 0  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.75 1.00 1.00 1.00 1.00 1.00 1.00 0.92 1.00 1.00  
Lanes: 1.00 0.00 2.00 0.00 1.00 0.00 0.00 0.96 0.04 2.00 1.00 1.00  
Final Sat.: 1805 0 2842 0 1900 0 0 1815 76 3502 1900 1900  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.42 0.00 0.00 0.00 0.00 0.03 0.03 0.05 0.00 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.75 0.00 0.75 0.00 0.00 0.00 0.00 0.08 0.08 0.08 0.16 0.00  
Volume/Cap: 0.00 0.00 0.56 0.00 0.00 0.00 0.00 0.34 0.34 0.56 0.03 0.00  
Uniform Del: 4.1 0.0 7.1 0.0 0.0 0.0 0.0 56.9 56.9 57.3 46.1 0.0  
IncrementDel: 0.0 0.0 0.3 0.0 0.0 0.0 0.0 1.4 1.4 2.4 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: 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: 4.1 0.0 7.4 0.0 0.0 0.0 0.0 58.3 58.3 59.7 46.2 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: 4.1 0.0 7.4 0.0 0.0 0.0 0.0 58.3 58.3 59.7 46.2 0.0  
LOS by Move: A A A A A A A E E E D A  
HCM2kAvgQ: 0 0 12 0 0 0 0 2 2 2 4 0 0  
\*\*\*\*\*

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

# 2035 General Plan Condition

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A.M. Peak



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #1 Alvarado Blvd / Deep Creek Rd  
 \*\*\*\*\*

Cycle (sec): 140 Critical Vol./Cap. (X): 1.096  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 76.9  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Alvarado Blvd Deep Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
 Rights: Ignore Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 4 4 4  
 Lanes: 1 0 3 0 1 0 0 2 1 0 1 0 0 0 3 2 0 1 0 1

Volume Module:  
 Base Vol: 132 1436 396 0 2802 190 232 0 505 7 412 399  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 132 1436 396 0 2802 190 232 0 505 7 412 399  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 132 1436 0 0 2802 190 232 0 505 7 412 399  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 132 1436 0 0 2802 190 232 0 505 7 412 399  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 132 1436 0 0 2802 190 232 0 505 7 412 399

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 0.99 0.99 0.95 1.00 0.85 0.95 1.00 0.85  
 Lanes: 1.00 3.00 1.00 0.00 2.81 0.19 1.00 0.00 3.00 2.00 1.00 1.00  
 Final Sat.: 1805 5700 1900 0 5285 358 1805 0 4845 3610 1900 1615

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.25 0.00 0.00 0.53 0.53 0.13 0.00 0.10 0.00 0.22 0.25  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.07 0.55 0.00 0.00 0.48 0.48 0.12 0.00 0.12 0.23 0.23 0.23  
 Volume/Cap: 1.10 0.46 0.00 0.00 1.10 1.10 1.10 0.00 0.89 0.01 0.96 1.10  
 Uniform Del: 65.3 18.9 0.0 0.0 36.1 36.1 61.8 0.0 60.9 42.1 53.6 54.2  
 IncrementDel: 110.3 0.1 0.0 0.0 49.9 49.9 90.0 0.0 15.9 0.0 33.7 75.6  
 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 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 175.6 19.0 0.0 0.0 86.1 86.1 151.8 0.0 76.8 42.1 87.4 129.9  
 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: 175.6 19.0 0.0 0.0 86.1 86.1 151.8 0.0 76.8 42.1 87.4 129.9  
 LOS by Move: F B A A F F F A E D F F  
 HCM2kAvgQ: 10 12 0 0 57 57 16 0 10 0 22 25

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #2 I-880 NB Ramps / Fremont Blvd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.902  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0  
 Optimal Cycle: 96 Level Of Service: C  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 4 0 0 0 0  
 Lanes: 0 0 3 0 1 2 0 3 0 0 1 1 0 0 2 0 0 0 0 0

Volume Module:  
 Base Vol: 0 1401 701 520 1937 0 563 0 64 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 1401 701 520 1937 0 563 0 64 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 1401 701 520 1937 0 563 0 64 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 1401 701 520 1937 0 563 0 64 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 1401 701 520 1937 0 563 0 64 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 0.85 0.95 1.00 1.00 0.95 1.00 0.85 1.00 1.00 1.00  
 Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 2.00 0.00 2.00 0.00 0.00 0.00  
 Final Sat.: 0 5700 1615 3610 5700 0 3618 0 3230 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.25 0.43 0.14 0.34 0.00 0.16 0.00 0.02 0.00 0.00 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.00 0.48 0.48 0.16 0.64 0.00 0.17 0.00 0.17 0.00 0.00 0.00  
 Volume/Cap: 0.00 0.51 0.90 0.90 0.53 0.00 0.90 0.00 0.11 0.00 0.00 0.00  
 Uniform Del: 0.0 13.4 17.8 30.9 7.3 0.0 30.4 0.0 26.2 0.0 0.0 0.0  
 IncrementDel: 0.0 0.2 13.7 17.4 0.1 0.0 16.4 0.0 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: 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00  
 Delay/Veh: 0.0 13.5 31.6 48.3 7.5 0.0 46.8 0.0 26.3 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 13.5 31.6 48.3 7.5 0.0 46.8 0.0 26.3 0.0 0.0 0.0  
 LOS by Move: A B C D A A D A C A A A  
 HCM2kAvgQ: 0 8 19 10 8 0 10 0 1 0 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #3 Fremont Blvd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.945  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4  
 Optimal Cycle: 99 Level Of Service: D  
 \*\*\*\*\*

Street Name: Fremont Blvd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8								
Lanes:	2	0	3	0	1	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 809 1280 80 585 986 170 261 302 431 85 631 431  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 809 1280 80 585 986 170 261 302 431 85 631 431  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 809 1280 80 585 986 170 261 302 431 85 631 431  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 809 1280 80 585 986 170 261 302 431 85 631 431  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 809 1280 80 585 986 170 261 302 431 85 631 431

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 0.98 0.98 0.95 0.91 0.91 0.95 1.00 0.85  
 Lanes: 2.00 3.00 1.00 2.00 2.56 0.44 2.00 1.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3610 5700 1615 3610 4755 820 3610 1733 1733 1805 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.22 0.22 0.05 0.16 0.21 0.21 0.07 0.17 0.25 0.05 0.17 0.27  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.24 0.27 0.27 0.19 0.22 0.22 0.08 0.29 0.29 0.07 0.28 0.28  
 Volume/Cap: 0.95 0.85 0.19 0.85 0.95 0.95 0.95 0.61 0.86 0.66 0.59 0.95  
 Uniform Del: 24.4 22.6 18.5 25.4 25.0 25.0 29.9 20.0 21.9 29.4 20.1 22.8  
 IncrementDel: 18.8 4.7 0.2 9.6 14.5 14.5 39.4 0.9 9.2 12.1 0.9 28.7  
 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: 43.1 27.3 18.7 34.9 39.5 39.5 69.3 20.9 31.2 41.6 20.9 51.5  
 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: 43.1 27.3 18.7 34.9 39.5 39.5 69.3 20.9 31.2 41.6 20.9 51.5  
 LOS by Move: D C B C D D E C C D C D  
 HCM2kAvgQ: 13 11 1 9 13 13 6 6 12 3 6 14

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Paseo Padre Pkwy / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap. (X): 1.300  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 156.9  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	13	13	4	13	13	4	8	8	4	8	8			
Lanes:	2	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 972 1098 368 446 1309 116 123 1384 616 322 1502 431  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 972 1098 368 446 1309 116 123 1384 616 322 1502 431  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 972 1098 368 446 1309 116 123 1384 616 322 1502 431  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 972 1098 368 446 1309 116 123 1384 616 322 1502 431  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 972 1098 368 446 1309 116 123 1384 616 322 1502 431

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 0.94 0.94 0.95 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 1.84 0.16 1.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3276 290 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.28 0.30 0.23 0.13 0.40 0.40 0.07 0.38 0.38 0.09 0.42 0.27  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.21 0.37 0.37 0.15 0.31 0.31 0.05 0.30 0.30 0.07 0.32 0.32  
 Volume/Cap: 1.30 0.83 0.62 0.83 1.30 1.30 1.30 1.28 1.27 1.28 1.30 0.83  
 Uniform Del: 59.0 43.2 38.9 61.6 51.9 51.9 71.1 52.5 52.5 69.6 51.0 47.3  
 IncrementDel: 144.7 4.5 2.0 10.3 142 141.8 192.7 132 136.8 151.3 141 11.2  
 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: 203.7 47.7 40.9 71.9 194 193.7 263.8 184 189.3 220.9 192 58.5  
 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: 203.7 47.7 40.9 71.9 194 193.7 263.8 184 189.3 220.9 192 58.5  
 LOS by Move: F D D E F F F F F E  
 HCM2kAvgQ: 39 26 14 12 57 57 11 54 46 14 59 20

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #5 Fremont Blvd / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 1.257  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 105.4  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 2 1 0 2 0 2 0 1

Volume Module:  
 Base Vol: 509 1448 483 206 1407 110 200 1605 312 348 2059 54  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 509 1448 483 206 1407 110 200 1605 312 348 2059 54  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 509 1448 483 206 1407 110 200 1605 312 348 2059 54  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 509 1448 483 206 1407 110 200 1605 312 348 2059 54  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 509 1448 483 206 1407 110 200 1605 312 348 2059 54

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.95 0.98 0.98 0.95 1.00 0.85  
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.51 0.49 2.00 2.00 1.00  
 Final Sat.: 1805 5700 1615 1805 5700 1615 3610 4658 905 3610 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.28 0.25 0.30 0.11 0.25 0.07 0.06 0.34 0.34 0.10 0.54 0.03  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.22 0.30 0.30 0.12 0.20 0.20 0.04 0.37 0.37 0.10 0.43 0.43  
 Volume/Cap: 1.26 0.83 0.98 0.98 1.26 0.35 1.26 0.93 0.93 0.93 1.26 0.08  
 Uniform Del: 44.6 37.3 39.7 50.7 46.2 39.9 55.0 34.7 34.7 51.1 32.7 19.3  
 IncrementDel: 134.5 3.7 35.9 56.9 123 0.7 156.6 8.0 8.0 29.0 121 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: 179.1 41.0 75.6 107.6 169 40.5 211.6 42.7 42.7 80.1 154 19.3  
 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: 179.1 41.0 75.6 107.6 169 40.5 211.6 42.7 42.7 80.1 154 19.3  
 LOS by Move: F D E F F D F D D F F B  
 HCM2kAvgQ: 33 18 23 11 31 4 8 26 26 9 63 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #6 I-880 NB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap.(X): 1.446  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 167.1  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 6 0 6 0 0 0 0 17 0 0 17 0  
 Lanes: 1 0 1 0 1 0 0 0 0 0 0 0 2 0 1 0 0 2 0 1

Volume Module:  
 Base Vol: 1787 0 404 0 0 0 0 1827 1434 0 2945 26  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1787 0 404 0 0 0 0 1827 1434 0 2945 26  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 1787 0 404 0 0 0 0 1827 0 0 2945 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1787 0 404 0 0 0 0 1827 0 0 2945 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: 1787 0 404 0 0 0 0 1827 0 0 2945 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 0.95 1.00 1.00 0.95 1.00  
 Lanes: 1.82 0.00 1.18 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 1.00  
 Final Sat.: 3222 0 2102 0 0 0 0 3610 1900 0 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.55 0.00 0.19 0.00 0.00 0.00 0.00 0.51 0.00 0.00 0.82 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.38 0.00 0.38 0.00 0.00 0.00 0.00 0.56 0.00 0.00 0.56 0.00  
 Volume/Cap: 1.45 0.00 0.50 0.00 0.00 0.00 0.00 0.90 0.00 0.00 1.45 0.00  
 Uniform Del: 35.4 0.0 27.0 0.0 0.0 0.0 0.0 22.1 0.0 0.0 25.1 0.0  
 IncrementDel: 204.4 0.0 0.1 0.0 0.0 0.0 0.0 5.7 0.0 0.0 203 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: 239.8 0.0 27.1 0.0 0.0 0.0 0.0 27.8 0.0 0.0 228 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: 239.8 0.0 27.1 0.0 0.0 0.0 0.0 27.8 0.0 0.0 228 0.0  
 LOS by Move: F A C A A A A C A A F A  
 HCM2kAvgQ: 72 0 9 0 0 0 0 33 0 0 112 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #7 I-880 SB Ramps / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 1.224  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 94.9  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name:	I-880 NB Ramps				Decoto Rd				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Ignore		Ignore		Ignore		
Min. Green:	0	0	0	10	0	10	0	10	10
Lanes:	0	0	0	2	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	1348	0	0	0	1926	21	0	2797	1937
Growth Adj:	1.00	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	1348	0	0	0	1926	21	0	2797	1937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1348	0	0	0	1926	0	0	2797	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1348	0	0	0	1926	0	0	2797	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1348	0	0	0	1926	0	0	2797	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	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	3610	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.37	0.00	0.00	0.77	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	1.22	0.00	0.00	0.00	0.59	0.00	0.00	1.22	0.00
Uniform Del:	0.0	0.0	0.0	39.4	0.0	0.0	0.0	12.3	0.0	0.0	21.1	0.0
IncrementDel:	0.0	0.0	0.0	108.9	0.0	0.0	0.0	0.3	0.0	0.0	105	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	148.3	0.0	0.0	0.0	12.6	0.0	0.0	126	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	148.3	0.0	0.0	0.0	12.6	0.0	0.0	126	0.0
LOS by Move:	A	A	A	F	A	A	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	42	0	0	0	15	0	0	85	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #8 Ardenwood Blvd / SR84 WB Ramps  
\*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.888  
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1  
Optimal Cycle: 68 Level Of Service: C  
\*\*\*\*\*

Street Name:	Ardenwood Blvd				SR84 WB Ramps				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	4	10	0	0	10	10	0	0	0
Lanes:	2	0	3	0	0	3	0	1	1

Volume Module:

Base Vol:	822	1423	0	0	1283	347	0	0	0	894	3	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	822	1423	0	0	1283	347	0	0	0	894	3	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	822	1423	0	0	1283	347	0	0	0	894	3	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	822	1423	0	0	1283	347	0	0	0	894	3	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	822	1423	0	0	1283	347	0	0	0	894	3	492

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.01	1.99
Final Sat.:	3610	5700	0	0	5700	1615	0	0	0	3250	20	3230

Capacity Analysis Module:

Vol/Sat:	0.23	0.25	0.00	0.00	0.23	0.21	0.00	0.00	0.00	0.28	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.51	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.89	0.49	0.00	0.00	0.89	0.85	0.00	0.00	0.00	0.89	0.49	0.49
Uniform Del:	17.9	8.0	0.0	0.0	18.0	17.7	0.0	0.0	0.0	16.4	14.0	14.0
IncrementDel:	10.4	0.1	0.0	0.0	7.1	15.1	0.0	0.0	0.0	6.6	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	28.3	8.1	0.0	0.0	25.1	32.9	0.0	0.0	0.0	23.0	14.2	14.2
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:	28.3	8.1	0.0	0.0	25.1	32.9	0.0	0.0	0.0	23.0	14.2	14.2
LOS by Move:	C	A	A	A	C	C	A	A	A	C	B	B
HCM2kAvgQ:	10	5	0	0	10	8	0	0	0	11	4	4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #1009 Paseo Padre Pkwy / SR84 WB Ramps  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.822  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2  
 Optimal Cycle: 67 Level Of Service: B  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy SR84 WB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected						
Rights:	Ignore			Ignore			Include			Include						
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10				
Lanes:	0	0	2	0	1	0	0	2	0	1	0	0	0	0	0	1

Volume Module:  
 Base Vol: 0 1643 920 0 300 822 0 0 0 366 0 165  
 Growth Adj: 1.00 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 1643 920 0 300 822 0 0 0 366 0 165  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 1643 0 0 300 0 0 0 0 366 0 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 1643 0 0 300 0 0 0 0 366 0 165  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 1643 0 0 300 0 0 0 0 366 0 165

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 0.95 1.00 1.00 1.00 1.00 0.95 1.00 0.85  
 Lanes: 0.00 2.00 1.00 0.00 2.00 1.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Final Sat.: 0 3610 1900 0 3610 1900 0 0 0 1805 0 1615

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.46 0.00 0.00 0.08 0.00 0.00 0.00 0.00 0.20 0.00 0.10  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.55 0.00 0.00 0.55 0.00 0.00 0.00 0.00 0.25 0.00 0.25  
 Volume/Cap: 0.00 0.82 0.00 0.00 0.15 0.00 0.00 0.00 0.00 0.82 0.00 0.41  
 Uniform Del: 0.0 11.0 0.0 0.0 6.5 0.0 0.0 0.0 0.0 21.4 0.0 19.0  
 IncrementDel: 0.0 2.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 11.7 0.0 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: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Delay/Veh: 0.0 13.9 0.0 0.0 6.6 0.0 0.0 0.0 0.0 33.1 0.0 19.7  
 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 13.9 0.0 0.0 6.6 0.0 0.0 0.0 0.0 33.1 0.0 19.7  
 LOS by Move: A B A A A A A A C A B  
 HCM2kAvgQ: 0 16 0 0 1 0 0 0 0 9 0 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #1010 Thornton Ave / SR84 EB Ramps  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.974  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8  
 Optimal Cycle: 173 Level Of Service: D  
 \*\*\*\*\*

Street Name: Thornton Ave SR84 EB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Ignore			Include			Include					
Min. Green:	0	10	10	0	10	10	10	0	10	10	0	10			
Lanes:	0	0	2	0	1	0	0	1	1	0	1	0	0	0	0

Volume Module:  
 Base Vol: 0 1992 400 0 635 31 571 0 500 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 1992 400 0 635 31 571 0 500 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 1992 400 0 635 0 571 0 500 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 1992 400 0 635 0 571 0 500 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 1992 400 0 635 0 571 0 500 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.95 0.85 1.00 0.95 0.95 0.95 1.00 0.85 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 0.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3610 1615 0 3610 0 1805 0 1615 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.55 0.25 0.00 0.18 0.00 0.32 0.00 0.31 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.57 0.57 0.00 0.57 0.00 0.32 0.00 0.32 0.00 0.00 0.00  
 Volume/Cap: 0.00 0.97 0.44 0.00 0.31 0.00 0.97 0.00 0.95 0.00 0.00 0.00  
 Uniform Del: 0.0 23.1 13.8 0.0 12.6 0.0 36.7 0.0 36.3 0.0 0.0 0.0  
 IncrementDel: 0.0 14.3 0.3 0.0 0.1 0.0 30.7 0.0 28.0 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 1.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00  
 Delay/Veh: 0.0 37.4 14.1 0.0 12.6 0.0 67.3 0.0 64.3 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 37.4 14.1 0.0 12.6 0.0 67.3 0.0 64.3 0.0 0.0 0.0  
 LOS by Move: A D B A B A E A E A A A  
 HCM2kAvgQ: 0 41 8 0 6 0 25 0 21 0 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Paseo Padre Pkwy / Isherwood Way  
 \*\*\*\*\*

Cycle (sec): 165 Critical Vol./Cap. (X): 1.233  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 143.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Isherwood Way  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 1 0 0 0 1! 0 0 0 0 1! 0 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 48 1889 257 65 2758 200 88 38 63 599 85 85  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 48 1889 257 65 2758 200 88 38 63 599 85 85  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 48 1889 257 65 2758 200 88 38 63 599 85 85  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 48 1889 257 65 2758 200 88 38 63 599 85 85  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 48 1889 257 65 2758 200 88 38 63 599 85 85  
 -----|-----|-----|-----|

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 0.90 0.90 0.93 0.93 0.93 0.95 0.95 0.95  
 Lanes: 1.00 2.00 1.00 1.00 2.80 0.20 0.47 0.20 0.33 0.78 0.11 0.11  
 Final Sat.: 1805 3610 1615 1805 4788 347 825 356 591 1404 199 199  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.52 0.16 0.04 0.58 0.58 0.11 0.11 0.11 0.43 0.43 0.43  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.02 0.46 0.46 0.03 0.47 0.47 0.09 0.09 0.09 0.35 0.35 0.35  
 Volume/Cap: 1.23 1.14 0.35 1.14 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23  
 Uniform Del: 80.7 44.8 28.9 79.9 44.0 44.0 75.4 75.4 75.4 54.0 54.0 54.0  
 IncrementDel: 221.0 72.7 0.3 164.3 109 108.7 148.7 149 148.7 118.4 118 118.4  
 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: 301.7 117 29.2 244.2 153 152.7 224.1 224 224.1 172.4 172 172.4  
 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: 301.7 117 29.2 244.2 153 152.7 224.1 224 224.1 172.4 172 172.4  
 LOS by Move: F F C F F F F F F F F F  
 HCM2kAvgQ: 5 67 8 6 80 80 16 16 16 58 58 58  
 \*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #12 Paseo Padre Pkwy / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 1.490  
 Loss Time (sec): 17 (Y+R=4.0 sec) Average Delay (sec/veh): 217.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 10 10 10 10 10 10  
 Lanes: 2 0 1 1 0 1 0 3 0 1 1 1 1 0 1 1 0 0 1 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 255 1711 44 23 2352 842 448 27 1051 157 102 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: 255 1711 44 23 2352 842 448 27 1051 157 102 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 255 1711 44 23 2352 842 448 27 1051 157 102 83  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 255 1711 44 23 2352 842 448 27 1051 157 102 83  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 255 1711 44 23 2352 842 448 27 1051 157 102 83  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.95 0.91 0.85 0.91 0.91 0.85 0.95 0.93 0.93  
 Lanes: 2.00 1.95 0.05 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.55 0.45  
 Final Sat.: 3502 3505 90 1805 5187 1615 3448 1724 1615 1805 977 795  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.49 0.49 0.01 0.45 0.52 0.13 0.02 0.65 0.09 0.10 0.10  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.05 0.38 0.38 0.02 0.35 0.35 0.44 0.44 0.44 0.07 0.07 0.07  
 Volume/Cap: 1.49 1.30 1.30 0.57 1.30 1.49 0.30 0.04 1.49 1.24 1.49 1.49  
 Uniform Del: 85.6 56.1 56.1 87.2 58.5 58.5 32.8 29.0 50.7 83.7 83.7 83.7  
 IncrementDel: 248.9 139 138.9 18.6 137 229.8 0.1 0.0 228.0 158.9 258 258.2  
 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: 334.5 195 195.0 105.7 196 288.3 32.9 29.0 278.7 242.6 342 341.9  
 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: 334.5 195 195.0 105.7 196 288.3 32.9 29.0 278.7 242.6 342 341.9  
 LOS by Move: F F F F F F C C F F F F  
 HCM2kAvgQ: 14 76 76 2 71 80 8 1 99 15 19 19  
 \*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #13 Fremont Blvd / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.901  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2  
 Optimal Cycle: 77 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	2	0	1	1	0	2	2	0	2	1	0	2	0	2	0	1

Volume Module:  
 Base Vol: 164 677 173 402 784 268 317 822 151 214 625 294  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 164 677 173 402 784 268 317 822 151 214 625 294  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 164 677 173 402 784 268 317 822 151 214 625 294  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 164 677 173 402 784 268 317 822 151 214 625 294  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 164 677 173 402 784 268 317 822 151 214 625 294

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 0.88 0.88 0.92 0.95 0.85 0.95 0.95 0.85  
 Lanes: 2.00 1.59 0.41 2.00 2.24 0.76 2.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 2786 712 3502 3719 1271 3502 3610 1615 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.24 0.24 0.11 0.21 0.21 0.09 0.23 0.09 0.12 0.17 0.18  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.10 0.27 0.27 0.13 0.30 0.30 0.13 0.25 0.25 0.13 0.26 0.26  
 Volume/Cap: 0.46 0.90 0.90 0.90 0.71 0.71 0.71 0.90 0.37 0.90 0.67 0.71  
 Uniform Del: 23.3 19.4 19.4 23.7 17.3 17.3 23.0 19.9 16.9 23.5 18.4 18.6  
 IncrementDel: 0.9 11.5 11.5 20.9 1.7 1.7 5.2 11.9 0.6 33.1 2.0 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: 24.2 30.9 30.9 44.6 19.0 19.0 28.2 31.7 17.5 56.7 20.3 24.2  
 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: 24.2 30.9 30.9 44.6 19.0 19.0 28.2 31.7 17.5 56.7 20.3 24.2  
 LOS by Move: C C C D B B C C B E C C  
 HCM2kAvgQ: 2 12 12 7 7 7 4 11 2 7 6 6

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #14 I-880 NB Ramps / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 36 Critical Vol./Cap. (X): 0.696  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9  
 Optimal Cycle: 39 Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	0	0	0	0	0	0

Volume Module:  
 Base Vol: 27 0 473 0 0 0 0 1345 693 0 1496 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: 27 0 473 0 0 0 0 1345 693 0 1496 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: 27 0 473 0 0 0 0 1345 0 0 1496 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 27 0 473 0 0 0 0 1345 0 0 1496 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: 27 0 473 0 0 0 0 1345 0 0 1496 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.86 1.00 0.86 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.91 1.00  
 Lanes: 1.05 0.00 1.95 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 0.00  
 Final Sat.: 1713 0 3163 0 0 0 0 3610 1900 0 5187 0

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.00 0.15 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.29 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.21 0.00 0.21 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.54 0.00  
 Volume/Cap: 0.07 0.00 0.70 0.00 0.00 0.00 0.00 0.70 0.00 0.00 0.54 0.00  
 Uniform Del: 11.3 0.0 13.0 0.0 0.0 0.0 0.0 6.2 0.0 0.0 5.5 0.0  
 IncrementDel: 0.0 0.0 3.0 0.0 0.0 0.0 0.0 1.1 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: 11.3 0.0 16.0 0.0 0.0 0.0 0.0 7.3 0.0 0.0 5.7 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: 11.3 0.0 16.0 0.0 0.0 0.0 0.0 7.3 0.0 0.0 5.7 0.0  
 LOS by Move: B A B A A A A A A A A A  
 HCM2kAvgQ: 0 0 4 0 0 0 0 7 0 0 5 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #15 Fremont Blvd / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.841  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5  
 Optimal Cycle: 60 Level Of Service: C  
 \*\*\*\*\*

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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	6	6	4	6	6	4	4
Lanes:	1	0	1	1	0	1	0	1

Volume Module:  
 Base Vol: 119 845 93 88 1049 22 35 208 144 162 595 103  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 119 845 93 88 1049 22 35 208 144 162 595 103  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 119 845 93 88 1049 22 35 208 144 162 595 103  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 119 845 93 88 1049 22 35 208 144 162 595 103  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 119 845 93 88 1049 22 35 208 144 162 595 103

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 0.89 0.89 0.89 0.94 0.94 0.85  
 Lanes: 1.00 1.80 0.20 1.00 1.96 0.04 0.18 1.08 0.74 0.43 1.57 1.00  
 Final Sat.: 1805 3203 353 1805 3525 74 307 1824 1263 764 2806 1615

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.26 0.26 0.05 0.30 0.30 0.11 0.11 0.11 0.21 0.21 0.06  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.08 0.33 0.33 0.10 0.35 0.35 0.14 0.14 0.14 0.25 0.25 0.25  
 Volume/Cap: 0.82 0.79 0.79 0.48 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.25  
 Uniform Del: 22.7 15.1 15.1 21.3 14.9 14.9 21.1 21.1 21.1 17.8 17.8 15.0  
 IncrementDel: 30.3 3.8 3.8 2.0 5.3 5.3 13.2 13.2 13.2 7.3 7.3 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: 53.0 18.9 18.9 23.3 20.2 20.2 34.3 34.3 34.3 25.1 25.1 15.3  
 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: 53.0 18.9 18.9 23.3 20.2 20.2 34.3 34.3 34.3 25.1 25.1 15.3  
 LOS by Move: D B B C C C C C C C B  
 HCM2kAvgQ: 4 9 9 2 11 11 6 6 6 9 9 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Fremont Blvd / Central Ave  
 \*\*\*\*\*

Cycle (sec): 140 Critical Vol./Cap. (X): 1.234  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 121.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd Central Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0

Volume Module:  
 Base Vol: 905 730 9 10 632 604 361 5 343 1 3 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: 905 730 9 10 632 604 361 5 343 1 3 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: 905 730 9 10 632 604 361 5 343 1 3 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 905 730 9 10 632 604 361 5 343 1 3 3  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 905 730 9 10 632 604 361 5 343 1 3 3

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 0.88 0.88 0.76 0.85 0.85 0.93 0.93 0.93  
 Lanes: 1.00 1.98 0.02 1.00 1.02 0.98 1.00 0.03 1.97 0.14 0.43 0.43  
 Final Sat.: 1805 3559 44 1805 1711 1635 1450 47 3191 252 757 757

Capacity Analysis Module:  
 Vol/Sat: 0.50 0.21 0.21 0.01 0.37 0.37 0.25 0.11 0.11 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.41 0.69 0.69 0.02 0.30 0.30 0.20 0.20 0.20 0.20 0.20 0.20  
 Volume/Cap: 1.23 0.30 0.30 0.30 1.23 1.23 1.23 0.53 0.53 0.02 0.02 0.02  
 Uniform Del: 41.6 8.6 8.6 67.8 49.1 49.1 55.9 50.0 50.0 44.8 44.8 44.8  
 IncrementDel: 117.1 0.1 0.1 5.0 114 114.2 131.5 0.9 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: 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: 158.7 8.7 8.7 72.8 163 163.3 187.3 50.8 50.8 44.8 44.8 44.8  
 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: 158.7 8.7 8.7 72.8 163 163.3 187.3 50.8 50.8 44.8 44.8 44.8  
 LOS by Move: F A A E F F F D D D D  
 HCM2kAvgQ: 61 6 6 1 45 45 26 7 7 0 0 0

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



Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Blacow Rd / Central Ave

Cycle (sec): 75 Critical Vol./Cap. (X): 0.949
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 112 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Blacow Rd North Bound, South Bound, East Bound, West Bound.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncrementDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Paseo Padre Pkwy / Peralta Blvd

Cycle (sec): 135 Critical Vol./Cap. (X): 1.049
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 68.8
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Paseo Padre Pkwy North Bound, South Bound, East Bound, West Bound.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncrementDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #19 Mowry Avenue / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 33 Critical Vol./Cap. (X): 0.722  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0  
 Optimal Cycle: 40 Level Of Service: B  
 \*\*\*\*\*

Street Name: Mowry Avenue Peralta Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Ignore		Include		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0

Volume Module:  
 Base Vol: 0 0 0 707 0 321 127 755 0 0 1409 531  
 Growth Adj: 1.00 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 0 707 0 321 127 755 0 0 1409 531  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 707 0 0 127 755 0 0 1409 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 707 0 0 127 755 0 0 1409 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 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 707 0 0 127 755 0 0 1409 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 0.95 1.00 1.00 0.92 0.95 1.00 1.00 0.91 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 2.00 2.00 0.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3618 0 1900 3502 3610 0 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.00 0.04 0.21 0.00 0.00 0.27 0.00  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.27 0.00 0.00 0.05 0.43 0.00 0.00 0.38 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.72 0.00 0.00 0.72 0.49 0.00 0.00 0.72 0.00  
 Uniform Del: 0.0 0.0 0.0 10.9 0.0 0.0 15.4 6.9 0.0 0.0 8.8 0.0  
 IncremntDel: 0.0 0.0 0.0 2.7 0.0 0.0 13.7 0.2 0.0 0.0 1.4 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: 0.00 0.00 0.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 0.0 0.0 0.0 13.6 0.0 0.0 29.1 7.1 0.0 0.0 10.2 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 13.6 0.0 0.0 29.1 7.1 0.0 0.0 10.2 0.0  
 LOS by Move: A A A B A A C A A A B A  
 HCM2kAvgQ: 0 0 0 5 0 0 2 4 0 0 6 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #20 Civic Center Dr / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.700  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4  
 Optimal Cycle: 53 Level Of Service: C  
 \*\*\*\*\*

Street Name: Civic Center Dr Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	8	8	8	8	4	8	4	8
Lanes:	1	1	0	0	1	0	3	0

Volume Module:  
 Base Vol: 283 21 130 10 6 45 214 994 350 230 1674 44  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 283 21 130 10 6 45 214 994 350 230 1674 44  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 283 21 130 10 6 45 214 994 350 230 1674 44  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 283 21 130 10 6 45 214 994 350 230 1674 44  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 283 21 130 10 6 45 214 994 350 230 1674 44

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.96 0.96 0.85 0.89 0.89 0.89 0.95 0.91 0.85 0.95 0.91 0.91  
 Lanes: 1.86 0.14 1.00 0.16 0.10 0.74 1.00 3.00 1.00 1.00 2.92 0.08  
 Final Sat.: 3382 251 1615 278 167 1251 1805 5187 1615 1805 5034 132

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.08 0.08 0.04 0.04 0.04 0.12 0.19 0.22 0.13 0.33 0.33  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.12 0.12 0.12 0.12 0.12 0.12 0.15 0.36 0.36 0.21 0.42 0.42  
 Volume/Cap: 0.68 0.68 0.65 0.29 0.29 0.29 0.79 0.53 0.60 0.60 0.79 0.79  
 Uniform Del: 27.3 27.3 27.2 25.9 25.9 25.9 26.7 16.5 17.1 23.2 16.4 16.4  
 IncremntDel: 4.2 4.2 7.6 0.8 0.8 0.8 14.7 0.3 1.8 2.8 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: 31.5 31.5 34.8 26.7 26.7 26.7 41.4 16.9 18.9 26.0 18.5 18.5  
 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: 31.5 31.5 34.8 26.7 26.7 26.7 41.4 16.9 18.9 26.0 18.5 18.5  
 LOS by Move: C C C C C C D B B C B B  
 HCM2kAvgQ: 4 4 4 1 1 1 6 6 7 5 13 13

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #21 Paseo Padre Pkwy / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.180  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 107.0  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10								
Lanes:	2	0	2	0	1	2	0	2	1	0	2	0	3	0	1	2	0	3	1	0

Volume Module:  
 Base Vol: 794 1261 120 368 2166 147 412 843 75 397 1520 152  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 794 1261 120 368 2166 147 412 843 75 397 1520 152  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 794 1261 120 368 2166 147 412 843 75 397 1520 152  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 794 1261 120 368 2166 147 412 843 75 397 1520 152  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 794 1261 120 368 2166 147 412 843 75 397 1520 152

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 0.90 0.90 0.92 0.91 0.85 0.92 0.90 0.90  
 Lanes: 2.00 2.00 1.00 2.00 2.81 0.19 2.00 3.00 1.00 2.00 3.64 0.36  
 Final Sat.: 3502 3610 1615 3502 4809 326 3502 5187 1615 3502 6199 620

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.35 0.07 0.11 0.45 0.45 0.12 0.16 0.05 0.11 0.25 0.25  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.19 0.44 0.44 0.13 0.38 0.38 0.10 0.18 0.18 0.13 0.21 0.21  
 Volume/Cap: 1.18 0.79 0.17 0.79 1.18 1.18 1.18 0.90 0.26 0.90 1.18 1.18  
 Uniform Del: 54.5 32.4 22.8 56.7 41.7 41.7 60.8 54.0 47.5 58.1 53.5 53.5  
 IncrementDel: 95.8 2.8 0.1 9.0 86.6 86.6 106.6 11.2 0.5 20.5 88.6 88.6  
 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: 150.3 35.2 22.9 65.7 128 128.3 167.4 65.3 47.9 78.6 142 142.0  
 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: 150.3 35.2 22.9 65.7 128 128.3 167.4 65.3 47.9 78.6 142 142.0  
 LOS by Move: F D C E F F F E D E F F  
 HCM2kAvgQ: 27 25 3 10 53 53 16 16 3 11 30 30

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #22 Fremont Blvd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.177  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 98.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10								
Lanes:	2	0	2	1	0	2	0	1	1	0	2	0	2	1	0	2	0	2	1	0

Volume Module:  
 Base Vol: 477 880 131 369 754 409 210 1341 200 321 2378 192  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 477 880 131 369 754 409 210 1341 200 321 2378 192  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 477 880 131 369 754 409 210 1341 200 321 2378 192  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 477 880 131 369 754 409 210 1341 200 321 2378 192  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 477 880 131 369 754 409 210 1341 200 321 2378 192

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 0.90 0.90 0.92 0.89 0.89 0.92 0.90 0.90  
 Lanes: 2.00 2.61 0.39 2.00 1.30 0.70 2.00 2.61 0.39 2.00 2.78 0.22  
 Final Sat.: 3502 4429 659 3502 2216 1202 3502 4428 660 3502 4747 383

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.20 0.20 0.11 0.34 0.34 0.06 0.30 0.30 0.09 0.50 0.50  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.26 0.26 0.14 0.29 0.29 0.05 0.37 0.37 0.11 0.43 0.43  
 Volume/Cap: 1.18 0.75 0.75 0.75 1.18 1.18 1.18 0.83 0.83 0.83 1.18 1.18  
 Uniform Del: 59.7 45.6 45.6 55.8 48.0 48.0 64.1 38.9 38.9 58.8 38.8 38.8  
 IncrementDel: 102.5 2.4 2.4 6.4 90.3 90.3 123.0 3.2 3.2 13.7 84.7 84.7  
 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: 162.2 48.0 48.0 62.2 138 138.3 187.1 42.2 42.2 72.5 123 123.5  
 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: 162.2 48.0 48.0 62.2 138 138.3 187.1 42.2 42.2 72.5 123 123.5  
 LOS by Move: F D D E F F F D D E F F  
 HCM2kAvgQ: 18 15 15 9 39 39 9 23 23 9 58 58

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #23 Argonaut Way / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap.(X): 0.851  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3  
 Optimal Cycle: 89 Level Of Service: B  
 \*\*\*\*\*

Street Name: Argonaut Way Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 8 8 0 4 8 4 8 8  
 Lanes: 1 1 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 237 30 28 86 76 73 21 1481 196 70 3015 35  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 237 30 28 86 76 73 21 1481 196 70 3015 35  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 237 30 28 86 76 73 21 1481 196 70 3015 35  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 237 30 28 86 76 73 21 1481 196 70 3015 35  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 237 30 28 86 76 73 21 1481 196 70 3015 35

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.96 0.96 0.85 0.89 0.89 0.89 0.95 0.91 0.85 0.95 0.91 0.85  
 Lanes: 1.78 0.22 1.00 0.73 0.65 0.62 1.00 3.00 1.00 1.00 2.97 0.03  
 Final Sat.: 3228 409 1615 1236 1093 1049 1805 5187 1615 1805 5117 59

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.07 0.02 0.07 0.07 0.07 0.01 0.29 0.12 0.04 0.59 0.59  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.08 0.04 0.61 0.61 0.09 0.66 0.66  
 Volume/Cap: 0.87 0.87 0.21 0.83 0.83 0.83 0.28 0.46 0.20 0.43 0.89 0.89  
 Uniform Del: 43.0 43.0 40.5 42.8 42.8 42.8 44.1 9.9 8.0 40.9 13.1 13.1  
 IncrementDel: 22.8 22.8 0.8 17.7 17.7 17.7 2.0 0.1 0.1 1.8 3.2 3.2  
 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: 65.8 65.8 41.3 60.5 60.5 60.5 46.1 10.0 8.1 42.7 16.3 16.3  
 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: 65.8 65.8 41.3 60.5 60.5 60.5 46.1 10.0 8.1 42.7 16.3 16.3  
 LOS by Move: E E D E E E D A A D B B  
 HCM2kAvgQ: 7 7 1 6 6 6 1 9 3 2 30 30

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Blacow Rd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.097  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 81.7  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Blacow Rd Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 2 0 1 1 0 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 343 899 69 372 927 270 172 983 210 439 2802 268  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 343 899 69 372 927 270 172 983 210 439 2802 268  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 343 899 69 372 927 270 172 983 210 439 2802 268  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 343 899 69 372 927 270 172 983 210 439 2802 268  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 343 899 69 372 927 270 172 983 210 439 2802 268

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
 Lanes: 2.00 1.86 0.14 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3502 3316 254 3502 3610 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.27 0.27 0.11 0.26 0.17 0.05 0.19 0.13 0.13 0.54 0.17  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.10 0.25 0.25 0.10 0.25 0.25 0.04 0.32 0.32 0.21 0.49 0.49  
 Volume/Cap: 1.03 1.10 1.10 1.10 1.03 0.67 1.10 0.59 0.40 0.59 1.10 0.34  
 Uniform Del: 61.1 50.8 50.8 61.0 50.7 45.7 64.5 38.1 35.5 47.7 34.3 20.8  
 IncrementDel: 57.5 60.2 60.2 77.3 38.2 4.4 100.1 0.5 0.5 1.2 50.4 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: 118.6 111 111.0 138.3 88.9 50.1 164.6 38.7 36.0 48.9 84.6 21.1  
 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: 118.6 111 111.0 138.3 88.9 50.1 164.6 38.7 36.0 48.9 84.6 21.1  
 LOS by Move: F F F F F D F D D D F C  
 HCM2kAvgQ: 12 30 30 13 27 11 7 13 7 9 57 7

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Farwell Dr / Mowry Ave

Cycle (sec): 160 Critical Vol./Cap. (X): 1.030  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 59.5  
Optimal Cycle: 180 Level of Service: E

Street Name: Farwell Dr Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 1 0 1 1 0 1 0 1 2 0 4 0 1 2 0 2 1 0

Volume Module:  
Base Vol: 342 70 58 104 89 270 75 1112 109 210 3188 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: 342 70 58 104 89 270 75 1112 109 210 3188 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: 342 70 58 104 89 270 75 1112 109 210 3188 120  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 342 70 58 104 89 270 75 1112 109 210 3188 120  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 342 70 58 104 89 270 75 1112 109 210 3188 120

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 0.92 0.91 0.85 0.92 0.91 0.91  
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 2.00 2.89 0.11  
Final Sat.: 3502 1900 1615 1805 1900 1615 3502 6916 1615 3502 4974 187

Capacity Analysis Module:  
Vol/Sat: 0.10 0.04 0.04 0.06 0.05 0.17 0.02 0.16 0.07 0.06 0.64 0.64  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.13 0.13 0.12 0.16 0.16 0.03 0.47 0.47 0.17 0.62 0.62  
Volume/Cap: 1.04 0.28 0.27 0.47 0.29 1.04 0.86 0.34 0.14 0.34 1.04 1.04  
Uniform Del: 72.5 62.4 62.4 65.3 59.0 67.1 77.7 26.9 24.2 57.9 30.5 30.5  
IncrementDel: 58.9 0.6 0.7 1.6 0.5 65.2 52.3 0.1 0.1 0.3 26.0 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: 131.4 63.0 63.0 66.9 59.5 132.3 130.0 26.9 24.3 58.3 56.4 56.4  
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: 131.4 63.0 63.0 66.9 59.5 132.3 130.0 26.9 24.3 58.3 56.4 56.4  
LOS by Move: F E E E E F F C E E E  
HCM2kAvgQ: 13 3 3 5 4 18 4 9 3 5 69 69

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 I-880 NB Ramps / Mowry Ave

Cycle (sec): 39 Critical Vol./Cap. (X): 0.766  
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9  
Optimal Cycle: 48 Level of Service: A

Street Name: I-880 NB Ramps Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Ignore Ignore  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 0 0 2 0 0 0 0 0 0 3 0 1 0 0 4 0 1

Volume Module:  
Base Vol: 582 0 271 0 0 0 0 0 1064 243 0 2656 1105  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 582 0 271 0 0 0 0 0 1064 243 0 2656 1105  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 582 0 271 0 0 0 0 0 1064 0 0 2656 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 582 0 271 0 0 0 0 0 1064 0 0 2656 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: 582 0 271 0 0 0 0 0 1064 0 0 2656 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
Vol/Sat: 0.17 0.00 0.10 0.00 0.00 0.00 0.00 0.21 0.00 0.00 0.38 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.22 0.00 0.22 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.50 0.00  
Volume/Cap: 0.77 0.00 0.44 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.77 0.00  
Uniform Del: 14.3 0.0 13.2 0.0 0.0 0.0 0.0 6.1 0.0 0.0 7.9 0.0  
IncrementDel: 4.7 0.0 0.5 0.0 0.0 0.0 0.0 0.1 0.0 0.0 1.1 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: 19.1 0.0 13.7 0.0 0.0 0.0 0.0 6.2 0.0 0.0 8.9 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: 19.1 0.0 13.7 0.0 0.0 0.0 0.0 6.2 0.0 0.0 8.9 0.0  
LOS by Move: B A B A A A A A A A A A  
HCM2kAvgQ: 6 0 2 0 0 0 0 3 0 0 9 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #27 I-880 SB Ramps / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 109 Critical Vol./Cap.(X): 1.018  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.3  
Optimal Cycle: 180 Level Of Service: D  
\*\*\*\*\*

Street Name: I-880 SB Ramps Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	1086	0	9	0	212	962	0	2405	921
Growth Adj:	1.00	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	1086	0	9	0	212	962	0	2405	921
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1086	0	9	0	212	962	0	2405	921
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1086	0	9	0	212	962	0	2405	921
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1086	0	9	0	212	962	0	2405	921

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	0.85	1.00	0.91	0.85
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	1615	0	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.04	0.60	0.00	0.46	0.57
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.59	0.59	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	1.02	0.00	0.01	0.00	0.07	1.02	0.00	0.79	0.97
Uniform Del:	0.0	0.0	0.0	37.9	0.0	26.4	0.0	9.8	22.6	0.0	17.5	21.8
IncrementDel:	0.0	0.0	0.0	32.1	0.0	0.0	0.0	0.0	33.8	0.0	1.5	23.1
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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	70.0	0.0	26.4	0.0	9.8	56.4	0.0	19.0	45.0
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	70.0	0.0	26.4	0.0	9.8	56.4	0.0	19.0	45.0
LOS by Move:	A	A	A	E	A	C	A	A	E	A	B	D
HCM2kAvgQ:	0	0	0	26	0	0	0	1	41	0	24	36

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #28 Mission Blvd / Niles Canyon Rd  
\*\*\*\*\*

Cycle (sec): 155 Critical Vol./Cap.(X): 1.674  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 307.7  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name: Mission Blvd Niles Canyon Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	5	10	10	5	10	5	5	5
Lanes:	1	0	3	0	1	2	0	2

Volume Module:

Base Vol:	336	2662	722	768	2448	56	45	330	409	334	121	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	2662	722	768	2448	56	45	330	409	334	121	776
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	2662	722	768	2448	56	45	330	409	334	121	776
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	2662	722	768	2448	56	45	330	409	334	121	776
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	336	2662	722	768	2448	56	45	330	409	334	121	776

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.91	0.92	0.92	0.92	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	2.93	0.07	0.08	0.57	1.35	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	3502	5056	116	136	995	2363	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.19	0.51	0.45	0.22	0.48	0.48	0.33	0.33	0.17	0.10	0.06	0.48
Crit Moves:	****											
Green/Cycle:	0.12	0.31	0.31	0.13	0.32	0.32	0.20	0.20	0.20	0.29	0.29	0.29
Volume/Cap:	1.53	1.67	1.46	1.67	1.53	1.53	1.67	1.67	0.87	0.33	0.22	1.67
Uniform Del:	68.1	53.7	53.7	67.3	53.0	53.0	62.1	62.1	60.3	43.6	42.1	55.3
IncrementDel:	261.2	306	217.4	313.0	243	242.7	312.8	313	9.5	0.2	0.2	312.9
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:	329.3	360	271.1	380.3	296	295.7	374.9	375	69.7	43.8	42.3	368.1
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:	329.3	360	271.1	380.3	296	295.7	374.9	375	69.7	43.8	42.3	368.1
LOS by Move:	F	F	F	F	F	F	F	F	E	D	D	F
HCM2kAvgQ:	32	93	62	39	82	82	56	56	17	6	4	75

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #29 Mission Blvd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 18 Critical Vol./Cap. (X): 1.981  
 Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 250.0  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Mission Blvd Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	2	0	0

Volume Module:  
 Base Vol: 681 2462 6 2 1650 1626 1165 2 327 6 7 11  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 681 2462 6 2 1650 1626 1165 2 327 6 7 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 681 2462 6 2 1650 1626 1165 2 327 6 7 11  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 681 2462 6 2 1650 1626 1165 2 327 6 7 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 681 2462 6 2 1650 1626 1165 2 327 6 7 11

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.95 0.95 0.84 0.84 0.92 0.85 0.85 0.93 0.93 0.93  
 Lanes: 1.00 1.99 0.01 1.00 4.00 1.00 2.00 0.01 0.99 0.25 0.29 0.46  
 Final Sat.: 1805 3601 9 1805 6404 1601 3502 10 1607 440 514 807

Capacity Analysis Module:  
 Vol/Sat: 0.38 0.68 0.68 0.00 0.26 1.02 0.33 0.20 0.20 0.01 0.01 0.01  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.19 0.70 0.70 0.00 0.51 0.51 0.17 0.16 0.16 0.01 0.01 0.01  
 Volume/Cap: 1.98 0.97 0.97 0.97 0.50 1.98 1.98 1.24 1.24 1.24 1.98 1.98  
 Uniform Del: 72.9 25.3 25.3 89.9 28.8 43.9 74.9 75.3 75.3 89.0 89.4 89.4  
 IncrementDel: 451.9 12.4 12.4 601.1 0.1 443.8 447.7 137 136.7 289.1 647 646.5  
 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  
 Delay/Veh: 524.8 37.7 37.7 691.0 28.9 487.7 522.6 212 212.0 378.1 736 735.9  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 524.8 37.7 37.7 691.0 28.9 487.7 522.6 212 212.0 378.1 736 735.9  
 LOS by Move: F D D F C F F F F F F  
 HCM2kAvgQ: 78 72 72 1 16 202 69 28 28 3 4 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #30 Mission Blvd / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 147 Critical Vol./Cap. (X): 1.182  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 107.2  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Mission Blvd Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 290 2118 106 43 1354 390 356 89 208 303 230 111  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 290 2118 106 43 1354 390 356 89 208 303 230 111  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 290 2118 106 43 1354 390 356 89 208 303 230 111  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 290 2118 106 43 1354 390 356 89 208 303 230 111  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 290 2118 106 43 1354 390 356 89 208 303 230 111

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.94 0.94 0.95 0.95 0.85 0.92 1.00 0.85 0.97 0.97 0.85  
 Lanes: 1.00 1.90 0.10 1.00 2.00 1.00 2.00 1.00 1.00 0.57 0.43 1.00  
 Final Sat.: 1805 3414 171 1805 3610 1615 3502 1900 1615 1050 797 1615

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.62 0.62 0.02 0.38 0.24 0.10 0.05 0.13 0.29 0.29 0.07  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.16 0.52 0.52 0.02 0.38 0.38 0.09 0.11 0.11 0.24 0.26 0.26  
 Volume/Cap: 0.98 1.18 1.18 1.18 0.98 0.63 1.11 0.43 1.18 1.18 1.11 0.26  
 Uniform Del: 61.3 34.9 34.9 72.0 45.0 37.1 66.7 61.2 65.5 55.6 54.3 43.1  
 IncrementDel: 47.6 87.8 87.8 208.4 20.2 2.2 81.5 1.4 125.4 102.7 72.9 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  
 Delay/Veh: 108.9 123 122.7 280.4 65.2 39.2 148.3 62.7 190.9 158.3 127 43.4  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 108.9 123 122.7 280.4 65.2 39.2 148.3 62.7 190.9 158.3 127 43.4  
 LOS by Move: F F F F E D F E F F F D  
 HCM2kAvgQ: 18 76 76 5 38 15 13 4 16 37 34 4

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Civic Center Dr / Walnut Ave

Cycle (sec): 55 Critical Vol./Cap. (X): 0.628  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7  
Optimal Cycle: 51 Level Of Service: C

Street Name: Civic Center Dr Walnut Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1

Volume Module:  
Base Vol: 271 387 255 39 275 73 47 458 205 329 1005 94  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 271 387 255 39 275 73 47 458 205 329 1005 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: 271 387 255 39 275 73 47 458 205 329 1005 94  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 271 387 255 39 275 73 47 458 205 329 1005 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  
FinalVolume: 271 387 255 39 275 73 47 458 205 329 1005 94

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 0.95 0.85 0.92 0.95 0.85  
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.08 0.11 0.16 0.01 0.08 0.05 0.01 0.13 0.13 0.09 0.28 0.06  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.10 0.20 0.20 0.08 0.18 0.18 0.07 0.28 0.28 0.15 0.36 0.36  
Volume/Cap: 0.78 0.53 0.79 0.14 0.42 0.25 0.18 0.45 0.45 0.64 0.78 0.16  
Uniform Del: 24.2 19.7 20.9 23.5 19.9 19.3 24.0 16.2 16.2 22.1 15.8 12.1  
IncrementDel: 11.0 0.8 12.1 0.2 0.4 0.4 0.4 0.3 0.7 2.8 3.2 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: 35.2 20.5 33.0 23.8 20.4 19.7 24.3 16.5 16.9 25.0 19.0 12.3  
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: 35.2 20.5 33.0 23.8 20.4 19.7 24.3 16.5 16.9 25.0 19.0 12.3  
LOS by Move: D C C C C B C B C B B  
HCM2kAvgQ: 4 4 6 0 3 1 1 4 3 4 10 1

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Paseo Padre Pkwy / Walnut Ave

Cycle (sec): 80 Critical Vol./Cap. (X): 0.844  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3  
Optimal Cycle: 88 Level Of Service: C

Street Name: Paseo Padre Pkwy Walnut Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 1 1 0 2 0 1 1 0

Volume Module:  
Base Vol: 101 1899 53 89 1947 109 199 285 158 377 576 172  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 101 1899 53 89 1947 109 199 285 158 377 576 172  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 101 1899 53 89 1947 109 199 285 158 377 576 172  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 101 1899 53 89 1947 109 199 285 158 377 576 172  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 101 1899 53 89 1947 109 199 285 158 377 576 172

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.90 0.90 0.92 0.92 0.92  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 1.29 0.71 2.00 1.54 0.46  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 2197 1218 3502 2685 802

Capacity Analysis Module:  
Vol/Sat: 0.03 0.37 0.03 0.03 0.38 0.07 0.06 0.13 0.13 0.11 0.21 0.21  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.05 0.43 0.43 0.06 0.44 0.44 0.07 0.17 0.17 0.14 0.25 0.25  
Volume/Cap: 0.58 0.86 0.08 0.44 0.86 0.16 0.86 0.75 0.75 0.75 0.86 0.86  
Uniform Del: 37.2 20.7 13.6 36.4 20.4 13.7 37.0 31.5 31.5 32.9 28.7 28.7  
IncrementDel: 4.7 3.6 0.0 1.5 3.7 0.1 26.6 5.5 5.5 6.4 8.9 8.9  
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: 41.9 24.3 13.6 37.9 24.1 13.8 63.6 37.0 37.0 39.4 37.6 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: 41.9 24.3 13.6 37.9 24.1 13.8 63.6 37.0 37.0 39.4 37.6 37.6  
LOS by Move: D C B D C B E D D D D  
HCM2kAvgQ: 2 19 1 2 19 2 5 7 7 7 12 12

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #33 Fremont Blvd / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.788  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8  
 Optimal Cycle: 66 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	1	1	0	2	0	1	1	0

Volume Module:  
 Base Vol: 301 1447 194 142 840 40 77 413 187 127 289 113  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 301 1447 194 142 840 40 77 413 187 127 289 113  
 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 301 1447 194 142 840 40 77 413 187 127 289 113  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 301 1447 194 142 840 40 77 413 187 127 289 113  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 301 1447 194 142 840 40 77 413 187 127 289 113

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.91 0.92 0.91 0.91  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 1.38 0.62 2.00 1.44 0.56  
 Final Sat.: 3502 5187 1615 3502 5187 1615 3502 2368 1072 3502 2486 972

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.28 0.12 0.04 0.16 0.02 0.02 0.17 0.17 0.04 0.12 0.12  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.14 0.35 0.35 0.05 0.26 0.26 0.04 0.22 0.22 0.05 0.22 0.22  
 Volume/Cap: 0.61 0.79 0.34 0.79 0.61 0.09 0.52 0.79 0.79 0.79 0.52 0.52  
 Uniform Del: 22.2 15.9 13.0 25.8 17.7 15.2 25.8 20.2 20.2 26.0 18.7 18.7  
 IncrementDel: 2.3 2.4 0.4 20.3 0.8 0.1 3.2 5.5 5.5 22.3 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 1.00 1.00 1.00 1.00  
 Delay/Veh: 24.5 18.3 13.4 46.1 18.6 15.3 28.9 25.7 25.7 48.3 19.3 19.3  
 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: 24.5 18.3 13.4 46.1 18.6 15.3 28.9 25.7 25.7 48.3 19.3 19.3  
 LOS by Move: C B B D B B C C C D B B  
 HCM2kAvgQ: 4 10 3 3 6 1 1 7 7 3 4 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #34 Mission Blvd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 171 Critical Vol./Cap. (X): 1.157  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 106.0  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Mission Blvd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1	0	0	2	1	0	0	1	0

Volume Module:  
 Base Vol: 789 2331 57 28 1883 259 169 19 780 50 15 12  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 789 2331 57 28 1883 259 169 19 780 50 15 12  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 789 2331 57 28 1883 259 169 19 780 50 15 12  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 789 2331 57 28 1883 259 169 19 780 50 15 12  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 789 2331 57 28 1883 259 169 19 780 50 15 12

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.95 0.95 0.85 0.96 0.96 0.75 0.95 0.93 0.93  
 Lanes: 2.00 1.95 0.05 1.00 2.00 1.00 1.80 0.20 2.00 1.00 0.56 0.44  
 Final Sat.: 3502 3510 86 1805 3610 1615 3269 368 2842 1805 985 788

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.66 0.66 0.02 0.52 0.16 0.05 0.05 0.27 0.03 0.02 0.02  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.19 0.63 0.63 0.01 0.45 0.45 0.20 0.24 0.24 0.02 0.06 0.06  
 Volume/Cap: 1.16 1.05 1.05 1.05 1.16 0.36 0.26 0.22 1.16 1.16 0.26 0.26  
 Uniform Del: 68.9 31.6 31.6 84.2 47.0 30.7 57.5 52.5 65.2 83.5 76.8 76.8  
 IncrementDel: 86.7 34.7 34.7 191.5 78.2 0.3 0.2 0.1 86.8 186.9 1.3 1.3  
 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: 155.5 66.3 66.3 275.7 125 31.0 57.7 52.6 152.0 270.4 78.1 78.1  
 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: 155.5 66.3 66.3 275.7 125 31.0 57.7 52.6 152.0 270.4 78.1 78.1  
 LOS by Move: F E E F F C E D F F E E  
 HCM2kAvgQ: 31 77 77 3 69 9 4 4 33 5 2 2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Paseo Padre Pkwy / Stevenson Blvd

Cycle (sec): 75 Critical Vol./Cap. (X): 0.926  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.0  
Optimal Cycle: 104 Level Of Service: C

Street Name: Paseo Padre Pkwy Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:  
Base Vol: 149 1534 236 143 1627 349 467 621 276 704 956 251  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 149 1534 236 143 1627 349 467 621 276 704 956 251  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 149 1534 236 143 1627 349 467 621 276 704 956 251  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 149 1534 236 143 1627 349 467 621 276 704 956 251  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 149 1534 236 143 1627 349 467 621 276 704 956 251

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.04 0.30 0.15 0.04 0.31 0.22 0.13 0.12 0.17 0.20 0.18 0.16  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.05 0.33 0.33 0.06 0.34 0.34 0.17 0.18 0.18 0.22 0.23 0.23  
Volume/Cap: 0.80 0.90 0.44 0.69 0.93 0.64 0.80 0.65 0.93 0.93 0.80 0.67  
Uniform Del: 35.1 23.9 19.7 34.6 24.1 21.1 30.0 28.4 30.2 28.9 27.2 26.3  
IncrementDel: 20.9 6.7 0.6 9.3 9.9 2.7 7.6 1.7 35.5 18.8 3.9 4.8  
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: 56.0 30.7 20.3 43.9 34.1 23.8 37.7 30.1 65.7 47.7 31.1 31.1  
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: 56.0 30.7 20.3 43.9 34.1 23.8 37.7 30.1 65.7 47.7 31.1 31.1  
LOS by Move: E C C D C C D C E D C C  
HCM2kAvgQ: 4 16 5 3 18 8 8 6 10 13 10 7

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Fremont Blvd / Stevenson Blvd

Cycle (sec): 70 Critical Vol./Cap. (X): 0.888  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9  
Optimal Cycle: 90 Level Of Service: C

Street Name: Fremont Blvd Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:  
Base Vol: 271 1077 322 194 983 160 196 1058 129 749 1160 137  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 271 1077 322 194 983 160 196 1058 129 749 1160 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 271 1077 322 194 983 160 196 1058 129 749 1160 137  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 271 1077 322 194 983 160 196 1058 129 749 1160 137  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 271 1077 322 194 983 160 196 1058 129 749 1160 137

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.08 0.21 0.20 0.06 0.19 0.10 0.06 0.20 0.08 0.21 0.22 0.08  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.24 0.24 0.06 0.21 0.21 0.10 0.23 0.23 0.24 0.37 0.37  
Volume/Cap: 0.89 0.88 0.85 0.85 0.89 0.46 0.58 0.89 0.35 0.89 0.60 0.23  
Uniform Del: 31.6 25.8 25.5 32.4 26.7 24.0 30.3 26.1 22.6 25.7 17.6 14.9  
IncrementDel: 25.4 7.7 15.9 25.5 9.0 1.0 2.6 8.4 0.6 11.3 0.5 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: 57.0 33.5 41.4 57.9 35.7 25.0 32.9 34.5 23.1 37.0 18.1 15.1  
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: 57.0 33.5 41.4 57.9 35.7 25.0 32.9 34.5 23.1 37.0 18.1 15.1  
LOS by Move: E C D E D C C C D B B  
HCM2kAvgQ: 6 12 10 5 11 4 3 12 3 12 8 2

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap. (X): 1.095  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 83.7  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Blacow Rd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 361 755 30 516 1910 888 135 872 298 196 1123 257  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 361 755 30 516 1910 888 135 872 298 196 1123 257  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 361 755 30 516 1910 888 135 872 298 196 1123 257  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 361 755 30 516 1910 888 135 872 298 196 1123 257  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 361 755 30 516 1910 888 135 872 298 196 1123 257

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 0.88 0.88 0.92 0.88 0.88  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.24 0.76 2.00 2.44 0.56  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3719 1271 3502 4103 939

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.21 0.02 0.15 0.53 0.55 0.04 0.23 0.23 0.06 0.27 0.27  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.09 0.35 0.35 0.25 0.50 0.50 0.04 0.23 0.23 0.05 0.25 0.25  
 Volume/Cap: 1.09 0.60 0.05 0.60 1.05 1.09 1.09 1.02 1.02 1.02 1.09 1.09  
 Uniform Del: 61.1 36.1 29.1 44.9 33.6 33.6 65.1 52.0 52.0 63.8 50.6 50.6  
 IncrementDel: 77.5 0.8 0.0 1.2 36.9 60.7 108.8 31.3 31.3 69.8 55.4 55.4  
 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: 138.6 36.9 29.1 46.1 70.5 94.3 174.0 83.2 83.2 133.6 106 106.1  
 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: 138.6 36.9 29.1 46.1 70.5 94.3 174.0 83.2 83.2 133.6 106 106.1  
 LOS by Move: F D C D E F F F F F F F  
 HCM2kAvgQ: 13 14 1 10 53 50 6 24 24 7 30 30

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #38 I-880 NB Ramps / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 35 Critical Vol./Cap. (X): 0.415  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7  
 Optimal Cycle: 30 Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Ignore			Ignore							
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10					
Lanes:	2	0	0	2	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:  
 Base Vol: 277 0 323 0 0 0 0 0 898 217 0 1263 852  
 Growth Adj: 1.00 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 0 323 0 0 0 0 0 898 217 0 1263 852  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 0 323 0 0 0 0 0 898 0 0 1263 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 277 0 323 0 0 0 0 0 898 0 0 1263 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: 277 0 323 0 0 0 0 0 898 0 0 1263 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.00 0.11 0.00 0.00 0.00 0.00 0.17 0.00 0.00 0.18 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.29 0.00 0.29 0.00 0.00 0.00 0.00 0.43 0.00 0.00 0.43 0.00  
 Volume/Cap: 0.28 0.00 0.40 0.00 0.00 0.00 0.00 0.40 0.00 0.00 0.43 0.00  
 Uniform Del: 9.7 0.0 10.1 0.0 0.0 0.0 0.0 6.9 0.0 0.0 7.0 0.0  
 IncrementDel: 0.2 0.0 0.3 0.0 0.0 0.0 0.0 0.1 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: 9.8 0.0 10.4 0.0 0.0 0.0 0.0 7.0 0.0 0.0 7.1 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: 9.8 0.0 10.4 0.0 0.0 0.0 0.0 7.0 0.0 0.0 7.1 0.0  
 LOS by Move: A A B A A A A A A A A A  
 HCM2kAvgQ: 1 0 2 0 0 0 0 3 0 0 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #39 I-880 SB Ramps / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 30 Critical Vol./Cap. (X): 0.390  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5  
 Optimal Cycle: 30 Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 SB Ramps Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	10
Lanes:	0	0	0	2	0	0	0	0	3	0	1	0

Volume Module:  
 Base Vol: 0 0 0 361 0 604 0 840 828 0 815 579  
 Growth Adj: 1.00 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 0 361 0 604 0 840 828 0 815 579  
 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 0 361 0 604 0 840 0 0 815 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 361 0 604 0 840 0 0 815 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 0 361 0 604 0 840 0 0 815 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 0.10 0.00 0.21 0.00 0.16 0.00 0.00 0.16 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.33 0.00 0.33 0.00 0.00 0.33 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.31 0.00 0.64 0.00 0.49 0.00 0.00 0.47 0.00  
 Uniform Del: 0.0 0.0 0.0 7.4 0.0 8.5 0.0 8.0 0.0 0.0 7.9 0.0  
 IncremntDel: 0.0 0.0 0.0 0.2 0.0 1.5 0.0 0.2 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 7.6 0.0 9.9 0.0 8.2 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: 0.0 0.0 0.0 7.6 0.0 9.9 0.0 8.2 0.0 0.0 8.1 0.0  
 LOS by Move: A A A A A A A A A A A A  
 HCM2kAvgQ: 0 0 0 2 0 4 0 3 0 0 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #40 Albrae St-Balentine Dr / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.664  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9  
 Optimal Cycle: 58 Level Of Service: C  
 \*\*\*\*\*

Street Name: Albrae St-Balentine Dr Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Lanes:	0	1	0	0	2	2	1	0	0	1	1	0

Volume Module:  
 Base Vol: 8 23 79 840 256 75 13 859 139 439 539 238  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 8 23 79 840 256 75 13 859 139 439 539 238  
 User 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  
 PHF 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  
 PHF Volume: 8 23 79 840 256 75 13 859 139 439 539 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 8 23 79 840 256 75 13 859 139 439 539 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 0.00  
 MLF 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  
 FinalVolume: 8 23 79 840 256 75 13 859 139 439 539 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.99 0.99 0.75 0.93 0.96 0.85 0.95 0.91 0.85 0.92 0.91 1.00  
 Lanes: 0.26 0.74 2.00 2.32 0.68 1.00 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 484 1391 2842 4110 1252 1615 1805 5187 1615 3502 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.03 0.20 0.20 0.05 0.01 0.17 0.09 0.13 0.10 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.14 0.14 0.14 0.26 0.26 0.26 0.11 0.21 0.21 0.16 0.26 0.00  
 Volume/Cap: 0.12 0.12 0.19 0.79 0.79 0.18 0.07 0.79 0.41 0.79 0.39 0.00  
 Uniform Del: 26.1 26.1 26.4 24.1 24.1 20.1 28.2 26.2 23.9 28.3 21.2 0.0  
 IncremntDel: 0.2 0.2 0.2 3.1 3.1 0.2 0.2 3.9 0.8 7.4 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 0.00  
 Delay/Veh: 26.3 26.3 26.7 27.2 27.2 20.3 28.4 30.1 24.7 35.7 21.4 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 0.00  
 AdjDel/Veh: 26.3 26.3 26.7 27.2 27.2 20.3 28.4 30.1 24.7 35.7 21.4 0.0  
 LOS by Move: C C C C C C C C C D C A  
 HCM2kAvgQ: 1 1 1 10 10 1 0 9 3 7 4 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #41 Boyce Rd-Cherry St / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.832  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.4  
 Optimal Cycle: 90 Level Of Service: C  
 \*\*\*\*\*

Street Name: Boyce Rd -Cherry St Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Ignore  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 1 0 3 0 1 2 0 3 0 1 1 0 1 1 0 2 0 2 0 1

Volume Module:  
 Base Vol: 85 408 273 472 2330 96 22 175 71 408 191 78  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 85 408 273 472 2330 96 22 175 71 408 191 78  
 User 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  
 PHF 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  
 PHF Volume: 85 408 273 472 2330 96 22 175 71 408 191 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 85 408 273 472 2330 96 22 175 71 408 191 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 0.00  
 MLF 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  
 FinalVolume: 85 408 273 472 2330 96 22 175 71 408 191 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.85 0.92 0.91 0.85 0.95 0.91 0.91 0.92 0.95 1.00  
 Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 1.42 0.58 2.00 2.00 1.00  
 Final Sat.: 1805 5187 1615 3502 5187 1615 1805 2458 997 3502 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.08 0.17 0.13 0.45 0.06 0.01 0.07 0.07 0.12 0.05 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.05 0.32 0.32 0.26 0.52 0.52 0.07 0.11 0.11 0.14 0.18 0.00  
 Volume/Cap: 0.86 0.25 0.53 0.53 0.86 0.11 0.17 0.64 0.64 0.86 0.30 0.00  
 Uniform Del: 42.2 22.6 25.0 28.8 18.7 11.0 39.4 38.3 38.3 38.1 32.3 0.0  
 IncrementDel: 49.4 0.1 1.0 0.6 3.1 0.1 0.7 3.6 3.6 14.9 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 0.00  
 Delay/Veh: 91.6 22.6 26.0 29.4 21.8 11.0 40.0 41.9 41.9 53.0 32.5 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 0.00  
 AdjDel/Veh: 91.6 22.6 26.0 29.4 21.8 11.0 40.0 41.9 41.9 53.0 32.5 0.0  
 LOS by Move: F C C C C B D D D D C A  
 HCM2kAvgQ: 5 3 7 6 23 1 1 5 5 9 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #42 Fremont Blvd / Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.962  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 47.0  
 Optimal Cycle: 137 Level Of Service: D  
 \*\*\*\*\*

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

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 2 0 1 1 0 8 8 8 8  
 Lanes: 2 0 2 1 0 1 0 2 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:  
 Base Vol: 289 1276 224 38 976 388 232 504 117 354 1096 138  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 289 1276 224 38 976 388 232 504 117 354 1096 138  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 289 1276 224 38 976 388 232 504 117 354 1096 138  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 289 1276 224 38 976 388 232 504 117 354 1096 138  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 289 1276 224 38 976 388 232 504 117 354 1096 138

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.89 0.89 0.95 0.95 0.85 0.92 0.92 0.92 0.95 0.95 0.85  
 Lanes: 2.00 2.55 0.45 1.00 2.00 1.00 2.00 1.62 0.38 1.00 2.00 1.00  
 Final Sat.: 3502 4315 758 1805 3610 1615 3502 2848 661 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.30 0.30 0.02 0.27 0.24 0.07 0.18 0.18 0.20 0.30 0.09  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.09 0.32 0.32 0.05 0.28 0.28 0.18 0.18 0.18 0.32 0.32 0.32  
 Volume/Cap: 0.96 0.93 0.93 0.44 0.96 0.85 0.36 0.96 0.96 0.62 0.96 0.27  
 Uniform Del: 41.0 29.6 29.6 41.7 31.9 30.6 32.1 36.4 36.4 26.2 30.3 23.0  
 IncrementDel: 41.5 9.6 9.6 3.5 19.6 14.6 0.3 26.1 26.1 2.1 18.1 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: 82.4 39.3 39.3 45.2 51.4 45.2 32.4 62.5 62.5 28.3 48.4 23.3  
 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: 82.4 39.3 39.3 45.2 51.4 45.2 32.4 62.5 62.5 28.3 48.4 23.3  
 LOS by Move: F D D D D C E E C D C  
 HCM2kAvgQ: 8 19 19 2 19 13 3 14 14 9 21 3

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

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

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 160 Critical Vol./Cap. (X): 1.347  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 157.1  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Grimmer Blvd Blacow Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	4	8	8	8	4	8	8	8	4	8	8	8	4	8	8	8				
Lanes:	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0

Volume Module:  
 Base Vol: 292 574 201 319 936 321 243 1433 946 230 787 353  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 292 574 201 319 936 321 243 1433 946 230 787 353  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 292 574 201 319 936 321 243 1433 946 230 787 353  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 292 574 201 319 936 321 243 1433 946 230 787 353  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 292 574 201 319 936 321 243 1433 946 230 787 353

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 0.91 0.91 0.92 0.89 0.89 0.92 0.91 0.91  
 Lanes: 2.00 1.48 0.52 2.00 1.49 0.51 2.00 1.20 0.80 2.00 1.38 0.62  
 Final Sat.: 3502 2569 900 3502 2586 887 3502 2044 1349 3502 2378 1066

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.22 0.22 0.09 0.36 0.36 0.07 0.70 0.70 0.07 0.33 0.33  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.06 0.23 0.23 0.10 0.27 0.27 0.10 0.52 0.52 0.05 0.47 0.47  
 Volume/Cap: 1.35 0.95 0.95 0.95 1.35 1.35 0.70 1.35 1.35 1.35 0.70 0.70  
 Uniform Del: 75.0 60.3 60.3 72.0 58.5 58.5 69.8 38.4 38.4 76.1 33.5 33.5  
 IncrementDel: 183.5 20.5 20.5 36.3 163 163.2 6.4 160 159.9 189.7 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: 258.5 80.8 80.8 108.3 222 221.7 76.3 198 198.3 265.8 34.9 34.9  
 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: 258.5 80.8 80.8 108.3 222 221.7 76.3 198 198.3 265.8 34.9 34.9  
 LOS by Move: F F F F F F E F F F C C  
 HCM2kAvgQ: 14 24 24 11 54 54 7 100 100 11 23 23

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

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

\*\*\*\*\*  
 Intersection #44 Grimmer Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 0.974  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 47.7  
 Optimal Cycle: 163 Level Of Service: D  
 \*\*\*\*\*

Street Name: 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

Control:	Protected				Protected				Protected				Protected												
Rights:	Include				Ignore				Ignore				Include												
Min. Green:	0	0	0	0	0	0	0	0	2	0	3	0	1	1	0	3	0	1	1	0	3	0	1		
Lanes:	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1	1	0	3	0	1	1	0	3	0	1

Volume Module:  
 Base Vol: 303 136 70 418 1262 268 149 1643 563 252 2352 125  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 303 136 70 418 1262 268 149 1643 563 252 2352 125  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 303 136 70 418 1262 0 149 1643 0 252 2352 125  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 303 136 70 418 1262 0 149 1643 0 252 2352 125  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 303 136 70 418 1262 0 149 1643 0 252 2352 125

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 1.00 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 1900 1805 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.04 0.04 0.12 0.24 0.00 0.04 0.32 0.00 0.14 0.45 0.08  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.09 0.09 0.09 0.25 0.25 0.00 0.04 0.35 0.00 0.16 0.47 0.47  
 Volume/Cap: 0.97 0.42 0.48 0.48 0.97 0.00 0.97 0.90 0.00 0.90 0.97 0.17  
 Uniform Del: 47.7 45.2 45.4 33.7 39.1 0.0 50.1 32.1 0.0 43.5 27.5 16.3  
 IncrementDel: 43.9 0.9 2.5 0.4 19.1 0.0 64.8 6.3 0.0 28.6 12.8 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 0.00 1.00 1.00 1.00  
 Delay/Veh: 91.6 46.0 47.9 34.1 58.1 0.0 114.9 38.4 0.0 72.1 40.3 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: 91.6 46.0 47.9 34.1 58.1 0.0 114.9 38.4 0.0 72.1 40.3 16.4  
 LOS by Move: F D D C E A F D A E D B  
 HCM2kAvgQ: 9 3 3 6 20 0 5 22 0 11 34 2

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

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

\*\*\*\*\*  
 Intersection #45 I-880 NB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 25 Critical Vol./Cap. (X): 0.667  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9  
 Optimal Cycle: 29 Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 4 0 4 0 0 0 0 10 10 0 10 10  
 Lanes: 1 0 1 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 350 0 196 0 0 0 0 1995 191 0 1914 1222  
 Growth Adj: 1.00 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 0 196 0 0 0 0 1995 191 0 1914 1222  
 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 0 196 0 0 0 0 1995 0 0 1914 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 350 0 196 0 0 0 0 1995 0 0 1914 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 0 196 0 0 0 0 1995 0 0 1914 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.: 2858 0 2367 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 0.38 0.00 0.00 0.37 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.18 0.00 0.18 0.00 0.00 0.00 0.00 0.58 0.00 0.00 0.58 0.00  
 Volume/Cap: 0.67 0.00 0.45 0.00 0.00 0.00 0.00 0.67 0.00 0.00 0.64 0.00  
 Uniform Del: 9.5 0.0 9.1 0.0 0.0 0.0 0.0 3.6 0.0 0.0 3.6 0.0  
 IncrementDel: 2.1 0.0 0.3 0.0 0.0 0.0 0.0 0.6 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: 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: 11.6 0.0 9.4 0.0 0.0 0.0 0.0 4.2 0.0 0.0 4.0 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: 11.6 0.0 9.4 0.0 0.0 0.0 0.0 4.2 0.0 0.0 4.0 0.0  
 LOS by Move: B A A A A A A A A A A A  
 HCM2kAvgQ: 3 0 2 0 0 0 0 5 0 0 5 0

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

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

\*\*\*\*\*  
 Intersection #46 I-880 SB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 30 Critical Vol./Cap. (X): 0.806  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4  
 Optimal Cycle: 40 Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 SB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 0 0 0 6 0 6 0 8 8 0 8 8  
 Lanes: 0 0 0 0 0 2 0 0 0 2 0 0 4 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 1030 0 728 0 1108 886 0 1817 459  
 Growth Adj: 1.00 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 0 728 0 1108 886 0 1817 459  
 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 0 728 0 1108 0 0 1817 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1030 0 728 0 1108 0 0 1817 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 0 728 0 1108 0 0 1817 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 4.00 1.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 6916 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.29 0.00 0.26 0.00 0.16 0.00 0.00 0.35 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.37 0.00 0.37 0.00 0.43 0.00 0.00 0.43 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.81 0.00 0.70 0.00 0.37 0.00 0.00 0.81 0.00  
 Uniform Del: 0.0 0.0 0.0 8.6 0.0 8.1 0.0 5.7 0.0 0.0 7.4 0.0  
 IncrementDel: 0.0 0.0 0.0 3.8 0.0 2.2 0.0 0.1 0.0 0.0 2.2 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 12.4 0.0 10.3 0.0 5.8 0.0 0.0 9.6 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: 0.0 0.0 0.0 12.4 0.0 10.3 0.0 5.8 0.0 0.0 9.6 0.0  
 LOS by Move: A A A B A B A A A A A A  
 HCM2kAvgQ: 0 0 0 7 0 5 0 2 0 0 8 0

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

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

\*\*\*\*\*  
 Intersection #47 Christy St / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap.(X): 0.737  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4  
 Optimal Cycle: 57 Level Of Service: C  
 \*\*\*\*\*

Street Name: Christy St 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 4 18 18 4 12 12  
 Lanes: 1 0 1 0 2 2 0 0 1 0 1 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 21 16 117 676 104 91 68 1124 48 524 1556 535  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 21 16 117 676 104 91 68 1124 48 524 1556 535  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 21 16 117 676 104 91 68 1124 48 524 1556 535  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 21 16 117 676 104 91 68 1124 48 524 1556 535  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 21 16 117 676 104 91 68 1124 48 524 1556 535

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.75 0.92 0.93 0.93 0.95 0.91 0.85 0.92 0.91 0.85  
 Lanes: 1.00 1.00 2.00 2.00 0.53 0.47 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 1805 1900 2842 3502 942 825 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.04 0.19 0.11 0.11 0.04 0.22 0.03 0.15 0.30 0.33  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.12 0.12 0.12 0.23 0.24 0.24 0.07 0.28 0.28 0.18 0.39 0.39  
 Volume/Cap: 0.10 0.07 0.33 0.82 0.46 0.46 0.52 0.78 0.11 0.82 0.78 0.86  
 Uniform Del: 25.5 25.2 26.1 23.6 21.2 21.2 29.1 21.7 17.5 25.6 17.5 18.3  
 IncrementDel: 0.2 0.1 0.6 6.9 0.8 0.8 3.9 2.9 0.1 8.7 2.0 11.3  
 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: 25.7 25.3 26.6 30.5 22.0 22.0 33.0 24.6 17.6 34.3 19.4 29.6  
 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: 25.7 25.3 26.6 30.5 22.0 22.0 33.0 24.6 17.6 34.3 19.4 29.6  
 LOS by Move: C C C C C C C C B C B C  
 HCM2kAvgQ: 0 0 2 9 4 4 2 10 1 8 12 13

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

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

\*\*\*\*\*  
 Intersection #48 Fremont / Bay / Union / Washington  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap.(X): 1.693  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 251.9  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd / Washington Blvd Bay St / Union St / Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 8 8 8 8 8 8  
 Lanes: 1 1 0 0 1 0 1 0 0 1 1 0 2 0 1 1 1 1 1 0

Volume Module:  
 Base Vol: 1058 98 938 84 37 30 12 1038 1105 486 1010 13  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1058 98 938 84 37 30 12 1038 1105 486 1010 13  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 1058 98 938 84 37 30 12 1038 1105 486 1010 13  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1058 98 938 84 37 30 12 1038 1105 486 1010 13  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 1058 98 938 84 37 30 12 1038 1105 486 1010 13

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.96 0.96 0.85 0.97 0.97 0.85 0.95 0.95 0.85 0.89 0.89 0.89  
 Lanes: 1.83 0.17 1.00 0.69 0.31 1.00 1.00 2.00 1.00 1.29 2.68 0.03  
 Final Sat.: 3325 308 1615 1274 561 1615 1805 3610 1615 2190 4550 59

Capacity Analysis Module:  
 Vol/Sat: 0.32 0.32 0.58 0.07 0.07 0.02 0.01 0.29 0.68 0.22 0.22 0.22  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.32 0.34 0.34 0.04 0.07 0.07 0.40 0.40 0.40 0.13 0.13 0.13  
 Volume/Cap: 1.01 0.93 1.69 1.69 1.01 0.28 0.02 0.71 1.69 1.69 1.69 1.69  
 Uniform Del: 49.6 45.9 47.6 69.7 67.7 64.5 25.9 36.1 43.2 63.0 63.0 63.0  
 IncrementDel: 27.9 12.0 319.6 364.5 83.5 1.5 0.0 1.7 318.5 316.7 317 316.7  
 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: 77.5 57.9 367.2 434.2 151 66.0 25.9 37.8 361.7 379.7 380 379.7  
 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: 77.5 57.9 367.2 434.2 151 66.0 25.9 37.8 361.7 379.7 380 379.7  
 LOS by Move: E E F F F E C D F F F F  
 HCM2kAvgQ: 32 29 88 13 9 2 0 21 103 40 40 40

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



Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 Fremont Blvd / Blacow Rd

Cycle (sec): 170 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 114 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Fremont Blvd (North Bound, South Bound) and Blacow Rd (East Bound, West Bound).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncrementDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Fremont Blvd / Auto Mall Pkwy

Cycle (sec): 155 Critical Vol./Cap.(X): 1.104
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 90.3
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Fremont Blvd (North Bound, South Bound) and Auto Mall Pkwy (East Bound, West Bound).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncrementDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #51 Fremont Blvd / S. Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 165 Critical Vol./Cap.(X): 1.336  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 186.8  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Ignore			Include			Ignore			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 164 433 133 49 1931 42 42 1348 1182 454 203 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: 164 433 133 49 1931 42 42 1348 1182 454 203 53  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 164 433 0 49 1931 42 42 1348 0 454 203 53  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 164 433 0 49 1931 42 42 1348 0 454 203 53  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 164 433 0 49 1931 42 42 1348 0 454 203 53

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 1.00 0.95 0.95 0.85 0.95 0.95 1.00 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 1900 1805 3610 1615 1805 3610 1900 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.12 0.00 0.03 0.53 0.03 0.02 0.37 0.00 0.25 0.06 0.03  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.36 0.00 0.08 0.40 0.40 0.28 0.28 0.00 0.19 0.19 0.19  
 Volume/Cap: 1.34 0.34 0.00 0.34 1.34 0.06 0.08 1.34 0.00 1.34 0.30 0.17  
 Uniform Del: 79.6 39.0 0.0 71.7 49.5 30.5 43.9 59.4 0.0 67.0 57.6 56.2  
 IncrementDel: 196.2 0.2 0.0 1.4 156 0.0 0.1 158 0.0 170.0 0.2 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 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 275.9 39.2 0.0 73.1 206 30.5 43.9 218 0.0 237.0 57.9 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: 275.9 39.2 0.0 73.1 206 30.5 43.9 218 0.0 237.0 57.9 56.5  
 LOS by Move: F D A E F C D F A F E E  
 HCM2kAvgQ: 9 8 0 3 82 1 2 58 0 38 5 2

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #52 Fremont Blvd (S.) / I-880 NB Ramps  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap.(X): 0.973  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9  
 Optimal Cycle: 170 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd (S.) I-880 NB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Ignore			Include			Ignore			Ignore					
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10			
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	2	0	1

Volume Module:  
 Base Vol: 741 0 810 0 0 0 0 0 251 181 0 3564 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 1.00  
 Initial Bse: 741 0 810 0 0 0 0 0 251 181 0 3564 170  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 741 0 0 0 0 0 0 0 251 0 0 3564 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 741 0 0 0 0 0 0 0 251 0 0 3564 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 741 0 0 0 0 0 0 0 251 0 0 3564 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 1.00 0.95 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 1.00  
 Final Sat.: 3502 0 1900 0 0 0 0 0 3610 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.21 0.00 0.00 0.00 0.00 0.00 0.00 0.07 0.00 0.00 0.69 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.71 0.00 0.00 0.71 0.00  
 Volume/Cap: 0.97 0.00 0.00 0.00 0.00 0.00 0.00 0.10 0.00 0.00 0.97 0.00  
 Uniform Del: 40.8 0.0 0.0 0.0 0.0 0.0 0.0 4.9 0.0 0.0 14.5 0.0  
 IncrementDel: 25.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 9.5 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 0.00 0.00 1.00 0.00  
 Delay/Veh: 66.7 0.0 0.0 0.0 0.0 0.0 0.0 4.9 0.0 0.0 24.0 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: 66.7 0.0 0.0 0.0 0.0 0.0 0.0 4.9 0.0 0.0 24.0 0.0  
 LOS by Move: E A A A A A A A A A C A  
 HCM2kAvgQ: 17 0 0 0 0 0 0 1 0 0 46 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #53 Fremont Blvd / I-880 SB Ramps  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.143  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 94.2  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd I-880 SB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Ignore  
 Min. Green: 0 0 0 10 0 10 0 0 10 10  
 Lanes: 0 0 0 0 2 0 0 0 2 0 0 3 0 0 0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 134 0 1074 0 286 0 0 3616 1152  
 Growth Adj: 1.00 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 0 134 0 1074 0 286 0 0 3616 1152  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 0 134 0 1074 0 286 0 0 3616 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 134 0 1074 0 286 0 0 3616 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: 0 0 0 134 0 1074 0 286 0 0 3616 0

Saturation Flow Module:  
 Sat/Lane: 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 0.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 5187 0 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.38 0.00 0.06 0.00 0.00 0.70 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.00 0.00 0.00 0.33 0.00 0.33 0.00 0.61 0.00 0.00 0.61 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.12 0.00 1.14 0.00 0.09 0.00 0.00 1.14 0.00  
 Uniform Del: 0.0 0.0 0.0 31.4 0.0 45.2 0.0 10.9 0.0 0.0 26.3 0.0  
 IncremntDel: 0.0 0.0 0.0 0.0 0.0 77.0 0.0 0.0 0.0 0.0 68.5 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 31.5 0.0 122.2 0.0 10.9 0.0 0.0 94.8 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 31.5 0.0 122.2 0.0 10.9 0.0 0.0 94.8 0.0  
 LOS by Move: A A A C A F A B A A F A  
 HCM2kAvgQ: 0 0 0 2 0 38 0 2 0 1 2 0 77 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #54 Fremont Blvd / Cushing Pkwy-I-880 SB On-Ramp  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap.(X): 0.910  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8  
 Optimal Cycle: 108 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Cushing Pkwy - I-880 SB On-Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 0 10 10 10 10 10 0 0 0  
 Lanes: 2 0 4 0 1 0 0 3 0 1 2 0 2 0 1 0 0 0 0 0

Volume Module:  
 Base Vol: 139 186 139 0 2465 1536 114 162 379 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: 139 186 139 0 2465 1536 114 162 379 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: 139 186 139 0 2465 0 114 162 379 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 139 186 139 0 2465 0 114 162 379 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: 139 186 139 0 2465 0 114 162 379 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 0.23 0.00 0.00 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.05 0.57 0.57 0.00 0.52 0.00 0.26 0.26 0.26 0.00 0.00 0.00  
 Volume/Cap: 0.84 0.05 0.15 0.00 0.91 0.00 0.14 0.17 0.91 0.00 0.00 0.00  
 Uniform Del: 40.2 8.2 8.7 0.0 18.7 0.0 24.4 24.6 30.7 0.0 0.0 0.0  
 IncremntDel: 30.7 0.0 0.1 0.0 5.4 0.0 0.1 0.1 24.5 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: 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: 70.9 8.2 8.8 0.0 24.1 0.0 24.5 24.7 55.1 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: 70.9 8.2 8.8 0.0 24.1 0.0 24.5 24.7 55.1 0.0 0.0 0.0  
 LOS by Move: E A A A C A C C E A A A  
 HCM2kAvgQ: 4 1 2 0 26 0 1 2 14 0 0 0

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

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

\*\*\*\*\*  
 Intersection #55 Driscoll Rd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap.(X): 0.975  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 65.1  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Driscoll Rd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	8	4	8	4	8	4	8
Lanes:	1	0	1	1	0	1	1	0

Volume Module:  
 Base Vol: 50 630 230 433 1198 401 238 242 52 251 410 363  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 50 630 230 433 1198 401 238 242 52 251 410 363  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 50 630 230 433 1198 401 238 242 52 251 410 363  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 50 630 230 433 1198 401 238 242 52 251 410 363  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 50 630 230 433 1198 401 238 242 52 251 410 363

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.91 0.95 0.91 0.91 0.95 0.92 0.92 0.95 0.88 0.88  
 Lanes: 1.00 1.47 0.53 1.00 1.50 0.50 1.00 1.65 0.35 1.00 1.06 0.94  
 Final Sat.: 1805 2539 927 1805 2602 871 1805 2891 621 1805 1781 1577

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.25 0.25 0.24 0.46 0.46 0.13 0.08 0.08 0.14 0.23 0.23  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.03 0.25 0.25 0.25 0.47 0.47 0.14 0.14 0.14 0.23 0.24 0.24  
 Volume/Cap: 0.85 0.97 0.97 0.97 0.98 0.98 0.97 0.60 0.60 0.60 0.97 0.97  
 Uniform Del: 60.2 46.2 46.2 46.7 32.8 32.8 53.8 50.5 50.5 42.8 47.4 47.4  
 IncrementDel: 67.0 24.2 24.2 36.1 18.5 18.5 50.4 2.1 2.1 2.4 25.8 25.8  
 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: 127.1 70.4 70.4 82.8 51.3 51.3 104.2 52.6 52.6 45.2 73.2 73.2  
 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: 127.1 70.4 70.4 82.8 51.3 51.3 104.2 52.6 52.6 45.2 73.2 73.2  
 LOS by Move: F E E F D D F D D D E E  
 HCM2kAvgQ: 4 22 22 22 38 38 13 6 6 9 21 21

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

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

\*\*\*\*\*  
 Intersection #56 Auto Mall Pkwy / Osgood Rd  
 \*\*\*\*\*

Cycle (sec): 160 Critical Vol./Cap.(X): 1.411  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 182.6  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd 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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	1	0	0

Volume Module:  
 Base Vol: 807 179 408 1000 856 636 200 999 505 962 2029 85  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 807 179 408 1000 856 636 200 999 505 962 2029 85  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 807 179 408 1000 856 636 200 999 505 962 2029 85  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 807 179 408 1000 856 636 200 999 505 962 2029 85  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 807 179 408 1000 856 636 200 999 505 962 2029 85

Saturation Flow Module:  
 Sat/Lane: 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 0.94 0.94  
 Lanes: 2.00 2.00 2.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.92 0.08  
 Final Sat.: 3502 3610 2842 3502 3237 1618 3502 3285 1643 3502 3444 144

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.05 0.14 0.29 0.26 0.39 0.06 0.30 0.31 0.27 0.59 0.59  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.16 0.15 0.15 0.29 0.28 0.28 0.04 0.24 0.24 0.22 0.42 0.42  
 Volume/Cap: 1.41 0.34 0.97 0.97 0.95 1.41 1.41 1.26 1.27 1.27 1.41 1.41  
 Uniform Del: 66.9 61.1 67.8 55.8 56.6 57.7 76.8 60.6 60.6 62.7 46.6 46.6  
 IncrementDel: 195.1 0.4 36.2 21.2 12.7 190.5 221.3 123 128.7 132.2 189 188.9  
 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: 262.0 61.5 104.1 77.0 69.3 248.2 298.0 183 189.3 194.9 235 235.5  
 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: 262.0 61.5 104.1 77.0 69.3 248.2 298.0 183 189.3 194.9 235 235.5  
 LOS by Move: F E F E E F F F F F F  
 HCM2kAvgQ: 37 4 15 30 27 60 11 42 43 39 93 93

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

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

\*\*\*\*\*  
 Intersection #57 I-680 SB Ramps / Durham Rd  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.936  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1  
 Optimal Cycle: 134 Level Of Service: D  
 \*\*\*\*\*

Street Name: I-680 SB Ramps Durham Rd / 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

Control: Protected Protected Protected Protected  
 Rights: Ignore Include Include Include  
 Min. Green: 10 10 10 0 0 0 10 10 10 4 10 10  
 Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 1 1 1 1 0 2 0 0

Volume Module:  
 Base Vol: 1111 0 0 0 0 0 0 716 1714 4 2004 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: 1111 0 0 0 0 0 0 716 1714 4 2004 0  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 1111 0 0 0 0 0 0 716 1714 4 2004 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1111 0 0 0 0 0 0 716 1714 4 2004 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 1111 0 0 0 0 0 0 716 1714 4 2004 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 1614 3227 1805 3610 0

Capacity Analysis Module:  
 Vol/Sat: 0.32 0.00 0.00 0.00 0.00 0.00 0.44 0.53 0.00 0.56 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.33 0.00 0.00 0.00 0.00 0.00 0.55 0.55 0.04 0.58 0.00  
 Volume/Cap: 0.97 0.00 0.00 0.00 0.00 0.00 0.81 0.97 0.06 0.95 0.00  
 Uniform Del: 36.6 0.0 0.0 0.0 0.0 0.0 20.3 24.1 51.2 21.5 0.0  
 IncremntDel: 20.1 0.0 0.0 0.0 0.0 0.0 1.8 12.2 0.4 10.6 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  
 Delay Adj: 1.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
 Delay/Veh: 56.7 0.0 0.0 0.0 0.0 0.0 22.1 36.3 51.6 32.2 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  
 AdjDel/Veh: 56.7 0.0 0.0 0.0 0.0 0.0 22.1 36.3 51.6 32.2 0.0  
 LOS by Move: E A A A A A A C D D C A  
 HCM2kAvgQ: 25 0 0 0 0 0 22 36 0 39 0

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

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

\*\*\*\*\*  
 Intersection #58 I-680 NB Ramps / Durham Rd  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.695  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7  
 Optimal Cycle: 47 Level Of Service: C  
 \*\*\*\*\*

Street Name: I-680 NB Ramps Durham Rd / 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 0 1 0 1 0 1 0 1 1 0 1 1 0

Volume Module:  
 Base Vol: 1718 4 31 9 7 75 7 193 565 77 196 6  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1718 4 31 9 7 75 7 193 565 77 196 6  
 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: 1718 4 31 9 7 75 7 193 0 77 196 6  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1718 4 31 9 7 75 7 193 0 77 196 6  
 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: 1718 4 31 9 7 75 7 193 0 77 196 6

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.87 0.87 0.95 1.00 0.85 0.95 0.95 0.95 0.95 0.95 0.95  
 Lanes: 2.00 0.11 0.89 1.00 1.00 1.00 1.00 2.00 0.00 1.00 1.94 0.06  
 Final Sat.: 3502 188 1459 1805 1900 1615 1805 3610 0 1805 3489 107

Capacity Analysis Module:  
 Vol/Sat: 0.49 0.02 0.02 0.00 0.00 0.05 0.00 0.05 0.00 0.04 0.06 0.06  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.63 0.53 0.53 0.21 0.11 0.11 0.05 0.11 0.00 0.06 0.12 0.12  
 Volume/Cap: 0.77 0.04 0.04 0.02 0.03 0.42 0.08 0.48 0.00 0.77 0.47 0.47  
 Uniform Del: 11.8 10.1 10.1 28.0 35.7 37.3 41.0 37.6 0.0 42.0 37.0 37.0  
 IncremntDel: 1.8 0.0 0.0 0.0 0.1 1.6 0.4 0.9 0.0 30.7 0.8 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 0.00 1.00 1.00 1.00  
 Delay/Veh: 13.6 10.1 10.1 28.0 35.8 38.9 41.4 38.5 0.0 72.6 37.9 37.9  
 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: 13.6 10.1 10.1 28.0 35.8 38.9 41.4 38.5 0.0 72.6 37.9 37.9  
 LOS by Move: B B B C D D D D A E D D  
 HCM2kAvgQ: 19 0 0 0 0 2 0 3 0 4 3 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #59 I-680 SB Ramps / Mission Blvd (North)  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 0.633  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 1.3  
 Optimal Cycle: 56 Level Of Service: A  
 \*\*\*\*\*

Street Name: Mission Blvd (North) I-680 SB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Include			Ignore							
Min. Green:	4	10	10	0	10	10	0	0	0	10	10	10					
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0	0	1	0	0	1

Volume Module:  
 Base Vol: 0 2105 0 0 1719 954 0 0 0 0 0 1202  
 Growth Adj: 1.00 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 2105 0 0 1719 954 0 0 0 0 0 1202  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 2105 0 0 1719 954 0 0 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 2105 0 0 1719 954 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 2105 0 0 1719 954 0 0 0 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.95 1.00 1.00 0.95 0.85 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00  
 Final Sat.: 1900 3610 0 0 3610 1615 0 0 0 0 1900 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.58 0.00 0.00 0.48 0.59 0.00 0.00 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.93 0.00 0.00 0.93 0.93 0.00 0.00 0.00 0.00 0.00 0.00  
 Volume/Cap: 0.00 0.62 0.00 0.00 0.51 0.63 0.00 0.00 0.00 0.00 0.00 0.00  
 Uniform Del: 0.0 1.0 0.0 0.0 0.8 1.0 0.0 0.0 0.0 0.0 0.0 0.0  
 IncrementDel: 0.0 0.4 0.0 0.0 0.1 0.9 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: 0.0 1.00 0.00 0.00 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00  
 Delay/Veh: 0.0 1.3 0.0 0.0 0.9 1.9 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 1.3 0.0 0.0 0.9 1.9 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 10 0 0 7 9 0 0 0 0 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #60 I-680 NB Ramps / Mission Blvd (North)  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.819  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2  
 Optimal Cycle: 71 Level Of Service: C  
 \*\*\*\*\*

Street Name: Mission Blvd I-680 NB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ignore			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	0	1	0	1

Volume Module:  
 Base Vol: 183 1131 47 209 1050 573 663 128 29 31 72 44  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 183 1131 47 209 1050 573 663 128 29 31 72 44  
 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: 183 1131 47 209 1050 0 663 128 29 31 72 44  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 183 1131 47 209 1050 0 663 128 29 31 72 44  
 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: 183 1131 47 209 1050 0 663 128 29 31 72 44

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.94 0.94 0.95 0.95 1.00 0.96 0.96 0.96 0.99 0.99 0.85  
 Lanes: 1.00 1.92 0.08 1.00 2.00 1.00 1.68 0.26 0.06 0.30 0.70 1.00  
 Final Sat.: 1805 3445 143 1805 3610 1900 3050 476 108 563 1308 1615

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.33 0.33 0.12 0.29 0.00 0.22 0.27 0.27 0.06 0.06 0.03  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.13 0.37 0.37 0.13 0.37 0.00 0.25 0.31 0.31 0.06 0.13 0.13  
 Volume/Cap: 0.78 0.88 0.88 0.88 0.78 0.00 0.88 0.87 0.87 0.87 0.44 0.22  
 Uniform Del: 33.7 23.5 23.5 34.1 22.1 0.0 29.0 26.2 26.2 37.2 32.4 31.5  
 IncrementDel: 15.2 7.2 7.2 29.6 3.0 0.0 9.9 9.0 9.0 45.9 1.3 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 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 48.9 30.7 30.7 63.7 25.1 0.0 38.9 35.1 35.1 83.1 33.7 32.0  
 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: 48.9 30.7 30.7 63.7 25.1 0.0 38.9 35.1 35.1 83.1 33.7 32.0  
 LOS by Move: D C C E C A D D D F C C  
 HCM2kAvgQ: 6 18 18 8 14 0 13 15 15 5 3 1

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

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

\*\*\*\*\*  
 Intersection #61 Osgood-Warm Springs / S. Grimmer  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 2.060  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 352.3  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd-Warm Springs Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 2 0 2 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 -----|-----|-----|-----|

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 0.95 0.95 0.85 0.92 0.95 0.85  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 3502 3610 1615  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.07 0.02 0.01 0.31 0.72 0.53 0.06 0.85 0.16 0.18 0.10  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.07 0.32 0.32 0.10 0.35 0.35 0.37 0.41 0.41 0.08 0.12 0.12  
 Volume/Cap: 2.06 0.22 0.07 0.10 0.88 2.06 1.43 0.14 2.06 2.06 1.43 0.83  
 Uniform Del: 84.0 45.1 42.9 73.7 54.8 58.4 56.6 32.8 52.7 82.8 78.9 77.1  
 IncrementDel: 504.7 0.1 0.1 0.2 7.2 483.1 201.3 0.0 482.2 489.2 205 24.6  
 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: 588.7 45.2 42.9 74.0 62.0 541.5 257.9 32.8 534.9 572.0 284 101.7  
 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: 588.7 45.2 42.9 74.0 62.0 541.5 257.9 32.8 534.9 572.0 284 101.7  
 LOS by Move: F D D E E F F C F F F F  
 HCM2kAvgQ: 3 5 1 1 32 135 87 4 159 36 32 11  
 \*\*\*\*\*

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

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

\*\*\*\*\*  
 Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 1.991  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 405.9  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Mission Blvd (SR262)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 1011 1360 92 63 620 1405 1144 1638 218 1064 1706 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: 1011 1360 92 63 620 1405 1144 1638 218 1064 1706 301  
 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: 1011 1360 92 63 620 1405 1144 1638 0 1064 1706 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1011 1360 92 63 620 1405 1144 1638 0 1064 1706 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: 1011 1360 92 63 620 1405 1144 1638 0 1064 1706 0  
 -----|-----|-----|-----|

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 1.00 0.92 0.91 1.00  
 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 1900 3502 5187 1900  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.29 0.38 0.06 0.02 0.17 0.87 0.33 0.32 0.00 0.30 0.33 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.14 0.55 0.55 0.03 0.44 0.44 0.16 0.17 0.00 0.16 0.17 0.00  
 Volume/Cap: 1.99 0.69 0.10 0.56 0.39 1.99 1.99 1.88 0.00 1.88 1.99 0.00  
 Uniform Del: 77.0 29.3 19.4 85.8 34.5 50.7 75.2 74.9 0.0 75.5 75.1 0.0  
 IncrementDel: 453.1 1.0 0.1 5.9 0.2 451.1 452.3 401 0.0 403.6 450 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: 530.0 30.3 19.4 91.7 34.6 501.8 527.5 476 0.0 479.1 525 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: 530.0 30.3 19.4 91.7 34.6 501.8 527.5 476 0.0 479.1 525 0.0  
 LOS by Move: F C B F C F F A F F A  
 HCM2kAvgQ: 6 28 2 3 12 160 68 67 0 62 72 0  
 \*\*\*\*\*

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

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

\*\*\*\*\*  
 Intersection #63 Warm Springs Blvd / Warren Ave  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap. (X): 1.055  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 69.0  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 1 1 0 2 0 2 0 1 2 0 2 0 1

Volume Module:  
 Base Vol: 136 1562 89 42 744 482 396 38 67 589 397 556  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 136 1562 89 42 744 482 396 38 67 589 397 556  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 136 1562 89 42 744 482 396 38 67 589 397 556  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 136 1562 89 42 744 482 396 38 67 589 397 556  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 136 1562 89 42 744 482 396 38 67 589 397 556

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 1.89 0.11 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3388 193 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.46 0.46 0.01 0.21 0.30 0.11 0.01 0.04 0.17 0.11 0.34  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.43 0.43 0.03 0.40 0.40 0.10 0.13 0.13 0.29 0.32 0.32  
 Volume/Cap: 0.74 1.08 1.08 0.40 0.51 0.74 1.08 0.08 0.32 0.57 0.34 1.08  
 Uniform Del: 63.0 38.6 38.6 64.3 30.1 34.1 60.4 51.7 53.3 40.4 35.1 45.9  
 IncrementDel: 14.5 47.2 47.2 2.6 0.3 4.4 69.4 0.1 0.9 0.8 0.2 62.3  
 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: 77.5 85.9 85.9 66.9 30.4 38.5 129.8 51.7 54.2 41.2 35.3 108.3  
 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: 77.5 85.9 85.9 66.9 30.4 38.5 129.8 51.7 54.2 41.2 35.3 108.3  
 LOS by Move: E F F E C D F D D D F  
 HCM2kAvgQ: 4 48 48 1 12 18 14 1 3 11 7 32

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

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

\*\*\*\*\*  
 Intersection #64 Warm Springs / Kato / Scott Creek  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap. (X): 1.571  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 167.6  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Kato Rd / Scott Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:  
 Base Vol: 65 543 648 895 432 318 100 369 91 569 1597 1116  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 65 543 648 895 432 318 100 369 91 569 1597 1116  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 65 543 648 895 432 318 100 369 91 569 1597 1116  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 65 543 648 895 432 318 100 369 91 569 1597 1116  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 65 543 648 895 432 318 100 369 91 569 1597 1116

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 0.95 0.92 0.92 0.95 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.60 0.40 1.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3610 1615 1805 2809 693 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.15 0.40 0.26 0.12 0.20 0.06 0.13 0.13 0.32 0.44 0.69  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.26 0.26 0.16 0.37 0.37 0.04 0.14 0.14 0.34 0.44 0.44  
 Volume/Cap: 0.37 0.59 1.57 1.57 0.32 0.53 1.57 0.94 0.94 0.94 1.01 1.57  
 Uniform Del: 69.0 48.9 55.8 62.8 34.0 37.3 72.4 63.9 63.9 48.4 42.0 42.0  
 IncrementDel: 1.3 1.0 268.4 265.3 0.1 1.0 319.4 26.3 26.3 22.8 23.9 263.7  
 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: 70.3 49.9 324.2 328.1 34.1 38.2 391.8 90.2 90.2 71.2 66.0 305.7  
 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: 70.3 49.9 324.2 328.1 34.1 38.2 391.8 90.2 90.2 71.2 66.0 305.7  
 LOS by Move: E D F F C D F F E E F  
 HCM2kAvgQ: 2 12 59 43 7 12 11 15 15 29 46 100

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #67 Ardenwood Blvd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.626  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2  
 Optimal Cycle: 46 Level Of Service: C  
 \*\*\*\*\*

Street Name: Ardenwood Blvd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Ignore Ignore Ignore Ignore  
 Min. Green: 4 8 8 4 8 8 4 8 8  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 2 0 1

Volume Module:  
 Base Vol: 12 701 162 45 1245 544 277 27 7 874 917 156  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 12 701 162 45 1245 544 277 27 7 874 917 156  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 12 701 0 45 1245 0 277 27 0 874 917 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 12 701 0 45 1245 0 277 27 0 874 917 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 12 701 0 45 1245 0 277 27 0 874 917 0

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.14 0.00 0.01 0.24 0.00 0.08 0.01 0.00 0.25 0.25 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.07 0.24 0.00 0.12 0.29 0.00 0.10 0.13 0.00 0.31 0.33 0.00  
 Volume/Cap: 0.05 0.56 0.00 0.11 0.82 0.00 0.76 0.06 0.00 0.82 0.76 0.00  
 Uniform Del: 26.2 20.0 0.0 23.6 19.7 0.0 26.1 22.7 0.0 19.3 17.8 0.0  
 IncrementDel: 0.1 0.6 0.0 0.1 3.5 0.0 8.9 0.0 0.0 5.0 2.8 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 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Delay/Veh: 26.3 20.5 0.0 23.7 23.2 0.0 35.0 22.8 0.0 24.2 20.6 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: 26.3 20.5 0.0 23.7 23.2 0.0 35.0 22.8 0.0 24.2 20.6 0.0  
 LOS by Move: C C A C C A D C A C C A  
 HCM2kAvgQ: 0 5 0 0 11 0 5 0 0 10 10 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #68 Fremont-McCarthy Blvd / Dixon Landing Rd  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap. (X): 0.949  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 62.5  
 Optimal Cycle: 175 Level Of Service: E  
 \*\*\*\*\*

Street Name: Fremont Blvd-McCarthy Blvd Dixon Landing Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Split Phase Split Phase  
 Rights: Ignore Include Include Owl  
 Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10  
 Lanes: 1 0 1 0 1 2 0 1 1 0 1 0 1 0 0 2

Volume Module:  
 Base Vol: 52 600 66 600 1409 20 10 23 21 1149 143 425  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 52 600 66 600 1409 20 10 23 21 1149 143 425  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 52 600 0 600 1409 20 10 23 21 1149 143 425  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 52 600 0 600 1409 20 10 23 21 1149 143 425  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 52 600 0 600 1409 20 10 23 21 1149 143 425

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.92 0.95 0.95 0.93 0.93 0.93 0.96 0.96 0.75  
 Lanes: 1.00 1.00 1.00 2.00 1.97 0.03 1.10 0.47 0.43 1.78 0.22 2.00  
 Final Sat.: 1805 1900 1900 3502 3552 50 1955 833 760 3234 403 2842

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.32 0.00 0.17 0.40 0.40 0.01 0.03 0.03 0.36 0.36 0.15  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.32 0.00 0.17 0.44 0.44 0.07 0.07 0.07 0.36 0.36 0.53  
 Volume/Cap: 0.54 0.99 0.00 0.99 0.91 0.91 0.07 0.40 0.40 0.99 0.99 0.28  
 Uniform Del: 66.9 49.3 0.0 59.9 38.0 38.0 63.2 64.6 64.6 46.4 46.4 18.8  
 IncrementDel: 6.1 34.8 0.0 34.8 8.0 8.0 0.0 1.9 1.9 23.2 23.2 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 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 73.1 84.1 0.0 94.7 46.0 46.0 63.2 66.6 66.6 69.6 69.6 18.9  
 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: 73.1 84.1 0.0 94.7 46.0 46.0 63.2 66.6 66.6 69.6 69.6 18.9  
 LOS by Move: E F A F D D E E E E B  
 HCM2kAvgQ: 3 32 0 19 34 34 0 3 3 35 35 6

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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P.M. PEAK

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Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #1 Alvarado Blvd / Deep Creek Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.997  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 46.3  
Optimal Cycle: 177 Level Of Service: D  
\*\*\*\*\*

Street Name:	Alvarado Blvd			Deep Creek Rd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Ignore		Include	Include		Include
Min. Green:	4	10	10	4	10	10
Lanes:	1	0	3	0	1	0

Volume Module:

Base Vol:	194	1778	144	0	1656	327	348	0	277	102	198	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1778	144	0	1656	327	348	0	277	102	198	307
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1778	0	0	1656	327	348	0	277	102	198	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1778	0	0	1656	327	348	0	277	102	198	307
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1778	0	0	1656	327	348	0	277	102	198	307

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.51	0.49	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	4641	916	1805	0	4845	3610	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.31	0.00	0.00	0.36	0.36	0.19	0.00	0.06	0.03	0.10	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.47	0.00	0.00	0.36	0.36	0.19	0.00	0.19	0.19	0.19	0.19
Volume/Cap:	1.00	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.30	0.15	0.55	1.00
Uniform Del:	44.6	20.7	0.0	0.0	32.0	32.0	40.3	0.0	34.5	33.7	36.6	40.4
IncrementDel:	63.5	0.7	0.0	0.0	19.4	19.4	47.2	0.0	0.2	0.1	1.7	50.3
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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	108.1	21.4	0.0	0.0	51.4	51.4	87.5	0.0	34.7	33.8	38.3	90.8
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:	108.1	21.4	0.0	0.0	51.4	51.4	87.5	0.0	34.7	33.8	38.3	90.8
LOS by Move:	F	C	A	A	D	D	F	A	C	C	D	F
HCM2kAvgQ:	10	15	0	0	27	27	16	0	3	1	6	15

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #2 I-880 NB Ramps / Fremont Blvd  
\*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.900  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0  
Optimal Cycle: 87 Level Of Service: B  
\*\*\*\*\*

Street Name:	I-880 NB Ramps			Fremont Blvd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	4	10	10	4	10	10
Lanes:	0	0	3	0	1	0

Volume Module:

Base Vol:	0	1564	752	195	1837	0	537	0	603	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	1564	752	195	1837	0	537	0	603	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1564	752	195	1837	0	537	0	603	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1564	752	195	1837	0	537	0	603	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1564	752	195	1837	0	537	0	603	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.47	0.05	0.32	0.00	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.52	0.52	0.06	0.58	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.90	0.88	0.56	0.00	0.72	0.00	0.90	0.00	0.00	0.00
Uniform Del:	0.0	10.5	14.2	30.3	8.6	0.0	24.0	0.0	25.1	0.0	0.0	0.0
IncrementDel:	0.0	0.2	13.0	30.2	0.2	0.0	3.4	0.0	15.5	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	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.7	27.2	60.5	8.8	0.0	27.4	0.0	40.6	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	10.7	27.2	60.5	8.8	0.0	27.4	0.0	40.6	0.0	0.0	0.0
LOS by Move:	A	B	C	E	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	7	18	4	8	0	7	0	10	0	0	0

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

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

\*\*\*\*\*  
 Intersection #3 Fremont Blvd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap.(X): 1.114  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 80.3  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8								
Lanes:	2	0	3	0	1	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 390 1241 113 721 1215 293 519 826 597 93 319 697  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 390 1241 113 721 1215 293 519 826 597 93 319 697  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 390 1241 113 721 1215 293 519 826 597 93 319 697  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 390 1241 113 721 1215 293 519 826 597 93 319 697  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 390 1241 113 721 1215 293 519 826 597 93 319 697

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 0.97 0.97 0.95 0.94 0.94 0.95 1.00 0.85  
 Lanes: 2.00 3.00 1.00 2.00 2.42 0.58 2.00 1.16 0.84 1.00 2.00 1.00  
 Final Sat.: 3610 5700 1615 3610 4459 1075 3610 2067 1494 1805 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.22 0.07 0.20 0.27 0.27 0.14 0.40 0.40 0.05 0.08 0.43  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.11 0.20 0.20 0.18 0.27 0.27 0.13 0.46 0.46 0.06 0.39 0.39  
 Volume/Cap: 1.02 1.11 0.36 1.11 1.02 1.02 1.11 0.87 0.87 0.87 0.22 1.11  
 Uniform Del: 49.2 44.3 38.3 45.1 40.2 40.2 47.9 27.0 27.0 51.4 22.5 33.7  
 IncrementDel: 50.0 64.1 0.7 71.1 27.3 27.3 76.7 5.6 5.6 49.8 0.1 71.6  
 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: 99.1 108 39.0 116.2 67.6 67.6 124.6 32.5 32.5 101.2 22.6 105.3  
 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: 99.1 108 39.0 116.2 67.6 67.6 124.6 32.5 32.5 101.2 22.6 105.3  
 LOS by Move: F F D F E E F C C F C F  
 HCM2kAvgQ: 11 23 4 20 24 24 16 25 25 5 4 36

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

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

\*\*\*\*\*  
 Intersection #4 Paseo Padre Pkwy / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap.(X): 1.304  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 123.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	13	13	4	13	13	4	8	8	4	8	8			
Lanes:	2	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 350 1149 244 439 1476 134 211 1425 826 341 1204 518  
 Growth Adj: 1.00 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 1149 244 439 1476 134 211 1425 826 341 1204 518  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 1149 244 439 1476 134 211 1425 826 341 1204 518  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 350 1149 244 439 1476 134 211 1425 826 341 1204 518  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 1149 244 439 1476 134 211 1425 826 341 1204 518

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 0.94 0.94 0.95 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 1.83 0.17 1.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3270 297 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.32 0.15 0.13 0.45 0.45 0.12 0.39 0.51 0.10 0.33 0.32  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.08 0.30 0.30 0.12 0.35 0.35 0.12 0.39 0.39 0.07 0.35 0.35  
 Volume/Cap: 1.30 1.05 0.50 1.05 1.30 1.30 0.96 1.01 1.30 1.30 0.96 0.93  
 Uniform Del: 66.9 50.5 41.5 63.8 47.4 47.4 63.4 44.1 44.1 67.1 46.6 45.7  
 IncrementDel: 161.2 41.1 0.8 57.5 143 142.8 50.7 25.5 148.1 161.8 17.6 21.9  
 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: 228.2 91.6 42.3 121.4 190 190.2 114.1 69.6 192.2 228.9 64.2 67.6  
 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: 228.2 91.6 42.3 121.4 190 190.2 114.1 69.6 192.2 228.9 64.2 67.6  
 LOS by Move: F F D F F F F E F F E E  
 HCM2kAvgQ: 15 35 9 15 63 63 13 40 61 15 33 26

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #5 Fremont Blvd / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 1.219  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 107.1  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name:	Fremont Blvd				Decoto Rd			
	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L	T - R	L	T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	10	10	4	10	10	4	10
Lanes:	1	0	3	0	1	1	0	3

Volume Module:

Base Vol:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	432	1240	405	202	1173	104	322	2231	656	462	1247	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.32	0.68	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3610	4255	1251	3610	3800	1615

Capacity Analysis Module:

Vol/Sat:	0.24	0.22	0.25	0.11	0.21	0.06	0.09	0.52	0.52	0.13	0.33	0.08
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.20	0.25	0.25	0.11	0.17	0.17	0.11	0.43	0.43	0.10	0.42	0.42
Volume/Cap:	1.22	0.86	0.99	0.99	1.22	0.38	0.78	1.22	1.22	1.22	0.78	0.18
Uniform Del:	48.2	42.9	44.8	53.2	49.9	44.3	51.7	34.2	34.2	53.7	30.0	21.8
IncrementDel:	121.6	5.6	42.8	61.1	108	0.9	9.2	103	102.8	120.4	2.5	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:	169.9	48.4	87.5	114.3	158	45.2	60.9	137	137.0	174.1	32.5	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.9	48.4	87.5	114.3	158	45.2	60.9	137	137.0	174.1	32.5	22.0
LOS by Move:	F	D	F	F	F	D	E	F	F	F	C	C
HCM2kAvgQ:	28	17	20	12	26	4	8	58	58	16	21	3

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #6 I-880 NB Ramps / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 1.131  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 67.4  
Optimal Cycle: 180 Level Of Service: E  
\*\*\*\*\*

Street Name:	I-880 NB Ramps				Decoto Rd			
	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L	T - R	L	T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Ignore		Ignore	
Min. Green:	6	0	6	0	0	17	0	17
Lanes:	1	0	1	0	0	2	0	1

Volume Module:

Base Vol:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
FinalVolume:	59	0	1152	0	0	0	0	2539	1536	0	1714	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.05	0.00	1.95	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1704	0	3171	0	0	0	0	3610	1900	0	3610	1900

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.36	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.47	0.00
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.62	0.00
Volume/Cap:	0.11	0.00	1.13	0.00	0.00	0.00	0.00	1.13	0.00	0.00	0.76	0.00
Uniform Del:	25.1	0.0	35.6	0.0	0.0	0.0	0.0	19.9	0.0	0.0	14.3	0.0
IncrementDel:	0.0	0.0	71.1	0.0	0.0	0.0	0.0	65.3	0.0	0.0	1.6	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	25.1	0.0	106.7	0.0	0.0	0.0	0.0	85.2	0.0	0.0	15.9	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:	25.1	0.0	106.7	0.0	0.0	0.0	0.0	85.2	0.0	0.0	15.9	0.0
LOS by Move:	C	A	F	A	A	A	A	F	A	A	B	A
HCM2kAvgQ:	1	0	31	0	0	0	0	65	0	0	22	0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #7 I-880 SB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.893  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7  
 Optimal Cycle: 67 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Ignore Ignore Ignore  
 Min. Green: 0 0 0 10 0 10 0 10 10 0 10 10  
 Lanes: 0 0 0 0 2 0 0 0 1 0 0 3 0 1 0 0 2 0 1

Volume Module:  
 Base Vol: 0 0 0 888 0 1101 0 1060 392 0 1923 1665  
 Growth Adj: 1.00 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 0 888 0 1101 0 1060 392 0 1923 1665  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 888 0 0 0 1060 0 0 1923 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 888 0 0 0 1060 0 0 1923 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 888 0 0 0 1060 0 0 1923 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 1.00 1.00 0.91 1.00 1.00 0.95 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 3.00 1.00 0.00 2.00 1.00  
 Final Sat.: 0 0 0 3502 0 1900 0 5187 1900 0 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.25 0.00 0.00 0.00 0.20 0.00 0.00 0.53 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.28 0.00 0.00 0.00 0.60 0.00 0.00 0.60 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.89 0.00 0.00 0.00 0.34 0.00 0.00 0.89 0.00  
 Uniform Del: 0.0 0.0 0.0 17.2 0.0 0.0 0.0 5.1 0.0 0.0 8.7 0.0  
 IncremntDel: 0.0 0.0 0.0 10.4 0.0 0.0 0.0 0.1 0.0 0.0 5.2 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 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 0.0 0.0 0.0 27.5 0.0 0.0 0.0 5.2 0.0 0.0 14.0 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 27.5 0.0 0.0 0.0 5.2 0.0 0.0 14.0 0.0  
 LOS by Move: A A A C A A A A A B A  
 HCM2kAvgQ: 0 0 0 11 0 0 0 3 0 0 18 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Ardenwood Blvd / SR84 WB Ramps  
 \*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.872  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1  
 Optimal Cycle: 65 Level Of Service: B  
 \*\*\*\*\*

Street Name: Ardenwood Blvd SR84 WB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 0 0 10 10 0 0 0 10 10 10  
 Lanes: 2 0 3 0 0 0 0 3 0 1 0 0 0 0 0 1 1 1 0 1 1

Volume Module:  
 Base Vol: 353 1517 0 0 1725 131 0 0 0 1125 0 146  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 353 1517 0 0 1725 131 0 0 0 1125 0 146  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 353 1517 0 0 1725 131 0 0 0 1125 0 146  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 353 1517 0 0 1725 131 0 0 0 1125 0 146  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 353 1517 0 0 1725 131 0 0 0 1125 0 146

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.94 1.00 0.94  
 Lanes: 2.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00  
 Final Sat.: 3610 5700 0 0 5700 1615 0 0 0 3579 0 3579

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.27 0.00 0.00 0.30 0.08 0.00 0.00 0.00 0.31 0.00 0.04  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.11 0.46 0.00 0.00 0.35 0.35 0.00 0.00 0.00 0.36 0.00 0.36  
 Volume/Cap: 0.87 0.58 0.00 0.00 0.87 0.23 0.00 0.00 0.00 0.87 0.00 0.11  
 Uniform Del: 21.8 10.0 0.0 0.0 15.3 11.6 0.0 0.0 0.0 14.9 0.0 10.7  
 IncremntDel: 18.2 0.3 0.0 0.0 4.6 0.2 0.0 0.0 0.0 6.0 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 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Delay/Veh: 40.1 10.3 0.0 0.0 19.8 11.8 0.0 0.0 0.0 20.9 0.0 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: 40.1 10.3 0.0 0.0 19.8 11.8 0.0 0.0 0.0 20.9 0.0 10.7  
 LOS by Move: D B A A B B A A A C A B  
 HCM2kAvgQ: 6 7 0 0 12 2 0 0 0 12 0 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #1009 Paseo Padre Pkwy / SR84 WB Ramps  
 \*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap. (X): 0.519  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8  
 Optimal Cycle: 36 Level Of Service: A  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy SR84 WB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|

Control: Protected Protected Protected Protected  
 Rights: Ignore Ignore Include Include  
 Min. Green: 0 10 10 0 10 10 0 10 0 10  
 Lanes: 0 0 2 0 1 0 0 2 0 1 0 0 0 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 0 841 333 0 648 751 0 0 0 235 0 33  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 841 333 0 648 751 0 0 0 235 0 33  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 841 0 0 648 0 0 0 0 235 0 33  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 841 0 0 648 0 0 0 0 235 0 33  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 841 0 0 648 0 0 0 0 235 0 33  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.95 1.00 0.85  
 Lanes: 0.00 2.00 1.00 0.00 2.00 1.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Final Sat.: 0 3610 1900 0 3610 1900 0 0 0 1805 0 1615  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.23 0.00 0.00 0.18 0.00 0.00 0.00 0.00 0.13 0.00 0.02  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.45 0.00 0.00 0.45 0.00 0.00 0.00 0.00 0.25 0.00 0.25  
 Volume/Cap: 0.00 0.52 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.52 0.00 0.08  
 Uniform Del: 0.0 7.9 0.0 0.0 7.4 0.0 0.0 0.0 0.0 12.9 0.0 11.5  
 IncrementDel: 0.0 0.3 0.0 0.0 0.2 0.0 0.0 0.0 0.0 1.1 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: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Delay/Veh: 0.0 8.2 0.0 0.0 7.6 0.0 0.0 0.0 0.0 14.0 0.0 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: 0.0 8.2 0.0 0.0 7.6 0.0 0.0 0.0 0.0 14.0 0.0 11.5  
 LOS by Move: A A A A A A A A A B A B  
 HCM2kAvgQ: 0 5 0 0 3 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 Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #1010 Thornton Ave / SR84 EB Ramps  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.910  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6  
 Optimal Cycle: 93 Level Of Service: C  
 \*\*\*\*\*

Street Name: Thornton Ave SR84 EB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|

Control: Protected Protected Protected Protected  
 Rights: Include Ignore Include Include  
 Min. Green: 0 10 10 0 10 10 10 0 10 0  
 Lanes: 0 0 2 0 1 0 0 1 1 0 1 0 0 1 0 0 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 0 923 177 0 833 50 251 1 804 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: 0 923 177 0 833 50 251 1 804 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: 0 923 177 0 833 0 251 1 804 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 923 177 0 833 0 251 1 804 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: 0 923 177 0 833 0 251 1 804 0 0 0  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.95 0.85 1.00 0.95 0.95 0.85 0.85 0.85 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 0.00 2.00 0.00 1.00 0.01 0.99 0.00 0.00 0.00  
 Final Sat.: 0 3610 1615 0 3610 0 1615 2 1613 0 0 0  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.26 0.11 0.00 0.23 0.00 0.16 0.50 0.50 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.28 0.28 0.00 0.28 0.00 0.55 0.55 0.55 0.00 0.00 0.00  
 Volume/Cap: 0.00 0.91 0.39 0.00 0.82 0.00 0.28 0.91 0.91 0.00 0.00 0.00  
 Uniform Del: 0.0 24.3 20.3 0.0 23.5 0.0 8.5 14.3 14.3 0.0 0.0 0.0  
 IncrementDel: 0.0 11.9 0.6 0.0 5.5 0.0 0.2 13.3 13.3 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 1.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.00  
 Delay/Veh: 0.0 36.2 20.9 0.0 29.0 0.0 8.7 27.6 27.6 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 36.2 20.9 0.0 29.0 0.0 8.7 27.6 27.6 0.0 0.0 0.0  
 LOS by Move: A D C A C A A C C A A A  
 HCM2kAvgQ: 0 14 3 0 12 0 3 20 20 0 0 0  
 \*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Paseo Padre Pkwy / Isherwood Way  
 \*\*\*\*\*

Cycle (sec): 155 Critical Vol./Cap. (X): 1.429  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 152.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Isherwood Way  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:  
 Base Vol: 58 2580 424 195 2543 72 143 85 106 375 51 107  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 58 2580 424 195 2543 72 143 85 106 375 51 107  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 58 2580 424 195 2543 72 143 85 106 375 51 107  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 58 2580 424 195 2543 72 143 85 106 375 51 107  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 58 2580 424 195 2543 72 143 85 106 375 51 107

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.85 0.95 0.91 0.91 0.94 0.94 0.94 0.94 0.94 0.94  
 Lanes: 1.00 2.00 1.00 1.00 2.92 0.08 0.43 0.25 0.32 0.70 0.10 0.20  
 Final Sat.: 1805 3610 1615 1805 5024 142 762 453 565 1256 171 359

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.71 0.26 0.11 0.51 0.51 0.19 0.19 0.19 0.30 0.30 0.30  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.03 0.50 0.50 0.08 0.54 0.54 0.13 0.13 0.13 0.21 0.21 0.21  
 Volume/Cap: 0.93 1.43 0.52 1.43 0.93 0.93 1.43 1.43 1.43 1.43 1.43 1.43  
 Uniform Del: 74.7 38.7 26.2 71.6 33.0 33.0 67.3 67.3 67.3 61.3 61.3 61.3  
 IncrementDel: 90.9 196 0.6 229.8 6.7 6.7 215.8 216 215.8 207.8 208 207.8  
 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: 165.5 235 26.9 301.4 39.7 39.7 283.1 283 283.1 269.1 269 269.1  
 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: 165.5 235 26.9 301.4 39.7 39.7 283.1 283 283.1 269.1 269 269.1  
 LOS by Move: F F C F D D F F F F F F  
 HCM2kAvgQ: 5 113 13 18 46 46 30 30 30 46 46 46

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #12 Paseo Padre Pkwy / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 1.302  
 Loss Time (sec): 17 (Y+R=4.0 sec) Average Delay (sec/veh): 146.0  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 10 10 10 10 10 10  
 Lanes: 2 0 1 1 0 1 0 3 0 1 1 1 1 0 1 1 0 0 1 0

Volume Module:  
 Base Vol: 795 2519 143 70 2202 927 530 144 514 37 70 38  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 795 2519 143 70 2202 927 530 144 514 37 70 38  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 795 2519 143 70 2202 927 530 144 514 37 70 38  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 795 2519 143 70 2202 927 530 144 514 37 70 38  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 795 2519 143 70 2202 927 530 144 514 37 70 38

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 0.91 0.85 0.91 0.91 0.85 0.95 0.95 0.95  
 Lanes: 2.00 1.89 0.11 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.65 0.35  
 Final Sat.: 3502 3389 192 1805 5187 1615 3473 1736 1615 1805 1166 633

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.74 0.74 0.04 0.42 0.57 0.15 0.08 0.32 0.02 0.06 0.06  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.17 0.58 0.58 0.03 0.44 0.44 0.24 0.24 0.24 0.06 0.06 0.06  
 Volume/Cap: 1.32 1.29 1.29 1.29 0.97 1.32 0.63 0.34 1.32 0.37 1.08 1.08  
 Uniform Del: 74.5 38.0 38.0 87.3 49.8 50.8 61.1 56.4 68.2 82.0 85.0 85.0  
 IncrementDel: 154.0 132 132.4 216.8 13.3 152.5 1.2 0.1 159.7 2.3 113 113.4  
 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: 228.5 170 170.4 304.1 63.1 203.3 62.3 56.5 227.9 84.2 198 198.4  
 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: 228.5 170 170.4 304.1 63.1 203.3 62.3 56.5 227.9 84.2 198 198.4  
 LOS by Move: F F F F E F E E F F F F  
 HCM2kAvgQ: 36 113 113 8 48 78 14 7 45 2 10 10

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #13 Fremont Blvd / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.898  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.3  
 Optimal Cycle: 85 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Lanes:	2	0	1	1	0	2	2	0	2	1	0	1

Volume Module:  
 Base Vol: 235 792 153 303 674 283 261 767 123 298 1052 372  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 235 792 153 303 674 283 261 767 123 298 1052 372  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 235 792 153 303 674 283 261 767 123 298 1052 372  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 235 792 153 303 674 283 261 767 123 298 1052 372  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 235 792 153 303 674 283 261 767 123 298 1052 372

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.93 0.93 0.92 0.87 0.87 0.92 0.95 0.85 0.95 0.95 0.85  
 Lanes: 2.00 1.68 0.32 2.00 2.11 0.89 2.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 2953 570 3502 3492 1466 3502 3610 1615 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.27 0.27 0.09 0.19 0.19 0.07 0.21 0.08 0.17 0.29 0.23  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.10 0.30 0.30 0.10 0.29 0.29 0.09 0.24 0.24 0.18 0.33 0.33  
 Volume/Cap: 0.66 0.90 0.90 0.90 0.66 0.66 0.87 0.90 0.32 0.90 0.87 0.69  
 Uniform Del: 28.1 21.8 21.8 29.1 20.1 20.1 29.4 24.1 20.5 25.9 20.3 18.7  
 IncrementDel: 4.5 10.3 10.3 25.3 1.1 1.1 22.9 12.3 0.5 25.7 7.1 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: 32.6 32.2 32.2 54.4 21.2 21.2 52.3 36.3 21.0 51.6 27.4 22.4  
 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: 32.6 32.2 32.2 54.4 21.2 21.2 52.3 36.3 21.0 51.6 27.4 22.4  
 LOS by Move: C C C D C C D D C D C C  
 HCM2kAvgQ: 4 14 14 6 7 7 5 12 2 10 14 8

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #14 I-880 NB Ramps / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 101 Critical Vol./Cap. (X): 0.999  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1  
 Optimal Cycle: 180 Level Of Service: D  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	0	0	0	0	0	0

Volume Module:  
 Base Vol: 361 0 861 0 0 0 0 2194 488 0 737 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: 361 0 861 0 0 0 0 2194 488 0 737 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: 361 0 861 0 0 0 0 2194 0 0 737 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 361 0 861 0 0 0 0 2194 0 0 737 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: 361 0 861 0 0 0 0 2194 0 0 737 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 1.00 0.88 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.91 1.00  
 Lanes: 1.30 0.00 1.70 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 0.00  
 Final Sat.: 2167 0 2852 0 0 0 0 3610 1900 0 5187 0

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.00 0.30 0.00 0.00 0.00 0.00 0.61 0.00 0.00 0.14 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.30 0.00 0.30 0.00 0.00 0.00 0.00 0.61 0.00 0.00 0.61 0.00  
 Volume/Cap: 0.55 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 0.23 0.00  
 Uniform Del: 29.5 0.0 35.2 0.0 0.0 0.0 0.0 19.7 0.0 0.0 9.0 0.0  
 IncrementDel: 0.3 0.0 25.4 0.0 0.0 0.0 0.0 18.9 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: 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: 29.8 0.0 60.6 0.0 0.0 0.0 0.0 38.6 0.0 0.0 9.1 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: 29.8 0.0 60.6 0.0 0.0 0.0 0.0 38.6 0.0 0.0 9.1 0.0  
 LOS by Move: C A E A A A A D A A A A  
 HCM2kAvgQ: 8 0 22 0 0 0 0 4 4 0 4 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #15 Fremont Blvd / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 1.065  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 72.7  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	6	6	4	6	4	4	4
Lanes:	1	0	1	0	1	0	1	0

Volume Module:  
 Base Vol: 114 1006 360 233 685 13 22 619 155 233 526 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: 114 1006 360 233 685 13 22 619 155 233 526 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: 114 1006 360 233 685 13 22 619 155 233 526 50  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 114 1006 360 233 685 13 22 619 155 233 526 50  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 114 1006 360 233 685 13 22 619 155 233 526 50

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.91 0.95 0.95 0.95 0.92 0.92 0.92 0.94 0.94 0.85  
 Lanes: 1.00 1.47 0.53 1.00 1.96 0.04 0.05 1.56 0.39 0.61 1.39 1.00  
 Final Sat.: 1805 2552 913 1805 3532 67 97 2723 682 1092 2464 1615

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.39 0.39 0.13 0.19 0.19 0.23 0.23 0.23 0.21 0.21 0.03  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.12 0.37 0.37 0.12 0.37 0.37 0.21 0.21 0.21 0.20 0.20 0.20  
 Volume/Cap: 0.52 1.06 1.06 1.06 0.52 0.52 1.06 1.06 1.06 1.06 1.06 0.15  
 Uniform Del: 39.2 29.9 29.9 41.7 23.3 23.3 37.4 37.4 37.4 38.0 38.0 31.3  
 IncrementDel: 2.3 44.4 44.4 79.1 0.4 0.4 51.6 51.6 51.6 52.3 52.3 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: 41.5 74.3 74.3 120.8 23.7 23.7 88.9 88.9 88.9 90.3 90.3 31.6  
 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: 41.5 74.3 74.3 120.8 23.7 23.7 88.9 88.9 88.9 90.3 90.3 31.6  
 LOS by Move: D E E F C C F F F F C  
 HCM2kAvgQ: 4 32 32 13 9 9 20 20 20 19 19 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Fremont Blvd / Central Ave  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.235  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 109.9  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd Central Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0

Volume Module:  
 Base Vol: 464 824 5 23 725 303 792 15 614 1 17 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 464 824 5 23 725 303 792 15 614 1 17 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 464 824 5 23 725 303 792 15 614 1 17 5  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 464 824 5 23 725 303 792 15 614 1 17 5  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 464 824 5 23 725 303 792 15 614 1 17 5

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.95 0.95 0.91 0.91 0.75 0.85 0.85 0.97 0.97 0.97  
 Lanes: 1.00 1.99 0.01 1.00 1.41 0.59 1.00 0.05 1.95 0.04 0.74 0.22  
 Final Sat.: 1805 3585 22 1805 2434 1017 1423 77 3168 80 1360 400

Capacity Analysis Module:  
 Vol/Sat: 0.26 0.23 0.23 0.01 0.30 0.30 0.56 0.19 0.19 0.01 0.01 0.01  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.21 0.43 0.43 0.02 0.24 0.24 0.45 0.45 0.45 0.45 0.45 0.45  
 Volume/Cap: 1.23 0.54 0.54 0.54 1.23 1.23 1.23 0.43 0.43 0.03 0.03 0.03  
 Uniform Del: 51.5 27.8 27.8 62.8 49.3 49.3 35.7 24.3 24.3 19.9 19.9 19.9  
 IncrementDel: 126.7 0.4 0.4 13.2 116 116.1 118.9 0.2 0.2 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 178.2 28.2 28.2 76.0 165 165.4 154.6 24.5 24.5 19.9 19.9 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: 178.2 28.2 28.2 76.0 165 165.4 154.6 24.5 24.5 19.9 19.9 19.9  
 LOS by Move: F C C E F F F C C B B B  
 HCM2kAvgQ: 32 13 13 2 36 36 52 8 8 0 0 0

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

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

\*\*\*\*\*  
 Intersection #17 Blacow Rd / Central Ave  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.907  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7  
 Optimal Cycle: 88 Level Of Service: C  
 \*\*\*\*\*

Street Name: Blacow Rd Central Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	1	1	0

Volume Module:  
 Base Vol: 313 395 369 346 788 213 218 731 393 294 628 134  
 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: 313 395 369 346 788 213 218 731 393 294 628 134  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 313 395 369 346 788 213 218 731 393 294 628 134  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 313 395 369 346 788 213 218 731 393 294 628 134  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 313 395 369 346 788 213 218 731 393 294 628 134

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 0.90 0.90 0.92 0.93 0.93  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.30 0.70 2.00 1.65 0.35  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 2226 1197 3502 2898 618

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.11 0.23 0.10 0.22 0.13 0.06 0.33 0.33 0.08 0.22 0.22  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.10 0.25 0.25 0.11 0.26 0.26 0.10 0.36 0.36 0.09 0.35 0.35  
 Volume/Cap: 0.85 0.43 0.91 0.91 0.85 0.52 0.61 0.91 0.91 0.91 0.61 0.61  
 Uniform Del: 28.6 20.4 23.6 28.6 23.0 20.7 28.0 19.7 19.7 29.2 17.4 17.4  
 IncrementDel: 17.2 0.3 23.5 24.7 7.7 1.1 3.2 9.8 9.8 27.8 0.9 0.9  
 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: 45.8 20.8 47.1 53.3 30.7 21.9 31.2 29.5 29.5 57.0 18.3 18.3  
 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: 45.8 20.8 47.1 53.3 30.7 21.9 31.2 29.5 29.5 57.0 18.3 18.3  
 LOS by Move: D C D D C C C C E B B  
 HCM2kAvgQ: 6 4 11 7 11 4 3 16 16 6 7 7

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

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

\*\*\*\*\*  
 Intersection #18 Paseo Padre Pkwy / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 155 Critical Vol./Cap. (X): 1.482  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 164.7  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Peralta Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	1	1	0	2	0	2	1	0	1	0	1	1	0

Volume Module:  
 Base Vol: 366 2533 4 300 2177 46 313 496 416 95 629 593  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 366 2533 4 300 2177 46 313 496 416 95 629 593  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 366 2533 4 300 2177 46 313 496 416 95 629 593  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 366 2533 4 300 2177 46 313 496 416 95 629 593  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 366 2533 4 300 2177 46 313 496 416 95 629 593

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.92 0.91 0.91 0.95 0.89 0.89 0.95 0.95 0.85  
 Lanes: 2.00 1.99 0.01 2.00 2.94 0.06 1.00 1.09 0.91 1.00 2.00 1.00  
 Final Sat.: 3502 3604 6 3502 5064 107 1805 1830 1535 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.70 0.70 0.09 0.43 0.43 0.17 0.27 0.27 0.05 0.17 0.37  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.10 0.47 0.47 0.06 0.43 0.43 0.12 0.31 0.31 0.06 0.25 0.25  
 Volume/Cap: 1.00 1.48 1.48 1.48 1.00 1.00 1.48 0.89 0.89 0.89 0.70 1.48  
 Uniform Del: 69.4 40.7 40.7 73.0 44.3 44.3 68.4 51.3 51.3 72.4 53.1 58.3  
 IncrementDel: 48.3 220 220.1 241.5 20.2 20.2 240.5 9.5 9.5 53.1 2.5 230.0  
 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: 117.7 261 260.8 314.5 64.5 64.5 309.0 60.8 60.8 125.5 55.7 288.3  
 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: 117.7 261 260.8 314.5 64.5 64.5 309.0 60.8 60.8 125.5 55.7 288.3  
 LOS by Move: F F F F E E F E E F E F  
 HCM2kAvgQ: 13 115 115 15 45 45 29 25 25 7 15 52

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #19 Mowry Avenue / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 38 Critical Vol./Cap. (X): 0.768  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1  
 Optimal Cycle: 46 Level Of Service: B  
 \*\*\*\*\*

Street Name: Mowry Avenue Peralta Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Ignore		Include		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	2	0

Volume Module:  
 Base Vol: 0 0 0 788 0 113 358 1257 0 0 810 1053  
 Growth Adj: 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 0 788 0 113 358 1257 0 0 810 1053  
 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 0 0 788 0 0 358 1257 0 0 810 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 788 0 0 358 1257 0 0 810 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 0 0 788 0 0 358 1257 0 0 810 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 0.95 1.00 1.00 0.92 0.95 1.00 1.00 0.91 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 2.00 2.00 0.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3618 0 1900 3502 3610 0 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.00 0.10 0.35 0.00 0.00 0.16 0.00  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.28 0.00 0.00 0.18 0.45 0.00 0.00 0.27 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.77 0.00 0.00 0.57 0.77 0.00 0.00 0.57 0.00  
 Uniform Del: 0.0 0.0 0.0 12.5 0.0 0.0 14.3 8.7 0.0 0.0 11.9 0.0  
 IncremntDel: 0.0 0.0 0.0 3.6 0.0 0.0 1.3 2.3 0.0 0.0 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: 0.00 0.00 0.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 0.0 0.0 0.0 16.0 0.0 0.0 15.5 11.0 0.0 0.0 12.4 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 16.0 0.0 0.0 15.5 11.0 0.0 0.0 12.4 0.0  
 LOS by Move: A A A B A A B B A A B A  
 HCM2kAvgQ: 0 0 0 7 0 0 3 9 0 0 4 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #20 Civic Center Dr / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.822  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4  
 Optimal Cycle: 74 Level Of Service: C  
 \*\*\*\*\*

Street Name: Civic Center Dr Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	8	8	8	8	4	8	4	8
Lanes:	1	1	0	0	1	0	3	0

Volume Module:  
 Base Vol: 531 1 158 28 31 70 91 1764 553 234 1141 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 531 1 158 28 31 70 91 1764 553 234 1141 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 531 1 158 28 31 70 91 1764 553 234 1141 5  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 531 1 158 28 31 70 91 1764 553 234 1141 5  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 531 1 158 28 31 70 91 1764 553 234 1141 5

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.85 0.92 0.92 0.92 0.95 0.91 0.85 0.95 0.91 0.91  
 Lanes: 1.99 0.01 1.00 0.22 0.24 0.54 1.00 3.00 1.00 1.00 2.99 0.01  
 Final Sat.: 3611 7 1615 378 419 945 1805 5187 1615 1805 5159 23

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.15 0.10 0.07 0.07 0.07 0.05 0.34 0.34 0.13 0.22 0.22  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.17 0.17 0.17 0.11 0.11 0.11 0.11 0.40 0.40 0.15 0.45 0.45  
 Volume/Cap: 0.84 0.84 0.56 0.69 0.69 0.69 0.46 0.84 0.85 0.84 0.49 0.49  
 Uniform Del: 29.9 29.9 28.3 32.3 32.3 32.3 31.4 20.2 20.2 30.8 14.6 14.6  
 IncremntDel: 9.9 9.9 2.5 10.8 10.8 10.8 1.7 3.2 10.0 20.0 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: 39.8 39.8 30.8 43.1 43.1 43.1 33.1 23.4 30.3 50.8 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: 39.8 39.8 30.8 43.1 43.1 43.1 33.1 23.4 30.3 50.8 14.7 14.7  
 LOS by Move: D D C D D D C C C D B B  
 HCM2kAvgQ: 9 9 4 4 4 4 3 16 15 8 7 7

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Paseo Padre Pkwy / Mowry Ave

Cycle (sec): 130 Critical Vol./Cap. (X): 1.183  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 94.1  
Optimal Cycle: 180 Level Of Service: F

Street Name: Paseo Padre Pkwy Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 0 1 2 0 2 1 0 2 0 3 0 1 2 0 3 1 0

Volume Module:  
Base Vol: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
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: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 350 1818 105 479 1728 246 409 1679 388 256 957 134

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 0.89 0.89 0.92 0.91 0.85 0.92 0.89 0.89  
Lanes: 2.00 2.00 1.00 2.00 2.63 0.37 2.00 3.00 1.00 2.00 3.51 0.49  
Final Sat.: 3502 3610 1615 3502 4454 634 3502 5187 1615 3502 5957 834

Capacity Analysis Module:  
Vol/Sat: 0.10 0.50 0.07 0.14 0.39 0.39 0.12 0.32 0.24 0.07 0.16 0.16  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.11 0.43 0.43 0.12 0.43 0.43 0.14 0.27 0.27 0.06 0.19 0.19  
Volume/Cap: 0.90 1.18 0.15 1.18 0.90 0.90 0.83 1.18 0.88 1.18 0.83 0.83  
Uniform Del: 57.1 37.3 22.9 57.5 34.4 34.4 54.3 47.2 45.1 61.0 50.3 50.3  
IncrementDel: 23.3 89.2 0.1 104.8 5.6 5.6 11.0 89.8 17.8 119.3 4.5 4.5  
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: 80.4 127 23.0 162.3 40.0 40.0 65.3 137 62.9 180.3 54.7 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: 80.4 127 23.0 162.3 40.0 40.0 65.3 137 62.9 180.3 54.7 54.7  
LOS by Move: F F C F D D E F E F D D  
HCM2kAvgQ: 10 58 3 17 30 30 10 39 18 10 14 14

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Fremont Blvd / Mowry Ave

Cycle (sec): 155 Critical Vol./Cap. (X): 1.308  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 144.8  
Optimal Cycle: 180 Level Of Service: F

Street Name: Fremont Blvd Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 1 0 2 0 1 1 0 2 0 2 1 0 2 0 2 1 0

Volume Module:  
Base Vol: 445 773 170 420 712 276 804 2634 601 414 1540 226  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 445 773 170 420 712 276 804 2634 601 414 1540 226  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 445 773 170 420 712 276 804 2634 601 414 1540 226  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 445 773 170 420 712 276 804 2634 601 414 1540 226  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 445 773 170 420 712 276 804 2634 601 414 1540 226

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 0.91 0.91 0.92 0.88 0.88 0.92 0.89 0.89  
Lanes: 2.00 2.46 0.54 2.00 1.44 0.56 2.00 2.44 0.56 2.00 2.62 0.38  
Final Sat.: 3502 4137 910 3502 2492 966 3502 4105 937 3502 4437 651

Capacity Analysis Module:  
Vol/Sat: 0.13 0.19 0.19 0.12 0.29 0.29 0.23 0.64 0.64 0.12 0.35 0.35  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.10 0.19 0.19 0.12 0.22 0.22 0.23 0.49 0.49 0.09 0.35 0.35  
Volume/Cap: 1.31 0.97 0.97 0.97 1.31 1.31 0.99 1.31 1.31 1.31 0.99 0.99  
Uniform Del: 70.0 62.2 62.2 67.7 60.6 60.6 59.4 39.5 39.5 70.5 50.2 50.2  
IncrementDel: 158.1 22.2 22.2 35.9 148 147.9 29.6 141 141.5 159.4 19.5 19.5  
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: 228.1 84.4 84.4 103.5 208 208.5 89.1 181 180.9 229.9 69.7 69.7  
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: 228.1 84.4 84.4 103.5 208 208.5 89.1 181 180.9 229.9 69.7 69.7  
LOS by Move: F F F F F F F F F F E E  
HCM2kAvgQ: 20 21 21 14 41 41 25 90 90 18 36 36

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

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Argonaut Way / Mowry Ave

Cycle (sec): 135 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 180 Level Of Service: D

Street Name: Argonaut Way Mowry Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 8 8 0 4 8 4 8 8
Lanes: 1 1 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 454 112 118 83 35 39 134 3247 384 88 1801 45
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 454 112 118 83 35 39 134 3247 384 88 1801 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 454 112 118 83 35 39 134 3247 384 88 1801 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 454 112 118 83 35 39 134 3247 384 88 1801 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 454 112 118 83 35 39 134 3247 384 88 1801 45

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.85 0.89 0.89 0.89 0.95 0.91 0.85 0.95 0.91 0.91
Lanes: 1.60 0.40 1.00 1.00 0.47 0.53 1.00 3.00 1.00 1.00 2.93 0.07
Final Sat.: 2929 723 1615 1693 801 892 1805 5187 1615 1805 5040 126

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.07 0.05 0.04 0.04 0.07 0.63 0.24 0.05 0.36 0.36
Crit Moves: \*\*\*\*
Green/Cycle: 0.16 0.16 0.16 0.06 0.06 0.06 0.12 0.64 0.64 0.05 0.57 0.57
Volume/Cap: 0.97 0.97 0.46 0.83 0.74 0.74 0.62 0.97 0.37 0.97 0.62 0.62
Uniform Del: 56.5 56.5 51.5 62.8 62.5 62.5 56.6 23.0 11.3 64.0 19.1 19.1
IncrementDel: 30.7 30.7 1.3 24.9 12.7 12.7 5.6 10.3 0.2 85.8 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: 87.2 87.2 52.8 87.7 75.2 75.2 62.2 33.4 11.5 149.9 19.5 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: 87.2 87.2 52.8 87.7 75.2 75.2 62.2 33.4 11.5 149.9 19.5 19.5
LOS by Move: F F D F E E E C B F B B
HCM2kAvgQ: 16 16 5 6 5 5 6 5 3 7 6 18 18

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

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Blacow Rd / Mowry Ave

Cycle (sec): 135 Critical Vol./Cap.(X): 1.163
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 93.4
Optimal Cycle: 180 Level Of Service: F

Street Name: Blacow Rd Mowry Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 248 741 285 579 611 202 251 2564 185 241 1429 143
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 248 741 285 579 611 202 251 2564 185 241 1429 143
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 248 741 285 579 611 202 251 2564 185 241 1429 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 248 741 285 579 611 202 251 2564 185 241 1429 143
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 248 741 285 579 611 202 251 2564 185 241 1429 143

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.91 0.92 0.95 0.85 0.92 0.91 0.85 0.92 0.91 0.85
Lanes: 2.00 1.44 0.56 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 3502 2498 961 3502 3610 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.07 0.30 0.30 0.17 0.17 0.13 0.07 0.49 0.11 0.07 0.28 0.09
Crit Moves: \*\*\*\*
Green/Cycle: 0.12 0.26 0.26 0.14 0.28 0.28 0.10 0.43 0.43 0.06 0.38 0.38
Volume/Cap: 0.60 1.16 1.16 1.16 0.60 0.45 0.72 1.16 0.27 1.16 0.72 0.23
Uniform Del: 56.6 50.3 50.3 57.9 42.1 40.0 58.9 38.8 25.2 63.5 35.3 28.1
IncrementDel: 2.6 85.8 85.8 93.6 1.0 0.7 7.0 78.8 0.2 113.4 1.3 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: 59.2 136 136.1 151.5 43.2 40.7 65.9 118 25.4 176.9 36.6 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: 59.2 136 136.1 151.5 43.2 40.7 65.9 118 25.4 176.9 36.6 28.3
LOS by Move: E F F F D D E F C F D C
HCM2kAvgQ: 6 34 34 20 12 7 7 57 5 10 19 4

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Farwell Dr / Mowry Ave

Cycle (sec): 105 Critical Vol./Cap. (X): 1.003  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 49.1  
Optimal Cycle: 180 Level Of Service: D

Street Name: Farwell Dr Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 1 0 1 1 0 1 0 1 2 0 4 0 1 2 0 2 1 0

Volume Module:  
Base Vol: 277 246 331 204 132 162 344 2831 283 431 1461 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: 277 246 331 204 132 162 344 2831 283 431 1461 203  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 277 246 331 204 132 162 344 2831 283 431 1461 203  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 277 246 331 204 132 162 344 2831 283 431 1461 203  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 277 246 331 204 132 162 344 2831 283 431 1461 203

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 0.92 0.91 0.85 0.92 0.89 0.89  
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 2.00 2.63 0.37  
Final Sat.: 3502 1900 1615 1805 1900 1615 3502 6916 1615 3502 4472 621

Capacity Analysis Module:  
Vol/Sat: 0.08 0.13 0.20 0.11 0.07 0.10 0.10 0.41 0.18 0.12 0.33 0.33  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.14 0.20 0.20 0.11 0.18 0.18 0.12 0.41 0.41 0.12 0.41 0.41  
Volume/Cap: 0.57 0.63 1.00 1.00 0.39 0.57 0.80 1.00 0.43 1.00 0.80 0.80  
Uniform Del: 42.2 38.2 41.8 46.6 38.2 39.5 44.8 31.1 22.3 46.1 27.3 27.3  
IncrementDel: 1.6 3.4 50.4 64.0 0.8 2.6 10.3 17.7 0.5 44.2 2.3 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Delay/Veh: 43.7 41.6 92.1 110.5 39.0 42.1 55.1 48.8 22.8 90.3 29.6 29.6  
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: 43.7 41.6 92.1 110.5 39.0 42.1 55.1 48.8 22.8 90.3 29.6 29.6  
LOS by Move: D D F F D D E D C F C C  
HCM2kAvgQ: 5 8 16 11 4 6 8 33 7 12 19 19

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 I-880 NB Ramps / Mowry Ave

Cycle (sec): 84 Critical Vol./Cap. (X): 0.942  
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5  
Optimal Cycle: 118 Level Of Service: C

Street Name: I-880 NB Ramps Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Ignore Ignore  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 0 0 2 0 0 0 0 0 0 0 3 0 1 0 0 4 0 1

Volume Module:  
Base Vol: 984 0 687 0 0 0 0 2787 776 0 832 1143  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 984 0 687 0 0 0 0 2787 776 0 832 1143  
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: 984 0 687 0 0 0 0 2787 0 0 832 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 984 0 687 0 0 0 0 2787 0 0 832 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: 984 0 687 0 0 0 0 2787 0 0 832 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
Vol/Sat: 0.28 0.00 0.24 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.12 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.30 0.00 0.30 0.00 0.00 0.00 0.00 0.57 0.00 0.00 0.57 0.00  
Volume/Cap: 0.94 0.00 0.81 0.00 0.00 0.00 0.00 0.94 0.00 0.00 0.21 0.00  
Uniform Del: 28.8 0.0 27.3 0.0 0.0 0.0 0.0 16.7 0.0 0.0 8.8 0.0  
IncrementDel: 15.7 0.0 5.9 0.0 0.0 0.0 0.0 7.0 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: 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: 44.5 0.0 33.1 0.0 0.0 0.0 0.0 23.8 0.0 0.0 8.8 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: 44.5 0.0 33.1 0.0 0.0 0.0 0.0 23.8 0.0 0.0 8.8 0.0  
LOS by Move: D A C A A A A C A A A A  
HCM2kAvgQ: 18 0 12 0 0 0 0 30 0 0 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #27 I-880 SB Ramps / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 79 Critical Vol./Cap.(X): 0.951  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0  
 Optimal Cycle: 118 Level Of Service: C  
 \*\*\*\*\*

Street Name: I-880 SB Ramps Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	2 0 0 2	0 0 3 0 1	0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 1149 0 645 0 2483 417 0 1331 600  
 Growth Adj: 1.00 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 1149 0 645 0 2483 417 0 1331 600  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 1149 0 645 0 2483 417 0 1331 600  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1149 0 645 0 2483 417 0 1331 600  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 1149 0 645 0 2483 417 0 1331 600

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 0.85 1.00 0.91 0.85  
 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 1615 0 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.33 0.00 0.23 0.00 0.48 0.26 0.00 0.26 0.37  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.34 0.00 0.34 0.00 0.50 0.50 0.00 0.50 0.50  
 Volume/Cap: 0.00 0.00 0.00 0.95 0.00 0.66 0.00 0.95 0.51 0.00 0.51 0.74  
 Uniform Del: 0.0 0.0 0.0 25.2 0.0 21.9 0.0 18.7 13.1 0.0 13.1 15.5  
 IncrementDel: 0.0 0.0 0.0 15.7 0.0 1.7 0.0 8.9 0.6 0.0 0.2 3.6  
 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 0.00 1.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00  
 Delay/Veh: 0.0 0.0 0.0 40.9 0.0 23.6 0.0 27.6 13.7 0.0 13.3 19.1  
 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 0.0 0.0 40.9 0.0 23.6 0.0 27.6 13.7 0.0 13.3 19.1  
 LOS by Move: A A A D A C A C B A B B  
 HCM2kAvgQ: 0 0 0 20 0 9 0 27 7 0 8 13

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #28 Mission Blvd / Niles Canyon Rd  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap.(X): 1.494  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 215.2  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Mission Blvd Niles Canyon Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	5 10 10	5 10 10	5 5	5 5
Lanes:	1 0 3 0 1	2 0 2 1 0	0 0 1 0 1	2 0 1 0 1

Volume Module:  
 Base Vol: 307 1858 421 941 2628 29 8 152 248 954 231 843  
 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: 307 1858 421 941 2628 29 8 152 248 954 231 843  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 307 1858 421 941 2628 29 8 152 248 954 231 843  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 307 1858 421 941 2628 29 8 152 248 954 231 843  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 307 1858 421 941 2628 29 8 152 248 954 231 843

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.85 0.92 0.91 0.91 0.91 0.91 0.91 0.92 1.00 0.85  
 Lanes: 1.00 3.00 1.00 2.00 2.97 0.03 0.03 0.53 1.44 2.00 1.00 1.00  
 Final Sat.: 1805 5187 1615 3502 5120 57 49 923 2479 3502 1900 1615

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.36 0.26 0.27 0.51 0.51 0.16 0.16 0.10 0.27 0.12 0.52  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.26 0.26 0.20 0.34 0.34 0.11 0.11 0.11 0.35 0.35 0.35  
 Volume/Cap: 1.49 1.37 1.00 1.37 1.49 1.49 1.49 1.49 0.91 0.78 0.35 1.49  
 Uniform Del: 64.2 53.5 53.5 58.3 47.6 47.6 64.5 64.5 63.8 42.2 34.9 47.2  
 IncrementDel: 246.0 171 43.0 175.8 225 225.1 240.5 241 22.0 3.3 0.3 231.4  
 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: 310.3 225 96.5 234.1 273 272.7 305.0 305 85.8 45.4 35.2 278.5  
 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: 310.3 225 96.5 234.1 273 272.7 305.0 305 85.8 45.4 35.2 278.5  
 LOS by Move: F F F F F F F F F D D F  
 HCM2kAvgQ: 28 54 24 39 82 82 26 26 11 21 7 72

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



Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Mission Blvd / Mowry Ave
Cycle (sec): 18 Critical Vol./Cap. (X): 1.857
Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 242.3
Optimal Cycle: 180 Level Of Service: F
Street Name: Mission Blvd Mowry Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 4 1 0 2 0 0 1 0 0 0 1 0 0 0

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Mission Blvd / Walnut Ave
Cycle (sec): 132 Critical Vol./Cap. (X): 1.183
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 91.1
Optimal Cycle: 180 Level Of Service: F
Street Name: Mission Blvd Walnut Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 2 0 1 2 0 1 0 1 0 1 0 0 1 0

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

\*\*\*\*\*  
 Intersection #31 Civic Center Dr / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.906  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7  
 Optimal Cycle: 94 Level Of Service: C  
 \*\*\*\*\*

Street Name: Civic Center Dr Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:  
 Base Vol: 321 436 370 256 535 163 91 1256 232 170 561 64  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 321 436 370 256 535 163 91 1256 232 170 561 64  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 321 436 370 256 535 163 91 1256 232 170 561 64  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 321 436 370 256 535 163 91 1256 232 170 561 64  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 321 436 370 256 535 163 91 1256 232 170 561 64

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

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.12 0.23 0.07 0.15 0.10 0.03 0.35 0.14 0.05 0.16 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.13 0.25 0.25 0.08 0.21 0.21 0.12 0.38 0.38 0.06 0.32 0.32  
 Volume/Cap: 0.72 0.48 0.91 0.91 0.72 0.49 0.22 0.91 0.38 0.85 0.48 0.12  
 Uniform Del: 29.4 22.3 25.4 31.9 26.0 24.6 27.9 20.5 15.6 32.7 19.1 16.8  
 IncrementDel: 5.8 0.4 24.1 31.3 3.5 1.2 0.3 9.2 0.4 27.5 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: 35.1 22.7 49.5 63.2 29.5 25.7 28.2 29.7 16.0 60.2 19.4 16.9  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 35.1 22.7 49.5 63.2 29.5 25.7 28.2 29.7 16.0 60.2 19.4 16.9  
 LOS by Move: D C D E C C C B E B B  
 HCM2kAvgQ: 5 5 12 6 7 4 1 18 4 4 6 1

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

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

\*\*\*\*\*  
 Intersection #32 Paseo Padre Pkwy / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.963  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.8  
 Optimal Cycle: 136 Level Of Service: D  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	1	1	0

Volume Module:  
 Base Vol: 461 1640 256 182 1891 134 406 467 280 168 484 142  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 461 1640 256 182 1891 134 406 467 280 168 484 142  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 461 1640 256 182 1891 134 406 467 280 168 484 142  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 461 1640 256 182 1891 134 406 467 280 168 484 142  
 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  
 FinalVolume: 461 1640 256 182 1891 134 406 467 280 168 484 142

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.90 0.90 0.92 0.92 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 1.25 0.75 2.00 1.55 0.45  
 Final Sat.: 3502 5187 1615 3502 5187 1615 3502 2130 1277 3502 2696 791

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.32 0.16 0.05 0.36 0.08 0.12 0.22 0.22 0.05 0.18 0.18  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.14 0.44 0.44 0.07 0.38 0.38 0.12 0.25 0.25 0.06 0.19 0.19  
 Volume/Cap: 0.96 0.71 0.36 0.71 0.96 0.22 0.96 0.87 0.87 0.87 0.96 0.96  
 Uniform Del: 38.6 20.4 16.6 40.8 27.3 18.9 39.4 32.3 32.3 42.2 36.3 36.3  
 IncrementDel: 31.7 1.1 0.3 9.2 12.7 0.2 34.2 9.6 9.6 32.1 26.3 26.3  
 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: 70.3 21.5 16.9 50.0 40.0 19.1 73.6 41.9 41.9 74.3 62.6 62.6  
 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: 70.3 21.5 16.9 50.0 40.0 19.1 73.6 41.9 41.9 74.3 62.6 62.6  
 LOS by Move: E C B D D B E D D E E E  
 HCM2kAvgQ: 11 15 5 4 25 3 10 14 14 5 14 14

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

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

\*\*\*\*\*  
 Intersection #33 Fremont Blvd / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.886  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): 33.4  
 Optimal Cycle: 91 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	1	1	0	2	0	1	1	0

Volume Module:  
 Base Vol: 426 761 147 235 1145 183 191 456 269 361 696 111  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 426 761 147 235 1145 183 191 456 269 361 696 111  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 426 761 147 235 1145 183 191 456 269 361 696 111  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 426 761 147 235 1145 183 191 456 269 361 696 111  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 426 761 147 235 1145 183 191 456 269 361 696 111

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.90 0.90 0.92 0.93 0.93  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 1.26 0.74 2.00 1.72 0.28  
 Final Sat.: 3502 5187 1615 3502 5187 1615 3502 2143 1264 3502 3048 486

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.15 0.09 0.07 0.22 0.11 0.05 0.21 0.21 0.10 0.23 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.14 0.27 0.27 0.12 0.25 0.25 0.07 0.24 0.24 0.12 0.29 0.29  
 Volume/Cap: 0.89 0.55 0.34 0.55 0.89 0.45 0.79 0.89 0.89 0.89 0.79 0.79  
 Uniform Del: 29.7 22.2 20.8 29.0 25.3 22.3 32.1 25.7 25.7 30.5 23.0 23.0  
 IncrementDel: 17.7 0.5 0.5 1.6 7.7 0.8 16.4 11.4 11.4 20.2 4.4 4.4  
 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: 47.4 22.6 21.3 30.6 33.0 23.1 48.5 37.1 37.1 50.6 27.4 27.4  
 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: 47.4 22.6 21.3 30.6 33.0 23.1 48.5 37.1 37.1 50.6 27.4 27.4  
 LOS by Move: D C C C C C D D D D C C  
 HCM2kAvgQ: 8 6 3 3 12 4 4 12 12 7 11 11

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

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

\*\*\*\*\*  
 Intersection #34 Mission Blvd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 161 Critical Vol./Cap. (X): 1.284  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 130.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Mission Blvd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1	0	0	2	1	0	0	1	0

Volume Module:  
 Base Vol: 849 1681 51 20 2093 254 206 19 888 40 20 22  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 849 1681 51 20 2093 254 206 19 888 40 20 22  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 849 1681 51 20 2093 254 206 19 888 40 20 22  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 849 1681 51 20 2093 254 206 19 888 40 20 22  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 849 1681 51 20 2093 254 206 19 888 40 20 22

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.95 0.95 0.85 0.96 0.96 0.75 0.95 0.92 0.92  
 Lanes: 2.00 1.94 0.06 1.00 2.00 1.00 1.83 0.17 2.00 1.00 0.48 0.52  
 Final Sat.: 3502 3490 106 1805 3610 1615 3326 307 2842 1805 833 917

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.48 0.48 0.01 0.58 0.16 0.06 0.06 0.31 0.02 0.02 0.02  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.19 0.63 0.63 0.01 0.45 0.45 0.19 0.24 0.24 0.02 0.07 0.07  
 Volume/Cap: 1.28 0.77 0.77 0.77 1.28 0.35 0.33 0.25 1.28 1.28 0.33 0.33  
 Uniform Del: 65.3 21.8 21.8 79.1 44.2 28.8 56.6 49.1 60.9 79.1 70.9 70.9  
 IncrementDel: 139.3 1.7 1.7 82.3 133 0.3 0.3 0.2 138.8 257.7 1.5 1.5  
 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: 204.6 23.4 23.4 161.4 177 29.0 56.9 49.3 199.8 336.8 72.4 72.4  
 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: 204.6 23.4 23.4 161.4 177 29.0 56.9 49.3 199.8 336.8 72.4 72.4  
 LOS by Move: F C C F F C E D F F E E  
 HCM2kAvgQ: 35 33 33 2 84 8 5 4 40 5 2 2

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #35 Paseo Padre Pkwy / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.914  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5  
 Optimal Cycle: 101 Level Of Service: C  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 157 1483 482 268 1523 321 300 1001 322 507 729 165  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 157 1483 482 268 1523 321 300 1001 322 507 729 165  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 157 1483 482 268 1523 321 300 1001 322 507 729 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 157 1483 482 268 1523 321 300 1001 322 507 729 165  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 157 1483 482 268 1523 321 300 1001 322 507 729 165  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.29 0.30 0.08 0.29 0.20 0.09 0.19 0.20 0.14 0.14 0.10  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.06 0.33 0.33 0.08 0.35 0.35 0.14 0.22 0.22 0.16 0.23 0.23  
 Volume/Cap: 0.71 0.88 0.91 0.91 0.85 0.57 0.60 0.88 0.91 0.91 0.60 0.44  
 Uniform Del: 34.5 23.8 24.2 34.1 22.6 19.9 30.2 28.4 28.6 31.1 25.6 24.5  
 IncrementDel: 10.3 5.5 20.5 31.2 3.9 1.4 2.0 8.6 27.5 19.7 0.8 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: 44.8 29.3 44.7 65.3 26.5 21.4 32.2 37.0 56.1 50.8 26.5 25.3  
 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: 44.8 29.3 44.7 65.3 26.5 21.4 32.2 37.0 56.1 50.8 26.5 25.3  
 LOS by Move: D C D E C C C D E D C C  
 HCM2kAvgQ: 3 15 15 6 15 7 4 12 11 10 6 4  
 \*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #36 Fremont Blvd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.880  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2  
 Optimal Cycle: 80 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 231 852 233 344 1103 316 252 1280 217 419 1023 77  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 231 852 233 344 1103 316 252 1280 217 419 1023 77  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 231 852 233 344 1103 316 252 1280 217 419 1023 77  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 231 852 233 344 1103 316 252 1280 217 419 1023 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: 231 852 233 344 1103 316 252 1280 217 419 1023 77  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.16 0.14 0.10 0.21 0.20 0.07 0.25 0.13 0.12 0.20 0.05  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.07 0.20 0.20 0.12 0.24 0.24 0.11 0.28 0.28 0.14 0.31 0.31  
 Volume/Cap: 0.88 0.82 0.72 0.84 0.88 0.81 0.65 0.88 0.48 0.88 0.65 0.16  
 Uniform Del: 27.5 23.0 22.5 25.9 21.9 21.4 25.5 20.6 17.9 25.4 18.0 15.2  
 IncrementDel: 27.0 5.5 7.9 13.9 7.4 11.9 3.7 6.5 0.8 17.0 0.9 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: 54.5 28.5 30.4 39.8 29.4 33.4 29.3 27.1 18.7 42.4 19.0 15.4  
 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: 54.5 28.5 30.4 39.8 29.4 33.4 29.3 27.1 18.7 42.4 19.0 15.4  
 LOS by Move: D C C D C C C C B D B B  
 HCM2kAvgQ: 5 8 6 6 11 8 4 12 4 7 7 1  
 \*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap. (X): 1.323  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 131.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Blacow Rd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 2 1 0 2 0 2 1 0

Volume Module:  
 Base Vol: 394 1080 138 453 989 734 511 2116 704 158 855 88  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 394 1080 138 453 989 734 511 2116 704 158 855 88  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 394 1080 138 453 989 734 511 2116 704 158 855 88  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 394 1080 138 453 989 734 511 2116 704 158 855 88  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 394 1080 138 453 989 734 511 2116 704 158 855 88

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 0.88 0.88 0.92 0.90 0.90  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.25 0.75 2.00 2.72 0.28  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3748 1247 3502 4637 477

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.30 0.09 0.13 0.27 0.45 0.15 0.56 0.56 0.05 0.18 0.18  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.09 0.30 0.30 0.13 0.34 0.34 0.20 0.43 0.43 0.03 0.26 0.26  
 Volume/Cap: 1.32 1.00 0.29 1.00 0.80 1.32 0.72 1.32 1.32 1.32 0.72 0.72  
 Uniform Del: 66.3 50.8 38.9 63.1 43.0 47.6 53.8 41.6 41.6 70.0 49.0 49.0  
 IncrementDel: 166.7 27.3 0.3 42.2 3.7 157.4 3.5 149 148.6 191.9 1.9 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: 233.1 78.1 39.3 105.3 46.7 205.0 57.3 190 190.1 261.9 50.9 50.9  
 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: 233.1 78.1 39.3 105.3 46.7 205.0 57.3 190 190.1 261.9 50.9 50.9  
 LOS by Move: F E D F D F E F F D D  
 HCM2kAvgQ: 17 31 5 15 22 55 12 77 77 8 15 15

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #38 I-880 NB Ramps / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap. (X): 0.840  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6  
 Optimal Cycle: 54 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 10 0 10 0 0 0 0 10 10 0 10 10  
 Lanes: 2 0 0 0 2 0 0 0 0 0 0 3 0 1 0 0 4 0 1

Volume Module:  
 Base Vol: 529 0 741 0 0 0 0 0 1915 460 0 1145 193  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 529 0 741 0 0 0 0 0 1915 460 0 1145 193  
 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: 529 0 741 0 0 0 0 0 1915 0 0 1145 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 529 0 741 0 0 0 0 0 1915 0 0 1145 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: 529 0 741 0 0 0 0 0 1915 0 0 1145 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.00 0.26 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.17 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.31 0.00 0.31 0.00 0.00 0.00 0.00 0.44 0.00 0.00 0.44 0.00  
 Volume/Cap: 0.49 0.00 0.84 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.38 0.00  
 Uniform Del: 11.2 0.0 12.9 0.0 0.0 0.0 0.0 10.0 0.0 0.0 7.5 0.0  
 IncrementDel: 0.3 0.0 7.2 0.0 0.0 0.0 0.0 3.0 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: 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: 11.5 0.0 20.1 0.0 0.0 0.0 0.0 12.9 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: 11.5 0.0 20.1 0.0 0.0 0.0 0.0 12.9 0.0 0.0 7.6 0.0  
 LOS by Move: B A C A A A A B A A A A  
 HCM2kAvgQ: 3 0 8 0 0 0 0 11 0 0 3 0

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

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

\*\*\*\*\*  
Intersection #39 I-880 SB Ramps / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap. (X): 0.638  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5  
Optimal Cycle: 38 Level Of Service: A  
\*\*\*\*\*

Street Name: I-880 SB Ramps Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Ignore		Ignore		
Min. Green:	0	0	0	10	10	0	10	10	
Lanes:	0	0	0	2	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	619	0	255	0	1440	212	0	1565	267
Growth Adj:	1.00	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	619	0	255	0	1440	212	0	1565	267
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	619	0	255	0	1440	0	0	1565	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	619	0	255	0	1440	0	0	1565	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	619	0	255	0	1440	0	0	1565	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	0.18	0.00	0.09	0.00	0.28	0.00	0.00	0.30	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.32	0.00	0.59	0.00	0.00	0.64	0.00
Uniform Del:	0.0	0.0	0.0	12.7	0.0	11.5	0.0	7.7	0.0	0.0	8.0	0.0
IncrementDel:	0.0	0.0	0.0	1.4	0.0	0.2	0.0	0.4	0.0	0.0	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:	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	14.1	0.0	11.7	0.0	8.1	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	14.1	0.0	11.7	0.0	8.1	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	5	0	2	0	6	0	0	6	0

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

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

\*\*\*\*\*  
Intersection #40 Albrae St-Balentine Dr / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.917  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3  
Optimal Cycle: 107 Level Of Service: D  
\*\*\*\*\*

Street Name: Albrae St-Balentine Dr Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected													
Rights:	Include		Include		Include		Ignore													
Min. Green:	4	10	10	4	10	10	4	10	10											
Lanes:	0	1	0	0	2	2	1	0	0	1	1	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	158	385	308	707	101	69	180	1164	343	235	790	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	385	308	707	101	69	180	1164	343	235	790	860
User 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
PHF 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
PHF Volume:	158	385	308	707	101	69	180	1164	343	235	790	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	385	308	707	101	69	180	1164	343	235	790	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	0.00
MLF 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
FinalVolume:	158	385	308	707	101	69	180	1164	343	235	790	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.75	0.93	0.96	0.85	0.95	0.91	0.85	0.92	0.91	1.00
Lanes:	0.29	0.71	2.00	2.63	0.37	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	545	1328	2842	4652	665	1615	1805	5187	1615	3502	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.11	0.15	0.15	0.04	0.10	0.22	0.21	0.07	0.15	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.17	0.17	0.17	0.13	0.24	0.24	0.07	0.19	0.00
Volume/Cap:	0.92	0.92	0.34	0.92	0.92	0.26	0.79	0.92	0.87	0.92	0.79	0.00
Uniform Del:	26.3	26.3	21.0	32.8	32.8	29.1	34.0	29.4	29.0	36.8	30.8	0.0
IncrementDel:	19.2	19.2	0.2	14.1	14.1	0.5	17.1	10.5	18.0	34.7	4.4	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	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	45.5	45.5	21.2	47.0	47.0	29.6	51.1	40.0	47.0	71.6	35.2	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:	45.5	45.5	21.2	47.0	47.0	29.6	51.1	40.0	47.0	71.6	35.2	0.0
LOS by Move:	D	D	C	D	D	C	D	D	D	E	D	A
HCM2kAvgQ:	17	17	3	11	11	2	7	14	11	6	9	0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #41 Boyce Rd-Cherry St / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.669  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9  
 Optimal Cycle: 56 Level Of Service: C  
 \*\*\*\*\*

Street Name: Boyce Rd -Cherry St Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10								
Lanes:	1	0	3	0	1	2	0	3	0	1	1	0	1	1	0	2	0	2	0	1

Volume Module:  
 Base Vol: 71 1250 433 251 550 20 73 219 45 265 187 280  
 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: 71 1250 433 251 550 20 73 219 45 265 187 280  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF 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  
 PHF Volume: 71 1250 433 251 550 20 73 219 45 265 187 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 71 1250 433 251 550 20 73 219 45 265 187 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 0.00  
 MLF 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  
 FinalVolume: 71 1250 433 251 550 20 73 219 45 265 187 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.85 0.92 0.91 0.85 0.95 0.93 0.93 0.92 0.95 1.00  
 Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 1.66 0.34 2.00 2.00 1.00  
 Final Sat.: 1805 5187 1615 3502 5187 1615 1805 2920 600 3502 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.24 0.27 0.07 0.11 0.01 0.04 0.08 0.08 0.08 0.05 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.13 0.37 0.37 0.10 0.33 0.33 0.08 0.17 0.17 0.10 0.19 0.00  
 Volume/Cap: 0.30 0.66 0.73 0.73 0.32 0.04 0.52 0.45 0.45 0.73 0.27 0.00  
 Uniform Del: 23.5 15.9 16.5 26.3 15.0 13.6 26.6 22.5 22.5 26.1 20.6 0.0  
 IncrementDel: 0.7 0.9 4.7 7.9 0.1 0.0 3.6 0.6 0.6 7.6 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 Delay/Veh: 24.2 16.8 21.2 34.3 15.1 13.6 30.3 23.1 23.1 33.7 20.8 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 0.00  
 AdjDel/Veh: 24.2 16.8 21.2 34.3 15.1 13.6 30.3 23.1 23.1 33.7 20.8 0.0  
 LOS by Move: C B C C B B C C C C C A  
 HCM2kAvgQ: 1 8 9 4 3 0 2 3 3 4 2 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #42 Fremont Blvd / Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 1.033  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.7  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

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

Control:	Protected			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8								
Lanes:	2	0	2	1	0	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 265 924 159 33 862 236 580 910 405 372 504 37  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 265 924 159 33 862 236 580 910 405 372 504 37  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 265 924 159 33 862 236 580 910 405 372 504 37  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 265 924 159 33 862 236 580 910 405 372 504 37  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 265 924 159 33 862 236 580 910 405 372 504 37

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.89 0.89 0.95 0.95 0.85 0.92 0.91 0.91 0.95 0.95 0.85  
 Lanes: 2.00 2.56 0.44 1.00 2.00 1.00 2.00 1.38 0.62 1.00 2.00 1.00  
 Final Sat.: 3502 4328 745 1805 3610 1615 3502 2383 1061 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.21 0.21 0.02 0.24 0.15 0.17 0.38 0.38 0.21 0.14 0.02  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.07 0.25 0.25 0.05 0.23 0.23 0.37 0.37 0.37 0.20 0.20 0.20  
 Volume/Cap: 1.03 0.84 0.84 0.36 1.03 0.63 0.45 1.03 1.03 1.03 0.70 0.11  
 Uniform Del: 44.0 33.6 33.6 43.7 36.5 32.9 22.6 29.9 29.9 38.0 35.4 31.1  
 IncrementDel: 65.0 5.1 5.1 2.5 39.9 3.5 0.2 34.1 34.1 56.1 3.1 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: 109.0 38.7 38.7 46.1 76.4 36.4 22.9 64.0 64.0 94.2 38.4 31.3  
 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: 109.0 38.7 38.7 46.1 76.4 36.4 22.9 64.0 64.0 94.2 38.4 31.3  
 LOS by Move: F D D D E D C E E F D C  
 HCM2kAvgQ: 8 14 14 1 20 7 7 29 29 17 9 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 1.042  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.1  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Grimmer Blvd Blacow Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	4	8	8	8	4	8	8	8	4	8	8	8	4	8	8	8				
Lanes:	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0

Volume Module:  
 Base Vol: 563 1061 176 271 416 265 640 1203 191 305 897 130  
 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: 563 1061 176 271 416 265 640 1203 191 305 897 130  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 563 1061 176 271 416 265 640 1203 191 305 897 130  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 563 1061 176 271 416 265 640 1203 191 305 897 130  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 563 1061 176 271 416 265 640 1203 191 305 897 130

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.93 0.93 0.92 0.89 0.89 0.92 0.93 0.93 0.92 0.93 0.93  
 Lanes: 2.00 1.72 0.28 2.00 1.22 0.78 2.00 1.73 0.27 2.00 1.75 0.25  
 Final Sat.: 3502 3031 503 3502 2077 1323 3502 3050 484 3502 3093 448

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.35 0.35 0.08 0.20 0.20 0.18 0.39 0.39 0.09 0.29 0.29  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.18 0.34 0.34 0.07 0.23 0.23 0.18 0.38 0.38 0.08 0.28 0.28  
 Volume/Cap: 0.88 1.04 1.04 1.04 0.88 0.88 1.02 1.04 1.04 1.04 1.02 1.02  
 Uniform Del: 49.8 41.5 41.5 57.9 46.6 46.6 51.3 38.8 38.8 57.3 44.8 44.8  
 IncrementDel: 13.4 37.9 37.9 67.3 11.4 11.4 42.0 36.4 36.4 64.1 34.5 34.5  
 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: 63.2 79.4 79.4 125.2 58.1 58.1 93.4 75.3 75.3 121.4 79.3 79.3  
 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: 63.2 79.4 79.4 125.2 58.1 58.1 93.4 75.3 75.3 121.4 79.3 79.3  
 LOS by Move: E E E F E E F E E F E E  
 HCM2kAvgQ: 14 33 33 9 16 16 18 37 37 10 28 28

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #44 Grimmer Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap. (X): 1.281  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 103.4  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: 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

Control:	Protected				Protected				Protected				Protected												
Rights:	Include				Ignore				Ignore				Include												
Min. Green:	0	0	0	0	0	0	0	0	2	0	3	0	1	1	0	3	0	1	1	0	3	0	1		
Lanes:	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1	1	0	3	0	1	1	0	3	0	1

Volume Module:  
 Base Vol: 745 1317 240 278 188 196 765 2474 172 119 1527 754  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 745 1317 240 278 188 196 765 2474 172 119 1527 754  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 745 1317 240 278 188 0 765 2474 0 119 1527 754  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 745 1317 240 278 188 0 765 2474 0 119 1527 754  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 745 1317 240 278 188 0 765 2474 0 119 1527 754

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 1.00 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 1900 1805 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.21 0.36 0.15 0.08 0.04 0.00 0.22 0.48 0.00 0.07 0.29 0.47  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.30 0.28 0.28 0.06 0.05 0.00 0.17 0.47 0.00 0.06 0.36 0.36  
 Volume/Cap: 0.72 1.28 0.52 1.28 0.72 0.00 1.28 1.02 0.00 1.02 0.81 1.28  
 Uniform Del: 42.5 48.3 40.6 63.3 63.1 0.0 56.0 35.8 0.0 63.1 38.7 42.9  
 IncrementDel: 2.5 134 1.1 157.1 9.2 0.0 139.1 22.1 0.0 87.2 2.7 139.3  
 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 0.00 1.00 1.00 1.00  
 Delay/Veh: 44.9 182 41.7 220.4 72.4 0.0 195.1 57.9 0.0 150.3 41.3 182.2  
 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: 44.9 182 41.7 220.4 72.4 0.0 195.1 57.9 0.0 150.3 41.3 182.2  
 LOS by Move: D F D F E A F E A F D F  
 HCM2kAvgQ: 15 49 9 12 4 0 29 46 0 8 22 53

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



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

\*\*\*\*\*  
 Intersection #45 I-880 NB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap. (X): 0.871  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9  
 Optimal Cycle: 55 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 4 0 4 0 0 0 0 10 10 0 10 10  
 Lanes: 1 0 1 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 797 0 196 0 0 0 0 2545 713 0 1343 745  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 797 0 196 0 0 0 0 2545 713 0 1343 745  
 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 1.00 1.00 1.00 0.00  
 PHF Volume: 797 0 196 0 0 0 0 2545 0 0 1343 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 797 0 196 0 0 0 0 2545 0 0 1343 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: 797 0 196 0 0 0 0 2545 0 0 1343 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.: 3193 0 2121 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 0.32 0.00 0.00 0.00 0.00 0.87 0.00 0.00 0.46 0.00  
 Uniform Del: 13.6 0.0 11.2 0.0 0.0 0.0 0.0 7.5 0.0 0.0 5.1 0.0  
 IncrementDel: 7.5 0.0 0.1 0.0 0.0 0.0 0.0 3.1 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: 21.1 0.0 11.3 0.0 0.0 0.0 0.0 10.6 0.0 0.0 5.3 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: 21.1 0.0 11.3 0.0 0.0 0.0 0.0 10.6 0.0 0.0 5.3 0.0  
 LOS by Move: C A B A A A A B A A A A  
 HCM2kAvgQ: 9 0 2 0 0 0 0 14 0 0 4 0

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

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

\*\*\*\*\*  
 Intersection #46 I-880 SB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 35 Critical Vol./Cap. (X): 0.857  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8  
 Optimal Cycle: 50 Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 SB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 0 0 0 6 0 6 0 8 8 0 8 8  
 Lanes: 0 0 0 0 0 2 0 0 0 2 0 0 4 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 1325 0 664 0 1935 381 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 1325 0 664 0 1935 381 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 1325 0 664 0 1935 0 0 1720 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1325 0 664 0 1935 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 1325 0 664 0 1935 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 4.00 1.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 6916 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.23 0.00 0.28 0.00 0.00 0.33 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.44 0.00 0.44 0.00 0.39 0.00 0.00 0.39 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.86 0.00 0.53 0.00 0.72 0.00 0.00 0.86 0.00  
 Uniform Del: 0.0 0.0 0.0 8.8 0.0 7.1 0.0 9.1 0.0 0.0 9.8 0.0  
 IncrementDel: 0.0 0.0 0.0 5.0 0.0 0.4 0.0 1.0 0.0 0.0 3.9 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 7.5 0.0 10.1 0.0 0.0 13.7 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: 0.0 0.0 0.0 13.8 0.0 7.5 0.0 10.1 0.0 0.0 13.7 0.0  
 LOS by Move: A A A B A A A B A A B A  
 HCM2kAvgQ: 0 0 0 11 0 4 0 7 0 0 10 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #47 Christy St / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap.(X): 0.923  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3  
 Optimal Cycle: 97 Level Of Service: D  
 \*\*\*\*\*

Street Name: Christy St 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 4 18 18 4 12 12  
 Lanes: 1 0 1 0 2 2 0 0 1 0 1 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 70 95 631 570 157 101 224 1114 113 579 1383 422  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 70 95 631 570 157 101 224 1114 113 579 1383 422  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 70 95 631 570 157 101 224 1114 113 579 1383 422  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 70 95 631 570 157 101 224 1114 113 579 1383 422  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 70 95 631 570 157 101 224 1114 113 579 1383 422

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.75 0.92 0.94 0.94 0.95 0.91 0.85 0.92 0.91 0.85  
 Lanes: 1.00 1.00 2.00 2.00 0.61 0.39 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 1805 1900 2842 3502 1088 700 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.05 0.22 0.16 0.14 0.14 0.12 0.21 0.07 0.17 0.27 0.26  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.11 0.23 0.23 0.17 0.29 0.29 0.14 0.26 0.26 0.17 0.29 0.29  
 Volume/Cap: 0.34 0.22 0.96 0.96 0.50 0.50 0.91 0.84 0.27 0.96 0.91 0.89  
 Uniform Del: 28.6 21.8 26.6 28.9 20.8 20.8 29.8 24.6 20.8 28.8 23.9 23.7  
 IncrementDel: 1.0 0.3 26.1 27.8 0.8 0.8 34.5 4.7 0.4 27.5 8.6 18.9  
 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: 29.6 22.1 52.7 56.7 21.6 21.6 64.3 29.3 21.1 56.3 32.5 42.6  
 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: 29.6 22.1 52.7 56.7 21.6 21.6 64.3 29.3 21.1 56.3 32.5 42.6  
 LOS by Move: C C D E C C E C C E C D  
 HCM2kAvgQ: 2 2 13 11 5 5 8 11 2 11 15 13

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #48 Fremont / Bay / Union / Washington  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap.(X): 1.538  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 247.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd / Washington Blvd Bay St / Union St / Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 8 8 8 8 8 8  
 Lanes: 1 1 0 0 1 0 1 0 0 1 1 0 2 0 1 1 1 1 1 0

Volume Module:  
 Base Vol: 1082 33 488 49 141 42 1157 1312 84 975 1443 24  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1082 33 488 49 141 42 1157 1312 84 975 1443 24  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 1082 33 488 49 141 42 1157 1312 84 975 1443 24  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1082 33 488 49 141 42 1157 1312 84 975 1443 24  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 1082 33 488 49 141 42 1157 1312 84 975 1443 24

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.85 0.99 0.99 0.85 0.95 0.95 0.85 0.89 0.89 0.89  
 Lanes: 1.94 0.06 1.00 0.26 0.74 1.00 1.00 2.00 1.00 1.60 2.36 0.04  
 Final Sat.: 3518 107 1615 484 1392 1615 1805 3610 1615 2703 4001 67

Capacity Analysis Module:  
 Vol/Sat: 0.31 0.31 0.30 0.10 0.10 0.03 0.64 0.36 0.05 0.36 0.36 0.36  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.20 0.20 0.20 0.07 0.07 0.07 0.42 0.42 0.42 0.23 0.23 0.23  
 Volume/Cap: 1.54 1.54 1.51 1.54 1.54 0.39 1.54 0.87 0.12 1.54 1.54 1.54  
 Uniform Del: 58.0 58.0 58.0 67.7 67.7 65.0 42.3 38.7 26.0 55.5 55.5 55.5  
 IncrementDel: 248.9 249 245.3 278.2 278 2.4 248.7 5.9 0.1 245.2 245 245.2  
 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: 306.9 307 303.3 346.0 346 67.4 291.0 44.6 26.1 300.7 301 300.7  
 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: 306.9 307 303.3 346.0 346 67.4 291.0 44.6 26.1 300.7 301 300.7  
 LOS by Move: F F F F F E F D C F F F  
 HCM2kAvgQ: 49 49 43 18 18 2 100 30 2 59 59 59

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

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 Fremont Blvd / Blacow Rd

Cycle (sec): 45 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 44 Level Of Service: B

Street Name: Fremont Blvd Blacow Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8
Lanes: 1 0 2 0 1 1 0 1 1 0 2 0 2 0 1 2 0 1 1 0

Volume Module:
Base Vol: 481 26 0 0 161 174 48 0 197 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: 481 26 0 0 161 174 48 0 197 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 481 26 0 0 161 174 48 0 197 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 481 26 0 0 161 174 48 0 197 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 481 26 0 0 161 174 48 0 197 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.88 0.88 0.92 0.95 0.85 0.97 0.95 0.95
Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 2.00 2.00 1.00 2.00 2.00 0.00
Final Sat.: 1805 3610 1900 1900 1664 1664 3502 3610 1615 3686 3610 0

Capacity Analysis Module:
Vol/Sat: 0.27 0.01 0.00 0.00 0.10 0.10 0.01 0.00 0.12 0.00 0.00 0.00
Crit Moves: \*\*\*\*
Green/Cycle: 0.38 0.56 0.00 0.00 0.18 0.18 0.18 0.00 0.18 0.00 0.00 0.00
Volume/Cap: 0.71 0.01 0.00 0.00 0.54 0.59 0.08 0.00 0.69 0.00 0.00 0.00
Uniform Del: 11.9 4.5 0.0 0.0 16.8 17.0 15.4 0.0 17.3 0.0 0.0 0.0
IncrementDel: 3.4 0.0 0.0 0.0 1.0 1.6 0.1 0.0 6.8 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: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Delay/Veh: 15.3 4.5 0.0 0.0 17.9 18.6 15.5 0.0 24.1 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: 15.3 4.5 0.0 0.0 17.9 18.6 15.5 0.0 24.1 0.0 0.0 0.0
LOS by Move: B A A A B B B A C A A A
HCM2kAvgQ: 7 0 0 0 3 3 0 0 4 0 0 0

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

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Fremont Blvd / Auto Mall Pkwy

Cycle (sec): 170 Critical Vol./Cap. (X): 1.435
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 175.1
Optimal Cycle: 180 Level Of Service: F

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10
Lanes: 2 0 2 0 1 2 0 1 1 0 2 0 3 0 1 2 0 2 1 0

Volume Module:
Base Vol: 307 1397 888 260 477 27 415 2570 68 170 2131 657
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 307 1397 888 260 477 27 415 2570 68 170 2131 657
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 307 1397 888 260 477 27 415 2570 68 170 2131 657
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 307 1397 888 260 477 27 415 2570 68 170 2131 657
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 307 1397 888 260 477 27 415 2570 68 170 2131 657

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 0.94 0.94 0.92 0.91 0.85 0.92 0.88 0.88
Lanes: 2.00 2.00 1.00 2.00 1.89 0.11 2.00 3.00 1.00 2.00 2.29 0.71
Final Sat.: 3502 3610 1615 3502 3389 192 3502 5187 1615 3502 3826 1180

Capacity Analysis Module:
Vol/Sat: 0.09 0.39 0.55 0.07 0.14 0.14 0.12 0.50 0.04 0.05 0.56 0.56
Crit Moves: \*\*\*\*
Green/Cycle: 0.17 0.38 0.38 0.05 0.27 0.27 0.08 0.43 0.43 0.04 0.39 0.39
Volume/Cap: 0.53 1.01 1.43 1.43 0.53 0.53 1.43 1.16 0.10 1.16 1.43 1.43
Uniform Del: 64.7 52.4 52.4 80.6 53.0 53.0 78.0 48.5 28.9 81.4 52.0 52.0
IncrementDel: 0.9 26.6 204.8 224.2 0.5 0.5 214.3 75.5 0.1 122.0 199 198.6
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: 65.5 79.0 257.2 304.8 53.5 53.5 292.3 124 29.0 203.5 251 250.6
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: 65.5 79.0 257.2 304.8 53.5 53.5 292.3 124 29.0 203.5 251 250.6
LOS by Move: E E F F D D F F C F F F
HCM2kAvgQ: 8 45 79 14 12 12 21 66 2 8 90 90

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

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

\*\*\*\*\*  
 Intersection #51 Fremont Blvd / S. Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap. (X): 0.759  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4  
 Optimal Cycle: 74 Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Split Phase Split Phase  
 Rights: Ignore Include Ignore Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:  
 Base Vol: 544 1316 23 28 841 19 33 221 226 227 630 35  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 544 1316 23 28 841 19 33 221 226 227 630 35  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 544 1316 0 28 841 19 33 221 0 227 630 35  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 544 1316 0 28 841 19 33 221 0 227 630 35  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 544 1316 0 28 841 19 33 221 0 227 630 35

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 1.00 0.95 0.95 0.85 0.95 0.95 1.00 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 1900 1805 3610 1615 1805 3610 1900 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.36 0.00 0.02 0.23 0.01 0.02 0.06 0.00 0.13 0.17 0.02  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.19 0.44 0.00 0.05 0.29 0.29 0.12 0.12 0.00 0.21 0.21 0.21  
 Volume/Cap: 0.80 0.83 0.00 0.33 0.80 0.04 0.16 0.52 0.00 0.60 0.83 0.10  
 Uniform Del: 32.7 21.2 0.0 39.2 27.9 21.6 33.7 35.2 0.0 30.4 32.2 27.1  
 IncrementDel: 6.8 4.0 0.0 2.3 4.5 0.0 0.3 1.2 0.0 2.7 7.9 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 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 39.5 25.1 0.0 41.5 32.4 21.7 34.0 36.4 0.0 33.1 40.1 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: 39.5 25.1 0.0 41.5 32.4 21.7 34.0 36.4 0.0 33.1 40.1 27.3  
 LOS by Move: D C A D C C C D A C D C  
 HCM2kAvgQ: 9 19 0 1 13 0 1 4 0 6 11 1

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

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

\*\*\*\*\*  
 Intersection #52 Fremont Blvd (S.) / I-880 NB Ramps  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.390  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7  
 Optimal Cycle: 28 Level Of Service: A  
 \*\*\*\*\*

Street Name: Fremont Blvd (S.) I-880 NB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Ignore Include Ignore Ignore  
 Min. Green: 10 0 10 0 0 0 0 10 10 0 10 10  
 Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 2 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 167 0 906 0 0 0 0 0 1037 1457 0 1575 112  
 Growth Adj: 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: 167 0 906 0 0 0 0 0 1037 1457 0 1575 112  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 167 0 0 0 0 0 0 0 1037 0 0 1575 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 167 0 0 0 0 0 0 0 1037 0 0 1575 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 167 0 0 0 0 0 0 0 1037 0 0 1575 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 1.00 0.95 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 1.00  
 Final Sat.: 3502 0 1900 0 0 0 0 0 3610 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.00 0.00 0.00 0.00 0.00 0.00 0.29 0.00 0.00 0.30 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.13 0.00 0.00 0.00 0.00 0.00 0.00 0.78 0.00 0.00 0.78 0.00  
 Volume/Cap: 0.38 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.39 0.00  
 Uniform Del: 32.2 0.0 0.0 0.0 0.0 0.0 0.0 2.8 0.0 0.0 2.9 0.0  
 IncrementDel: 0.6 0.0 0.0 0.0 0.0 0.0 0.0 0.1 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 0.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 32.7 0.0 0.0 0.0 0.0 0.0 0.0 2.9 0.0 0.0 3.0 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: 32.7 0.0 0.0 0.0 0.0 0.0 0.0 2.9 0.0 0.0 3.0 0.0  
 LOS by Move: C A A A A A A A A A A A  
 HCM2kAvgQ: 2 0 0 0 0 0 0 4 0 4 0 5 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #53 Fremont Blvd / I-880 SB Ramps  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.578  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3  
 Optimal Cycle: 34 Level Of Service: A  
 \*\*\*\*\*

Street Name: Fremont Blvd I-880 SB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Ignore  
 Min. Green: 0 0 0 10 0 10 0 10 10  
 Lanes: 0 0 0 0 2 0 0 0 2 0 0 3 0 0 0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 145 0 274 0 2382 0 0 591 1017  
 Growth Adj: 1.00 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 0 145 0 274 0 2382 0 0 591 1017  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 0 145 0 274 0 2382 0 0 591 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 145 0 274 0 2382 0 0 591 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: 0 0 0 145 0 274 0 2382 0 0 591 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 0.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 5187 0 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.10 0.00 0.46 0.00 0.00 0.11 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.17 0.00 0.17 0.00 0.70 0.00 0.00 0.70 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.25 0.00 0.58 0.00 0.66 0.00 0.00 0.16 0.00  
 Uniform Del: 0.0 0.0 0.0 21.7 0.0 23.1 0.0 5.0 0.0 0.0 3.0 0.0  
 IncremntDel: 0.0 0.0 0.0 0.2 0.0 1.8 0.0 0.4 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 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 22.0 0.0 24.8 0.0 5.4 0.0 0.0 3.1 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 22.0 0.0 24.8 0.0 5.4 0.0 0.0 3.1 0.0  
 LOS by Move: A A A C A C A A A A A A  
 HCM2kAvgQ: 0 0 0 1 0 4 0 10 0 0 1 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #54 Fremont Blvd / Cushing Pkwy-I-880 SB On-Ramp  
 \*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap.(X): 0.646  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6  
 Optimal Cycle: 45 Level Of Service: B  
 \*\*\*\*\*

Street Name: Fremont Blvd Cushing Pkwy - I-880 SB On-Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 0 10 10 10 10 10 0 0 0  
 Lanes: 2 0 4 0 1 0 0 3 0 1 2 0 2 0 1 0 0 0 0 0

Volume Module:  
 Base Vol: 318 1672 149 0 649 222 588 329 218 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: 318 1672 149 0 649 222 588 329 218 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: 318 1672 149 0 649 0 588 329 218 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 318 1672 149 0 649 0 588 329 218 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: 318 1672 149 0 649 0 588 329 218 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 0.24 0.09 0.00 0.13 0.00 0.19 0.09 0.13 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.37 0.37 0.00 0.25 0.00 0.25 0.25 0.25 0.00 0.00 0.00  
 Volume/Cap: 0.74 0.65 0.25 0.00 0.50 0.00 0.74 0.36 0.53 0.00 0.00 0.00  
 Uniform Del: 16.9 10.4 8.7 0.0 12.9 0.0 13.7 12.3 12.9 0.0 0.0 0.0  
 IncremntDel: 6.9 0.6 0.2 0.0 0.3 0.0 3.8 0.2 1.4 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: 23.8 11.0 8.9 0.0 13.2 0.0 17.6 12.5 14.3 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: 23.8 11.0 8.9 0.0 13.2 0.0 17.6 12.5 14.3 0.0 0.0 0.0  
 LOS by Move: C B A A B A B B B A A A  
 HCM2kAvgQ: 4 6 1 0 3 0 6 2 3 0 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #55 Driscoll Rd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.991  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 61.2  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Driscoll Rd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	8	4	8	4	8	4	8
Lanes:	1	0	1	1	0	1	1	0

Volume Module:  
 Base Vol: 67 752 64 228 952 333 446 244 55 113 323 319  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 67 752 64 228 952 333 446 244 55 113 323 319  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 67 752 64 228 952 333 446 244 55 113 323 319  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 67 752 64 228 952 333 446 244 55 113 323 319  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 67 752 64 228 952 333 446 244 55 113 323 319

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.94 0.94 0.95 0.91 0.91 0.95 0.92 0.92 0.95 0.88 0.88  
 Lanes: 1.00 1.84 0.16 1.00 1.48 0.52 1.00 1.63 0.37 1.00 1.01 0.99  
 Final Sat.: 1805 3287 280 1805 2570 899 1805 2863 645 1805 1680 1659

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.23 0.23 0.13 0.37 0.37 0.25 0.09 0.09 0.06 0.19 0.19  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.26 0.26 0.15 0.37 0.37 0.25 0.26 0.26 0.19 0.19 0.19  
 Volume/Cap: 0.99 0.86 0.86 0.86 0.99 0.99 0.99 0.33 0.33 0.33 0.99 0.99  
 Uniform Del: 52.9 38.5 38.5 45.9 34.3 34.3 41.2 33.3 33.3 38.7 44.2 44.2  
 IncrementDel: 106.2 8.3 8.3 24.2 22.8 22.8 40.0 0.2 0.2 0.6 33.0 33.0  
 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: 159.1 46.8 46.8 70.1 57.0 57.0 81.1 33.5 33.5 39.3 77.2 77.2  
 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: 159.1 46.8 46.8 70.1 57.0 57.0 81.1 33.5 33.5 39.3 77.2 77.2  
 LOS by Move: F D D E E E F C C D E E  
 HCM2kAvgQ: 5 17 17 10 29 29 21 4 4 3 17 17

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #56 Auto Mall Pkwy / Osgood Rd  
 \*\*\*\*\*

Cycle (sec): 175 Critical Vol./Cap. (X): 1.553  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 252.9  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd 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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	1	0	0

Volume Module:  
 Base Vol: 768 1163 1154 542 168 411 526 2232 608 996 791 870  
 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: 768 1163 1154 542 168 411 526 2232 608 996 791 870  
 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: 768 1163 1154 542 168 411 526 2232 608 996 791 870  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 768 1163 1154 542 168 411 526 2232 608 996 791 870  
 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  
 FinalVolume: 768 1163 1154 542 168 411 526 2232 608 996 791 870

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 0.87 0.87  
 Lanes: 2.00 2.00 2.00 2.00 2.00 1.00 2.00 2.36 0.64 2.00 1.00 1.00  
 Final Sat.: 3502 3610 2842 3502 3091 1546 3502 3946 1075 3502 1662 1662

Capacity Analysis Module:  
 Vol/Sat: 0.22 0.32 0.41 0.15 0.05 0.27 0.15 0.57 0.57 0.28 0.48 0.52  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.16 0.26 0.26 0.10 0.20 0.20 0.12 0.36 0.36 0.18 0.43 0.43  
 Volume/Cap: 1.34 1.23 1.55 1.55 0.27 1.34 1.23 1.55 1.55 1.55 1.12 1.23  
 Uniform Del: 73.2 64.6 64.6 78.8 59.5 70.2 76.8 55.6 55.6 71.5 50.3 50.3  
 IncrementDel: 166.1 114 255.4 262.5 0.1 169.5 122.7 251 251.5 256.4 63.1 110.4  
 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: 239.3 178 320.0 341.3 59.6 239.7 199.5 307 307.1 327.9 113 160.6  
 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: 239.3 178 320.0 341.3 59.6 239.7 199.5 307 307.1 327.9 113 160.6  
 LOS by Move: F F F F E F F F F F F F  
 HCM2kAvgQ: 35 48 64 28 4 40 23 100 100 50 58 70

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #57 I-680 SB Ramps / Durham Rd  
\*\*\*\*\*  
Cycle (sec): 180 Critical Vol./Cap. (X): 1.224  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 129.2  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*  
Street Name: I-680 SB Ramps Durham Rd / 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  
-----  
Control: Protected Protected Protected Protected  
Rights: Ignore Include Include Include  
Min. Green: 10 10 10 0 0 0 10 10 10 4 10 10  
Lanes: 2 0 0 1 0 0 0 0 0 0 1 1 1 0 2 0 0  
-----  
Volume Module:  
Base Vol: 1284 0 42 0 0 0 0 2382 1599 13 1231 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: 1284 0 42 0 0 0 0 2382 1599 13 1231 0  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 1284 0 0 0 0 0 0 2382 1599 13 1231 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 1284 0 0 0 0 0 0 2382 1599 13 1231 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 1284 0 0 0 0 0 0 2382 1599 13 1231 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 0.89 0.89 0.95 0.95 1.00  
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 1.80 1.20 1.00 2.00 0.00  
Final Sat.: 3502 0 1900 0 0 0 0 3046 2044 1805 3610 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.37 0.00 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 0.00 0.00 0.00 0.00 0.63 0.63 0.02 0.65 0.00  
Volume/Cap: 1.25 0.00 0.00 0.00 0.00 0.00 1.25 1.25 0.32 0.52 0.00  
Uniform Del: 63.5 0.0 0.0 0.0 0.0 0.0 0.0 33.5 33.5 86.7 16.7 0.0  
IncrementDel: 118.8 0.0 0.0 0.0 0.0 0.0 0.0 113 113.3 4.7 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 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
Delay/Veh: 182.3 0.0 0.0 0.0 0.0 0.0 0.0 147 146.8 91.3 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  
AdjDel/Veh: 182.3 0.0 0.0 0.0 0.0 0.0 0.0 147 146.8 91.3 16.9 0.0  
LOS by Move: F A A A A A A F F B A  
HCM2kAvgQ: 53 0 0 0 0 0 0 109 109 1 18 0  
\*\*\*\*\*  
Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #58 I-680 NB Ramps / Durham Rd  
\*\*\*\*\*  
Cycle (sec): 55 Critical Vol./Cap. (X): 0.479  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7  
Optimal Cycle: 36 Level Of Service: B  
\*\*\*\*\*  
Street Name: I-680 NB Ramps Durham Rd / 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  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Ignore Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 0 1 0 1 0 1 1 0 1 1 0  
-----  
Volume Module:  
Base Vol: 915 25 66 2 7 49 39 379 1944 23 256 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 915 25 66 2 7 49 39 379 1944 23 256 5  
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: 915 25 66 2 7 49 39 379 0 23 256 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 915 25 66 2 7 49 39 379 0 23 256 5  
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: 915 25 66 2 7 49 39 379 0 23 256 5  
-----  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.89 0.89 0.95 1.00 0.85 0.95 0.95 0.95 0.95 0.95 0.95  
Lanes: 2.00 0.27 0.73 1.00 1.00 1.00 1.00 2.00 0.00 1.00 1.96 0.04  
Final Sat.: 3502 465 1228 1805 1900 1615 1805 3610 0 1805 3530 69  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.26 0.05 0.05 0.00 0.00 0.03 0.02 0.10 0.00 0.01 0.07 0.07  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.42 0.43 0.43 0.17 0.18 0.18 0.07 0.18 0.00 0.07 0.18 0.18  
Volume/Cap: 0.62 0.13 0.13 0.01 0.02 0.17 0.30 0.58 0.00 0.18 0.40 0.40  
Uniform Del: 12.6 9.5 9.5 18.9 18.5 19.0 24.2 20.6 0.0 24.0 19.8 19.8  
IncrementDel: 0.9 0.1 0.1 0.0 0.0 0.3 1.3 1.3 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: 13.5 9.6 9.6 18.9 18.5 19.3 25.4 21.8 0.0 24.6 20.2 20.2  
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: 13.5 9.6 9.6 18.9 18.5 19.3 25.4 21.8 0.0 24.6 20.2 20.2  
LOS by Move: B A A B B B C C A C C  
HCM2kAvgQ: 7 1 1 0 0 1 1 4 0 1 2 2  
\*\*\*\*\*  
Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #59 I-680 SB Ramps / Mission Blvd (North)  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap.(X): 1.034  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6  
 Optimal Cycle: 180 Level Of Service: D  
 \*\*\*\*\*

Street Name: Mission Blvd (North) I-680 SB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Include			Ignore							
Min. Green:	4	10	10	0	10	10	0	0	0	10	10	10					
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0	0	1	0	0	1

Volume Module:  
 Base Vol: 186 1687 0 0 1383 937 0 0 0 357 23 911  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 186 1687 0 0 1383 937 0 0 0 357 23 911  
 User 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  
 PHF 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  
 PHF Volume: 186 1687 0 0 1383 937 0 0 0 357 23 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 186 1687 0 0 1383 937 0 0 0 357 23 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 0.00  
 MLF 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  
 FinalVolume: 186 1687 0 0 1383 937 0 0 0 357 23 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 1.00 1.00 0.95 0.85 1.00 1.00 1.00 0.86 0.86 1.00  
 Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.94 0.06 1.00  
 Final Sat.: 1805 3610 0 0 3610 1615 0 0 0 1533 99 1900

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.47 0.00 0.00 0.38 0.58 0.00 0.00 0.00 0.23 0.23 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.10 0.66 0.00 0.00 0.56 0.56 0.00 0.00 0.00 0.23 0.23 0.00  
 Volume/Cap: 1.03 0.71 0.00 0.00 0.68 1.03 0.00 0.00 0.00 1.03 1.03 0.00  
 Uniform Del: 47.3 11.4 0.0 0.0 16.4 23.0 0.0 0.0 0.0 40.7 40.7 0.0  
 IncrementDel: 76.4 1.0 0.0 0.0 1.0 39.1 0.0 0.0 0.0 56.1 56.1 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 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00  
 Delay/Veh: 123.7 12.3 0.0 0.0 17.4 62.1 0.0 0.0 0.0 96.8 96.8 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 0.00  
 AdjDel/Veh: 123.7 12.3 0.0 0.0 17.4 62.1 0.0 0.0 0.0 96.8 96.8 0.0  
 LOS by Move: F B A A B E A A A F F A  
 HCM2kAvgQ: 11 19 0 0 17 40 0 0 0 19 19 0

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

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

\*\*\*\*\*  
 Intersection #60 I-680 NB Ramps / Mission Blvd (North)  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap.(X): 0.842  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 38.6  
 Optimal Cycle: 78 Level Of Service: D  
 \*\*\*\*\*

Street Name: Mission Blvd I-680 NB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ignore			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	0	1	0	1

Volume Module:  
 Base Vol: 461 1007 23 186 710 856 709 109 34 39 78 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: 461 1007 23 186 710 856 709 109 34 39 78 56  
 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: 461 1007 23 186 710 0 709 109 34 39 78 56  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 461 1007 23 186 710 0 709 109 34 39 78 56  
 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: 461 1007 23 186 710 0 709 109 34 39 78 56

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 1.00 0.95 0.95 1.00 0.95 0.98 0.98 0.85  
 Lanes: 1.00 1.96 0.04 1.00 2.00 1.00 1.71 0.22 0.07 0.33 0.67 1.00  
 Final Sat.: 1805 3519 80 1805 3610 1900 3105 397 124 623 1246 1615

Capacity Analysis Module:  
 Vol/Sat: 0.26 0.29 0.29 0.10 0.20 0.00 0.23 0.27 0.27 0.06 0.06 0.03  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.29 0.37 0.37 0.13 0.22 0.00 0.26 0.30 0.30 0.07 0.12 0.12  
 Volume/Cap: 0.89 0.77 0.77 0.77 0.89 0.00 0.89 0.90 0.90 0.90 0.53 0.29  
 Uniform Del: 29.0 23.4 23.4 35.5 32.1 0.0 30.4 28.3 28.3 39.3 35.3 34.3  
 IncrementDel: 17.2 2.7 2.7 13.6 12.1 0.0 10.3 11.5 11.5 49.8 2.5 0.9  
 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: 46.2 26.1 26.1 49.1 44.2 0.0 40.8 39.8 39.8 89.1 37.8 35.1  
 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: 46.2 26.1 26.1 49.1 44.2 0.0 40.8 39.8 39.8 89.1 37.8 35.1  
 LOS by Move: D C C D D A D D D F D D  
 HCM2kAvgQ: 15 14 14 7 13 0 14 16 16 6 4 2

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #61 Osgood-Warm Springs / S. Grimmer  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 2.273  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 410.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd-Warm Springs Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1

Volume Module:  
 Base Vol: 879 866 378 43 412 1008 1660 543 93 62 146 34  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 879 866 378 43 412 1008 1660 543 93 62 146 34  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 879 866 378 43 412 1008 1660 543 93 62 146 34  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 879 866 378 43 412 1008 1660 543 93 62 146 34  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 879 866 378 43 412 1008 1660 543 93 62 146 34

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 0.95 0.95 0.85 0.92 0.95 0.85  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.49 0.24 0.23 0.02 0.11 0.62 0.92 0.15 0.06 0.02 0.04 0.02  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.21 0.43 0.43 0.04 0.27 0.27 0.39 0.38 0.38 0.06 0.04 0.04  
 Volume/Cap: 2.34 0.56 0.54 0.56 0.43 2.34 2.34 0.40 0.15 0.31 0.91 0.47  
 Uniform Del: 71.3 38.3 38.0 84.5 54.7 66.0 54.7 40.6 36.6 81.6 85.6 83.9  
 IncrementDel: 612.7 0.4 0.9 8.7 0.3 611.7 608.9 0.2 0.1 0.9 45.6 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: 684.0 38.7 38.9 93.1 55.0 677.7 663.5 40.8 36.7 82.5 131 88.8  
 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: 684.0 38.7 38.9 93.1 55.0 677.7 663.5 40.8 36.7 82.5 131 88.8  
 LOS by Move: F D D F D F F D D F F F  
 HCM2kAvgQ: 109 18 15 3 10 124 204 11 3 2 6 2

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 2.189  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 395.0  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Mission Blvd (SR262)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ignore			Ignore					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:  
 Base Vol: 1001 1036 475 542 1159 1733 962 2321 585 657 969 135  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1001 1036 475 542 1159 1733 962 2321 585 657 969 135  
 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: 1001 1036 475 542 1159 1733 962 2321 0 657 969 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1001 1036 475 542 1159 1733 962 2321 0 657 969 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: 1001 1036 475 542 1159 1733 962 2321 0 657 969 0

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 1.00 0.92 0.91 1.00  
 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 1900 3502 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.29 0.29 0.29 0.15 0.32 1.07 0.27 0.45 0.00 0.19 0.19 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.13 0.41 0.41 0.21 0.49 0.49 0.17 0.20 0.00 0.09 0.12 0.00  
 Volume/Cap: 2.19 0.71 0.72 0.72 0.65 2.19 1.59 2.19 0.00 2.19 1.59 0.00  
 Uniform Del: 78.2 44.4 44.9 65.8 34.4 45.9 74.5 71.6 0.0 82.3 79.4 0.0  
 IncrementDel: 542.0 1.6 4.0 3.5 0.9 539.0 273.5 538 0.0 545.7 273 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: 620.2 46.0 48.8 69.3 35.3 584.9 348.0 610 0.0 628.0 353 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: 620.2 46.0 48.8 69.3 35.3 584.9 348.0 610 0.0 628.0 353 0.0  
 LOS by Move: F D D E D F F A F F A  
 HCM2kAvgQ: 63 25 22 15 25 206 50 102 0 42 37 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #63 Warm Springs Blvd / Warren Ave  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.915  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.8  
 Optimal Cycle: 130 Level Of Service: D  
 \*\*\*\*\*

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

Control:	Protected				Protected				Protected				Protected						
Rights:	Include				Include				Include				Include						
Min. Green:	4	10	10		4	10	10		4	10	10		4	10	10				
Lanes:	2	0	1	0	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:  
 Base Vol: 16 1140 184 326 1276 22 894 723 232 283 5 95  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 16 1140 184 326 1276 22 894 723 232 283 5 95  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 16 1140 184 326 1276 22 894 723 232 283 5 95  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 16 1140 184 326 1276 22 894 723 232 283 5 95  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 16 1140 184 326 1276 22 894 723 232 283 5 95

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.93 0.93 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 1.72 0.28 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3043 491 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.37 0.37 0.09 0.35 0.01 0.26 0.20 0.14 0.08 0.00 0.06  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.40 0.40 0.10 0.45 0.45 0.27 0.26 0.26 0.10 0.09 0.09  
 Volume/Cap: 0.10 0.95 0.95 0.95 0.79 0.03 0.95 0.78 0.56 0.78 0.02 0.65  
 Uniform Del: 50.3 32.1 32.1 49.3 25.9 17.0 39.4 38.0 35.5 48.1 45.5 48.3  
 IncrementDel: 0.3 13.4 13.4 34.7 2.7 0.0 17.8 4.3 1.7 10.3 0.0 9.6  
 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: 50.5 45.6 45.6 84.0 28.6 17.0 57.2 42.3 37.2 58.4 45.5 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: 50.5 45.6 45.6 84.0 28.6 17.0 57.2 42.3 37.2 58.4 45.5 57.9  
 LOS by Move: D D D F C B E D D E D E  
 HCM2kAvgQ: 0 28 28 9 21 0 20 14 7 7 0 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #64 Warm Springs / Kato / Scott Creek  
 \*\*\*\*\*

Cycle (sec): 155 Critical Vol./Cap. (X): 1.524  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 195.8  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Kato Rd / Scott Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected								
Rights:	Include				Include				Include				Include								
Min. Green:	4	10	10		4	10	10		4	10	10		4	10	10						
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	1	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 24 555 588 795 885 116 180 1230 132 709 309 631  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 24 555 588 795 885 116 180 1230 132 709 309 631  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 24 555 588 795 885 116 180 1230 132 709 309 631  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 24 555 588 795 885 116 180 1230 132 709 309 631  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 24 555 588 795 885 116 180 1230 132 709 309 631

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 0.95 0.94 0.94 0.95 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.81 0.19 1.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3610 1615 1805 3211 345 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.15 0.36 0.23 0.25 0.07 0.10 0.38 0.38 0.39 0.09 0.39  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.04 0.24 0.24 0.15 0.35 0.35 0.10 0.25 0.25 0.26 0.41 0.41  
 Volume/Cap: 0.19 0.64 1.52 1.52 0.70 0.20 0.96 1.52 1.52 1.52 0.21 0.96  
 Uniform Del: 72.4 53.1 59.0 66.0 43.3 35.2 69.2 58.0 58.0 57.5 30.0 45.0  
 IncrementDel: 0.7 1.7 248.8 245.6 1.8 0.2 55.1 242 241.7 246.7 0.1 26.3  
 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: 73.1 54.7 307.8 311.5 45.0 35.4 124.3 300 299.7 304.2 30.0 71.3  
 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: 73.1 54.7 307.8 311.5 45.0 35.4 124.3 300 299.7 304.2 30.0 71.3  
 LOS by Move: E D F F D D F F F C E  
 HCM2kAvgQ: 1 13 53 38 19 4 12 64 64 64 5 34

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #67 Ardenwood Blvd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.706  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5  
 Optimal Cycle: 51 Level Of Service: C  
 \*\*\*\*\*

Street Name: Ardenwood Blvd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Ignore Ignore Ignore Ignore  
 Min. Green: 4 8 8 4 8 8 4 8 8  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 2 0 1

Volume Module:  
 Base Vol: 16 1229 1086 92 876 419 539 900 39 139 339 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: 16 1229 1086 92 876 419 539 900 39 139 339 17  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 16 1229 0 92 876 0 539 900 0 139 339 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 16 1229 0 92 876 0 539 900 0 139 339 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 16 1229 0 92 876 0 539 900 0 139 339 0

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.24 0.00 0.03 0.17 0.00 0.15 0.25 0.00 0.04 0.09 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.31 0.00 0.07 0.27 0.00 0.21 0.33 0.00 0.07 0.19 0.00  
 Volume/Cap: 0.04 0.76 0.00 0.36 0.63 0.00 0.75 0.76 0.00 0.55 0.48 0.00  
 Uniform Del: 21.6 17.2 0.0 24.3 17.7 0.0 20.5 16.6 0.0 24.6 19.7 0.0  
 IncrementDel: 0.0 2.2 0.0 0.9 0.9 0.0 4.4 3.0 0.0 2.5 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: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Delay/Veh: 21.7 19.4 0.0 25.2 18.7 0.0 25.0 19.7 0.0 27.1 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: 21.7 19.4 0.0 25.2 18.7 0.0 25.0 19.7 0.0 27.1 20.3 0.0  
 LOS by Move: C B A C B A C B A C C A  
 HCM2kAvgQ: 0 9 0 1 6 0 6 9 0 2 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #68 Fremont-McCarthy Blvd / Dixon Landing Rd  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 1.080  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 68.3  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Fremont Blvd-McCarthy Blvd Dixon Landing Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
 Rights: Ignore Include Include Owl  
 Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10  
 Lanes: 1 0 1 0 1 2 0 1 1 0 1 0 1 0 0 2

Volume Module:  
 Base Vol: 16 1000 1553 731 1100 5 10 90 104 407 5 770  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 16 1000 1553 731 1100 5 10 90 104 407 5 770  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 16 1000 0 731 1100 5 10 90 104 407 5 770  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 16 1000 0 731 1100 5 10 90 104 407 5 770  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 16 1000 0 731 1100 5 10 90 104 407 5 770

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.92 0.95 0.95 0.92 0.92 0.92 0.95 0.95 0.75  
 Lanes: 1.00 1.00 1.00 2.00 1.99 0.01 1.03 0.45 0.52 1.98 0.02 2.00  
 Final Sat.: 1805 1900 1900 3502 3590 16 1796 792 916 3577 44 2842

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.53 0.00 0.21 0.31 0.31 0.01 0.11 0.11 0.11 0.11 0.27  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.49 0.00 0.19 0.56 0.56 0.11 0.11 0.11 0.11 0.11 0.30  
 Volume/Cap: 0.08 1.08 0.00 1.08 0.54 0.54 0.05 1.08 1.08 1.08 1.08 0.91  
 Uniform Del: 43.3 28.2 0.0 44.4 15.1 15.1 44.3 49.2 49.2 49.2 49.2 37.1  
 IncrementDel: 0.2 53.7 0.0 58.3 0.3 0.3 0.0 88.5 88.5 69.3 69.3 13.4  
 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 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 43.4 81.9 0.0 102.7 15.4 15.4 44.3 138 137.7 118.5 118 50.5  
 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: 43.4 81.9 0.0 102.7 15.4 15.4 44.3 138 137.7 118.5 118 50.5  
 LOS by Move: D F A F B B D F F F F D  
 HCM2kAvgQ: 1 47 0 20 12 12 0 12 12 12 12 18

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

# 2035 Growth Trend Alternative Condition

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A.M. Peak

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #1 Alvarado Blvd / Deep Creek Rd  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.069  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 65.4  
 Optimal Cycle: OPTIMIZED Level of Service: E  
 \*\*\*\*\*

Street Name:	Alvarado Blvd			Deep Creek Rd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Ignore		Include	Include		Include
Min. Green:	4	10	10	4	10	4
Lanes:	1	0	3	0	1	0

Volume Module:  
 Base Vol: 120 1518 391 0 2735 215 268 0 431 4 303 343  
 Growth Adj: 1.00 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 1518 391 0 2735 215 268 0 431 4 303 343  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 120 1518 0 0 2735 215 268 0 431 4 303 343  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 120 1518 0 0 2735 215 268 0 431 4 303 343  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 120 1518 0 0 2735 215 268 0 431 4 303 343

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 0.99 0.99 0.95 1.00 0.85 0.95 1.00 0.85  
 Lanes: 1.00 3.00 1.00 0.00 2.78 0.22 1.00 0.00 3.00 2.00 1.00 1.00  
 Final Sat.: 1805 5700 1900 0 5226 411 1805 0 4845 3610 1900 1615

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.27 0.00 0.00 0.52 0.52 0.15 0.00 0.09 0.00 0.16 0.21  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.06 0.55 0.00 0.00 0.49 0.49 0.14 0.00 0.14 0.20 0.20 0.20  
 Volume/Cap: 1.07 0.48 0.00 0.00 1.07 1.07 1.07 0.00 0.64 0.01 0.80 1.07  
 Uniform Del: 63.3 18.5 0.0 0.0 34.5 34.5 58.1 0.0 54.9 43.4 51.6 54.1  
 IncrementDel: 104.9 0.1 0.0 0.0 39.3 39.3 76.5 0.0 2.1 0.0 11.8 69.9  
 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 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 168.2 18.6 0.0 0.0 73.7 73.7 134.6 0.0 57.0 43.4 63.3 124.0  
 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: 168.2 18.6 0.0 0.0 73.7 73.7 134.6 0.0 57.0 43.4 63.3 124.0  
 LOS by Move: F B A A E E F A E D E F  
 HCM2kAvgQ: 9 13 0 0 53 53 17 0 7 0 14 21

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #2 I-880 NB Ramps / Fremont Blvd  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap.(X): 0.919  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4  
 Optimal Cycle: OPTIMIZED Level of Service: C  
 \*\*\*\*\*

Street Name:	I-880 NB Ramps			Fremont Blvd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	4	10	10	4	10	4
Lanes:	0	0	3	0	1	0

Volume Module:  
 Base Vol: 0 1368 708 522 1851 0 633 0 71 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 1368 708 522 1851 0 633 0 71 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 1368 708 522 1851 0 633 0 71 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 1368 708 522 1851 0 633 0 71 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 1368 708 522 1851 0 633 0 71 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 0.85 0.95 1.00 1.00 0.95 1.00 0.85 1.00 1.00 1.00  
 Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 2.00 0.00 2.00 0.00 0.00 0.00  
 Final Sat.: 0 5700 1615 3610 5700 0 3618 0 3230 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.24 0.44 0.14 0.32 0.00 0.17 0.00 0.02 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.48 0.48 0.16 0.63 0.00 0.19 0.00 0.19 0.00 0.00 0.00  
 Volume/Cap: 0.00 0.50 0.92 0.92 0.51 0.00 0.92 0.00 0.12 0.00 0.00 0.00  
 Uniform Del: 0.0 14.4 19.5 33.2 7.9 0.0 31.8 0.0 26.8 0.0 0.0 0.0  
 IncrementDel: 0.0 0.2 16.0 20.1 0.1 0.0 17.4 0.0 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: 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00  
 Delay/Veh: 0.0 14.5 35.5 53.3 8.0 0.0 49.2 0.0 26.9 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: 0.0 14.5 35.5 53.3 8.0 0.0 49.2 0.0 26.9 0.0 0.0 0.0  
 LOS by Move: A B D D A A D A C A A A  
 HCM2kAvgQ: 0 8 21 10 8 0 12 0 1 0 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #3 Fremont Blvd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap.(X): 0.925  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8								
Lanes:	2	0	3	0	1	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 883 1293 79 544 944 174 263 298 439 75 602 381  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 883 1293 79 544 944 174 263 298 439 75 602 381  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 883 1293 79 544 944 174 263 298 439 75 602 381  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 883 1293 79 544 944 174 263 298 439 75 602 381  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 883 1293 79 544 944 174 263 298 439 75 602 381

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 0.98 0.98 0.95 0.91 0.91 0.95 1.00 0.85  
 Lanes: 2.00 3.00 1.00 2.00 2.53 0.47 2.00 1.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3610 5700 1615 3610 4702 867 3610 1731 1731 1805 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.23 0.05 0.15 0.20 0.20 0.07 0.17 0.25 0.04 0.16 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.26 0.29 0.29 0.19 0.22 0.22 0.08 0.27 0.27 0.07 0.26 0.26  
 Volume/Cap: 0.92 0.78 0.17 0.78 0.92 0.92 0.92 0.64 0.94 0.64 0.62 0.92  
 Uniform Del: 23.3 21.2 17.3 25.0 24.9 24.9 29.7 21.0 23.3 29.6 21.4 23.6  
 IncrementDel: 14.3 2.5 0.2 5.8 11.9 11.9 34.1 1.2 19.8 11.1 1.3 26.5  
 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: 37.6 23.8 17.4 30.8 36.8 36.8 63.9 22.2 43.1 40.7 22.7 50.1  
 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: 37.6 23.8 17.4 30.8 36.8 36.8 63.9 22.2 43.1 40.7 22.7 50.1  
 LOS by Move: D C B C D D E C D D C D  
 HCM2kAvgQ: 13 10 1 7 12 12 6 6 14 3 6 12

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Paseo Padre Pkwy / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap.(X): 1.279  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 146.5  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	13	13	4	13	13	4	8	8	4	8	8			
Lanes:	2	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 939 949 325 451 1222 128 125 1441 592 278 1537 395  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 939 949 325 451 1222 128 125 1441 592 278 1537 395  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 939 949 325 451 1222 128 125 1441 592 278 1537 395  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 939 949 325 451 1222 128 125 1441 592 278 1537 395  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 939 949 325 451 1222 128 125 1441 592 278 1537 395

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 0.94 0.94 0.95 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 1.81 0.19 1.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3222 337 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.27 0.26 0.20 0.13 0.38 0.38 0.07 0.40 0.37 0.08 0.43 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.21 0.34 0.34 0.17 0.30 0.30 0.05 0.32 0.32 0.06 0.33 0.33  
 Volume/Cap: 1.28 0.77 0.59 0.77 1.28 1.28 1.28 1.24 1.14 1.24 1.28 0.73  
 Uniform Del: 59.3 44.4 40.9 59.8 52.8 52.8 70.9 50.8 50.8 70.2 50.0 44.2  
 IncrementDel: 135.9 3.1 1.7 6.4 133 132.9 183.3 114 82.3 138.5 132 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: 195.1 47.5 42.7 66.2 186 185.6 254.2 165 133.1 208.7 182 49.4  
 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: 195.1 47.5 42.7 66.2 186 185.6 254.2 165 133.1 208.7 182 49.4  
 LOS by Move: F D D E F F F F F F F D  
 HCM2kAvgQ: 37 22 13 12 53 53 11 54 39 12 60 17

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #5 Fremont Blvd / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 1.217  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 101.9  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name:	Fremont Blvd				Decoto Rd															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R											
Control:	Protected		Protected		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	4	10	10	4	10	10	4	10	10											
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0	2	0	2	0	1

Volume Module:  
 Base Vol: 446 1552 433 234 1295 122 243 1634 257 295 2104 68  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 446 1552 433 234 1295 122 243 1634 257 295 2104 68  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 446 1552 433 234 1295 122 243 1634 257 295 2104 68  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 446 1552 433 234 1295 122 243 1634 257 295 2104 68  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 446 1552 433 234 1295 122 243 1634 257 295 2104 68

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.95 0.98 0.98 0.95 1.00 0.85  
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.59 0.41 2.00 2.00 1.00  
 Final Sat.: 1805 5700 1615 1805 5700 1615 3610 4827 759 3610 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.25 0.27 0.27 0.13 0.23 0.08 0.07 0.34 0.34 0.08 0.55 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.20 0.26 0.26 0.13 0.19 0.19 0.06 0.41 0.41 0.10 0.45 0.45  
 Volume/Cap: 1.22 1.03 1.02 1.03 1.22 0.40 1.22 0.82 0.82 0.82 1.22 0.09  
 Uniform Del: 47.8 44.2 44.2 52.5 48.8 42.9 56.7 31.5 31.5 53.0 32.7 18.6  
 IncrementDel: 120.0 31.6 47.5 68.1 106 0.9 134.4 2.5 2.5 14.3 103 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: 167.9 75.8 91.7 120.6 155 43.8 191.1 34.0 34.0 67.3 136 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: 167.9 75.8 91.7 120.6 155 43.8 191.1 34.0 34.0 67.3 136 18.7  
 LOS by Move: F E F F F D F C C E F B  
 HCM2kAvgQ: 29 26 22 14 28 4 10 23 23 8 63 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #6 I-880 NB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap.(X): 1.386  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 147.6  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name:	I-880 NB Ramps				Decoto Rd												
Approach:	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected										
Rights:	Include		Include		Ignore		Ignore										
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0					
Lanes:	1	0	1	0	0	0	0	0	0	2	0	1	0	0	2	0	1

Volume Module:  
 Base Vol: 1772 0 398 0 0 0 0 0 1769 1429 0 2749 35  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1772 0 398 0 0 0 0 0 1769 1429 0 2749 35  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 1772 0 398 0 0 0 0 0 1769 0 0 2749 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1772 0 398 0 0 0 0 0 1769 0 0 2749 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: 1772 0 398 0 0 0 0 0 1769 0 0 2749 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.94 1.00 0.94 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00  
 Lanes: 1.82 0.00 1.18 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 1.00  
 Final Sat.: 3227 0 2102 0 0 0 0 0 3610 1900 0 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.55 0.00 0.19 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.76 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.40 0.00 0.40 0.00 0.00 0.00 0.00 0.55 0.00 0.00 0.55 0.00  
 Volume/Cap: 1.39 0.00 0.48 0.00 0.00 0.00 0.00 0.89 0.00 0.00 1.39 0.00  
 Uniform Del: 33.2 0.0 24.7 0.0 0.0 0.0 0.0 21.9 0.0 0.0 24.8 0.0  
 IncrementDel: 177.8 0.0 0.1 0.0 0.0 0.0 0.0 5.6 0.0 0.0 177 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: 211.0 0.0 24.8 0.0 0.0 0.0 0.0 27.5 0.0 0.0 202 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: 211.0 0.0 24.8 0.0 0.0 0.0 0.0 27.5 0.0 0.0 202 0.0  
 LOS by Move: F A C A A A A C A A F A  
 HCM2kAvgQ: 67 0 9 0 0 0 0 0 31 0 0 98 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #7 I-880 SB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 1.150  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 71.9  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Lanes:	0	0	0	2	0	0	1	0	0	3	0	1

Volume Module:  
 Base Vol: 0 0 0 1339 0 0 0 1854 16 0 2533 1876  
 Growth Adj: 1.00 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 1339 0 0 0 1854 16 0 2533 1876  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 1339 0 0 0 1854 0 0 2533 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1339 0 0 0 1854 0 0 2533 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 1339 0 0 0 1854 0 0 2533 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 1.00 1.00 0.91 1.00 1.00 0.95 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 3.00 1.00 0.00 2.00 1.00  
 Final Sat.: 0 0 0 3502 0 1900 0 5187 1900 0 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.00 0.36 0.00 0.00 0.70 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.33 0.00 0.00 0.00 0.61 0.00 0.00 0.61 0.00  
 Volume/Cap: 0.00 0.00 0.00 1.15 0.00 0.00 0.00 0.59 0.00 0.00 1.15 0.00  
 Uniform Del: 0.0 0.0 0.0 35.0 0.0 0.0 0.0 12.4 0.0 0.0 20.5 0.0  
 IncremntDel: 0.0 0.0 0.0 77.7 0.0 0.0 0.0 0.3 0.0 0.0 73.2 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 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 0.0 0.0 0.0 112.7 0.0 0.0 0.0 12.7 0.0 0.0 93.6 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: 0.0 0.0 0.0 112.7 0.0 0.0 0.0 12.7 0.0 0.0 93.6 0.0  
 LOS by Move: A A A F A A A B A A F A  
 HCM2kAvgQ: 0 0 0 37 0 0 0 13 0 0 67 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Ardenwood Blvd / SR84 WB Ramps  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.934  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Ardenwood Blvd SR84 WB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	0	0	10	10	0	0	0	10	0	10
Lanes:	2	0	3	0	0	3	0	1	0	0	0	0

Volume Module:  
 Base Vol: 873 1149 0 0 1122 487 0 0 0 815 4 532  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 873 1149 0 0 1122 487 0 0 0 815 4 532  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 873 1149 0 0 1122 487 0 0 0 815 4 532  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 873 1149 0 0 1122 487 0 0 0 815 4 532  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 873 1149 0 0 1122 487 0 0 0 815 4 532

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.86 0.86 0.86  
 Lanes: 2.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 2.00 0.01 1.99  
 Final Sat.: 3610 5700 0 0 5700 1615 0 0 0 3254 24 3230

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.20 0.00 0.00 0.20 0.30 0.00 0.00 0.00 0.25 0.16 0.16  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.26 0.58 0.00 0.00 0.32 0.32 0.00 0.00 0.00 0.27 0.27 0.27  
 Volume/Cap: 0.93 0.35 0.00 0.00 0.61 0.93 0.00 0.00 0.00 0.93 0.61 0.61  
 Uniform Del: 21.7 6.6 0.0 0.0 17.1 19.7 0.0 0.0 0.0 21.4 19.2 19.2  
 IncremntDel: 15.9 0.1 0.0 0.0 0.6 24.1 0.0 0.0 0.0 11.4 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 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 37.6 6.6 0.0 0.0 17.7 43.8 0.0 0.0 0.0 32.8 19.8 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: 37.6 6.6 0.0 0.0 17.7 43.8 0.0 0.0 0.0 32.8 19.8 19.8  
 LOS by Move: D A A A B D A A A C B B  
 HCM2kAvgQ: 13 4 0 0 7 14 0 0 0 12 5 5

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #1009 Paseo Padre Pkwy / SR84 WB Ramps
*****
Cycle (sec):      65          Critical Vol./Cap. (X):      0.836
Loss Time (sec):  12 (Y+R=4.0 sec) Average Delay (sec/veh):  18.4
Optimal Cycle: OPTIMIZED          Level Of Service:      B
*****
Street Name:      Paseo Padre Pkwy          SR84 WB Ramps
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Ignore          Ignore          Include          Include
Min. Green:       0 10 10          0 10 10          0 0 0          10 0 10
Lanes:            0 0 2 0 1          0 0 2 0 1          0 0 0 0 0          1 0 0 0 1
-----
Volume Module:
Base Vol:         0 1582 912          0 314 819          0 0 0          440 0 55
Growth Adj:      1.00 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 1582 912          0 314 819          0 0 0          440 0 55
User Adj:        1.00 1.00 0.00          1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:         1.00 1.00 0.00          1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:      0 1582 0          0 314 0          0 0 0          440 0 55
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:     0 1582 0          0 314 0          0 0 0          440 0 55
PCE Adj:         1.00 1.00 0.00          1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:         1.00 1.00 0.00          1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:     0 1582 0          0 314 0          0 0 0          440 0 55
-----
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 0.95 1.00          1.00 1.00 1.00          0.95 1.00 0.85
Lanes:           0.00 2.00 1.00          0.00 2.00 1.00          0.00 0.00 0.00          1.00 0.00 1.00
Final Sat.:      0 3610 1900          0 3610 1900          0 0 0          1805 0 1615
-----
Capacity Analysis Module:
Vol/Sat:         0.00 0.44 0.00          0.00 0.09 0.00          0.00 0.00 0.00          0.24 0.00 0.03
Crit Moves:      ****          ****          ****          ****
Green/Cycle:     0.00 0.52 0.00          0.00 0.52 0.00          0.00 0.00 0.00          0.29 0.00 0.29
Volume/Cap:      0.00 0.84 0.00          0.00 0.17 0.00          0.00 0.00 0.00          0.84 0.00 0.12
Uniform Del:     0.0 13.1 0.0          0.0 8.1 0.0          0.0 0.0 0.0          21.6 0.0 16.9
IncrementDel:    0.0 3.4 0.0          0.0 0.0 0.0          0.0 0.0 0.0          11.2 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:       0.00 1.00 0.00          0.00 1.00 0.00          0.00 0.00 0.00          1.00 0.00 1.00
Delay/Veh:       0.0 16.5 0.0          0.0 8.1 0.0          0.0 0.0 0.0          32.8 0.0 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:     0.0 16.5 0.0          0.0 8.1 0.0          0.0 0.0 0.0          32.8 0.0 17.0
LOS by Move:    A B A          A A A          A A A          C A B
HCM2kAvgQ:      0 17 0          0 2 0          0 0 0          11 0 1
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #1010 Thornton Ave / SR84 EB Ramps
*****
Cycle (sec):      95          Critical Vol./Cap. (X):      0.962
Loss Time (sec):  12 (Y+R=4.0 sec) Average Delay (sec/veh):  32.6
Optimal Cycle: OPTIMIZED          Level Of Service:      C
*****
Street Name:      Thornton Ave          SR84 EB Ramps
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Include          Ignore          Include          Include
Min. Green:       0 10 10          0 10 10          10 0 10          0 0 0 0
Lanes:            0 0 2 0 1          0 0 1 1 0          1 0 0 1 0          0 0 0 0 0
-----
Volume Module:
Base Vol:         0 1753 391          0 717 31 641 0 437 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 1753 391          0 717 31 641 0 437 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 1753 391          0 717 0 641 0 437 0 0 0
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:     0 1753 391          0 717 0 641 0 437 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 1753 391          0 717 0 641 0 437 0 0 0
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900          1900 1900 1900          1900 1900 1900          1900 1900 1900
Adjustment:      1.00 0.95 0.85          1.00 0.95 0.95          0.95 1.00 0.85          1.00 1.00 1.00
Lanes:           0.00 2.00 1.00          0.00 2.00 0.00          1.00 0.00 1.00          0.00 0.00 0.00
Final Sat.:      0 3610 1615          0 3610 0 1805 0 1615 0 0 0
-----
Capacity Analysis Module:
Vol/Sat:         0.00 0.49 0.24          0.00 0.20 0.00          0.36 0.00 0.27          0.00 0.00 0.00
Crit Moves:      ****          ****          ****          ****
Green/Cycle:     0.00 0.50 0.50          0.00 0.50 0.00          0.37 0.00 0.37          0.00 0.00 0.00
Volume/Cap:      0.00 0.96 0.48          0.00 0.39 0.00          0.96 0.00 0.73          0.00 0.00 0.00
Uniform Del:     0.0 22.7 15.4          0.0 14.5 0.0          29.3 0.0 25.9          0.0 0.0 0.0
IncrementDel:    0.0 13.3 0.4          0.0 0.1 0.0          25.7 0.0 4.7          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 1.00          0.00 1.00 0.00          1.00 0.00 1.00          0.00 0.00 0.00
Delay/Veh:       0.0 35.9 15.8          0.0 14.7 0.0          55.1 0.0 30.6          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 35.9 15.8          0.0 14.7 0.0          55.1 0.0 30.6          0.0 0.0 0.0
LOS by Move:    A D B          A B A          E A C          A A A
HCM2kAvgQ:      0 32 8          0 7 0          24 0 12          0 0 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Paseo Padre Pkwy / Isherwood Way  
 \*\*\*\*\*

Cycle (sec): 160 Critical Vol./Cap. (X): 1.161  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 121.0  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Isherwood Way  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 1 0 0 0 1! 0 0 0 0 1! 0 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 20 1946 209 84 2786 136 113 39 50 498 47 114  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 20 1946 209 84 2786 136 113 39 50 498 47 114  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 1946 209 84 2786 136 113 39 50 498 47 114  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 20 1946 209 84 2786 136 113 39 50 498 47 114  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 20 1946 209 84 2786 136 113 39 50 498 47 114  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.85 0.95 0.90 0.90 0.94 0.94 0.94 0.94 0.94 0.94  
 Lanes: 1.00 2.00 1.00 1.00 2.86 0.14 0.56 0.19 0.25 0.76 0.07 0.17  
 Final Sat.: 1805 3610 1615 1805 4911 240 1000 345 442 1352 128 310  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.54 0.13 0.05 0.57 0.57 0.11 0.11 0.11 0.37 0.37 0.37  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.01 0.46 0.46 0.04 0.49 0.49 0.10 0.10 0.10 0.32 0.32 0.32  
 Volume/Cap: 1.15 1.16 0.28 1.16 1.15 1.15 1.16 1.16 1.16 1.16 1.16 1.16  
 Uniform Del: 79.2 42.9 26.4 76.8 40.4 40.4 72.2 72.2 72.2 54.6 54.6 54.6  
 IncrementDel: 266.2 79.6 0.2 155.9 71.2 71.2 118.3 118 118.3 90.8 90.8 90.8  
 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: 345.4 122 26.6 232.7 112 111.7 190.5 190 190.5 145.4 145 145.4  
 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: 345.4 122 26.6 232.7 112 111.7 190.5 190 190.5 145.4 145 145.4  
 LOS by Move: F F C F F F F F F F F F  
 HCM2kAvgQ: 3 69 6 8 71 71 16 16 16 46 46 46  
 \*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #12 Paseo Padre Pkwy / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 1.565  
 Loss Time (sec): 17 (Y+R=4.0 sec) Average Delay (sec/veh): 222.8  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 10 10 10 10 10 10  
 Lanes: 2 0 1 1 0 1 0 3 0 1 1 1 1 0 1 1 0 0 1 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 284 1616 44 21 2228 859 440 29 1131 156 109 76  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 284 1616 44 21 2228 859 440 29 1131 156 109 76  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 284 1616 44 21 2228 859 440 29 1131 156 109 76  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 284 1616 44 21 2228 859 440 29 1131 156 109 76  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 284 1616 44 21 2228 859 440 29 1131 156 109 76  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.95 0.91 0.85 0.91 0.91 0.85 0.95 0.94 0.94  
 Lanes: 2.00 1.95 0.05 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.59 0.41  
 Final Sat.: 3502 3500 95 1805 5187 1615 3448 1724 1615 1805 1050 732  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.46 0.46 0.01 0.43 0.53 0.13 0.02 0.70 0.09 0.10 0.10  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.05 0.37 0.37 0.02 0.34 0.34 0.45 0.45 0.45 0.07 0.07 0.07  
 Volume/Cap: 1.56 1.25 1.25 0.52 1.26 1.56 0.29 0.04 1.56 1.30 1.56 1.56  
 Uniform Del: 85.3 56.7 56.7 87.1 59.4 59.4 31.5 27.9 49.7 84.0 84.0 84.0  
 IncrementDel: 279.2 119 118.7 12.0 123 263.0 0.1 0.0 260.9 184.2 291 291.0  
 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: 364.6 175 175.4 99.1 183 322.4 31.6 27.9 310.7 268.2 375 375.1  
 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: 364.6 175 175.4 99.1 183 322.4 31.6 27.9 310.7 268.2 375 375.1  
 LOS by Move: F F F F F F C C F F F F  
 HCM2kAvgQ: 16 70 70 2 66 84 8 1 110 15 20 20  
 \*\*\*\*\*

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #13 Fremont Blvd / Thornton Ave  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.896  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Street Name:		Fremont Blvd				Thornton Ave					
Approach:		North Bound		South Bound		East Bound		West Bound			
Movement:		L	T	R	L	T	R	L	T	R	
Control:		Protected		Protected		Protected		Protected			
Rights:		Include		Include		Include		Include			
Min. Green:		4	10	10	4	10	10	4	10	10	
Lanes:		2	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	172	675	182	402	717	268	317	866	146	211	674	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:	172	675	182	402	717	268	317	866	146	211	674	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	675	182	402	717	268	317	866	146	211	674	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	675	182	402	717	268	317	866	146	211	674	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	172	675	182	402	717	268	317	866	146	211	674	301

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	0.87	0.87	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.58	0.42	2.00	2.18	0.82	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2752	742	3502	3621	1353	3502	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.25	0.25	0.11	0.20	0.20	0.09	0.24	0.09	0.12	0.19	0.19
Crit Moves:	****											
Green/Cycle:	0.10	0.27	0.27	0.13	0.30	0.30	0.13	0.27	0.27	0.13	0.27	0.27
Volume/Cap:	0.49	0.90	0.90	0.90	0.66	0.66	0.70	0.90	0.34	0.90	0.70	0.70
Uniform Del:	25.5	21.0	21.0	25.8	18.3	18.3	25.0	21.2	17.7	25.7	19.8	19.7
IncrementDel:	1.0	11.0	11.0	20.1	1.1	1.1	4.7	10.9	0.5	32.4	2.2	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:	26.5	31.9	31.9	45.9	19.4	19.4	29.6	32.0	18.2	58.1	22.0	24.6
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:	26.5	31.9	31.9	45.9	19.4	19.4	29.6	32.0	18.2	58.1	22.0	24.6
LOS by Move:	C	C	C	D	B	B	C	C	B	E	C	C
HCM2kAvgQ:	2	12	12	7	7	7	4	12	2	7	7	7

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #14 I-880 NB Ramps / Thornton Ave  
\*\*\*\*\*

Cycle (sec): 36 Critical Vol./Cap. (X): 0.686  
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5  
Optimal Cycle: OPTIMIZED Level Of Service: A  
\*\*\*\*\*

Street Name:		I-880 NB Ramps				Thornton Ave						
Approach:		North Bound		South Bound		East Bound		West Bound				
Movement:		L	T	R	L	T	R	L	T	R		
Control:		Protected		Protected		Protected		Protected				
Rights:		Include		Include		Ignore		Include				
Min. Green:		0	0	0	0	0	0	0	0	0	0	
Lanes:		1	0	1	0	0	0	0	0	2	0	1

Volume Module:

Base Vol:	4	0	446	0	0	0	0	1356	675	0	1484	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:	4	0	446	0	0	0	0	1356	675	0	1484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	4	0	446	0	0	0	0	1356	675	0	1484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	446	0	0	0	0	1356	675	0	1484	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	4	0	446	0	0	0	0	1356	675	0	1484	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	1.01	0.00	1.99	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00
Final Sat.:	1631	0	3219	0	0	0	0	0	3610	1900	0	5187

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.55	0.00
Volume/Cap:	0.01	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.52	0.00
Uniform Del:	11.5	0.0	13.3	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.2	0.0
IncrementDel:	0.0	0.0	3.0	0.0	0.0	0.0	0.0	1.0	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:	11.5	0.0	16.3	0.0	0.0	0.0	0.0	6.9	0.0	0.0	5.3	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:	11.5	0.0	16.3	0.0	0.0	0.0	0.0	6.9	0.0	0.0	5.3	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	4	0	0	0	0	7	0	0	5	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #15 Fremont Blvd / Peralta Blvd  
\*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.762  
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Fremont Blvd				Peralta Blvd			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	4 6 6	4 6 6	4 4 4	4 4 4	4 4 4	4 4 4	4 4 4
Lanes:	1 0 1 1 0	1 0 1 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:  
Base Vol: 83 840 105 87 977 13 29 200 129 207 502 123  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 83 840 105 87 977 13 29 200 129 207 502 123  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 83 840 105 87 977 13 29 200 129 207 502 123  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 83 840 105 87 977 13 29 200 129 207 502 123  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 83 840 105 87 977 13 29 200 129 207 502 123

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.93 0.93 0.95 0.95 0.95 0.90 0.90 0.90 0.94 0.94 0.85  
Lanes: 1.00 1.78 0.22 1.00 1.97 0.03 0.16 1.12 0.72 0.58 1.42 1.00  
Final Sat.: 1805 3154 394 1805 3555 47 276 1900 1226 1039 2520 1615

Capacity Analysis Module:  
Vol/Sat: 0.05 0.27 0.27 0.05 0.27 0.27 0.11 0.11 0.11 0.20 0.20 0.08  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.33 0.33 0.10 0.35 0.35 0.13 0.13 0.13 0.25 0.25 0.25  
Volume/Cap: 0.57 0.80 0.80 0.48 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.30  
Uniform Del: 22.2 15.2 15.2 21.3 14.5 14.5 20.9 20.9 20.9 17.4 17.4 15.0  
IncrementDel: 5.6 4.1 4.1 2.0 3.3 3.3 8.6 8.6 8.6 4.5 4.5 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: 27.7 19.3 19.3 23.3 17.8 17.8 29.5 29.5 29.5 21.8 21.8 15.5  
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: 27.7 19.3 19.3 23.3 17.8 17.8 29.5 29.5 29.5 21.8 21.8 15.5  
LOS by Move: C B B C B B C C C C C B  
HCM2kAvgQ: 2 10 10 2 10 10 5 5 5 8 8 2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #16 Fremont Blvd / Central Ave  
\*\*\*\*\*

Cycle (sec): 140 Critical Vol./Cap. (X): 1.248  
Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 123.9  
Optimal Cycle: OPTIMIZED Level Of Service: F  
\*\*\*\*\*

Fremont Blvd				Central Ave			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 0 1 1	1 0 0 1 1	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:  
Base Vol: 933 698 9 10 590 607 364 5 347 1 3 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: 933 698 9 10 590 607 364 5 347 1 3 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: 933 698 9 10 590 607 364 5 347 1 3 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 933 698 9 10 590 607 364 5 347 1 3 3  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 933 698 9 10 590 607 364 5 347 1 3 3

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 0.88 0.88 0.76 0.85 0.85 0.93 0.93 0.93  
Lanes: 1.00 1.97 0.03 1.00 1.00 1.00 1.00 0.03 1.97 0.14 0.43 0.43  
Final Sat.: 1805 3557 46 1805 1668 1668 1450 46 3192 252 757 757

Capacity Analysis Module:  
Vol/Sat: 0.52 0.20 0.20 0.01 0.35 0.36 0.25 0.11 0.11 0.00 0.00 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.41 0.69 0.69 0.02 0.29 0.29 0.20 0.20 0.20 0.20 0.20 0.20  
Volume/Cap: 1.25 0.29 0.29 0.29 1.21 1.25 1.25 0.54 0.54 0.02 0.02 0.02  
Uniform Del: 41.0 8.6 8.6 67.7 49.6 49.6 55.9 50.1 50.1 44.8 44.8 44.8  
IncrementDel: 122.5 0.1 0.1 4.5 105 120.3 136.8 0.9 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: 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: 163.5 8.6 8.6 72.2 155 169.9 192.7 51.0 51.0 44.9 44.9 44.9  
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: 163.5 8.6 8.6 72.2 155 169.9 192.7 51.0 51.0 44.9 44.9 44.9  
LOS by Move: F A A E F F F D D D D D  
HCM2kAvgQ: 6 6 6 1 42 45 27 7 7 0 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #17 Blacow Rd / Central Ave  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.957  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Street Name: Blacow Rd Central Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 1 1 0 2 0 1 1 0

Volume Module:  
 Base Vol: 538 804 244 175 907 91 88 531 143 229 1321 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: 538 804 244 175 907 91 88 531 143 229 1321 56  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 538 804 244 175 907 91 88 531 143 229 1321 56  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 538 804 244 175 907 91 88 531 143 229 1321 56  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 538 804 244 175 907 91 88 531 143 229 1321 56

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 0.92 0.92 0.92 0.94 0.94  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.58 0.42 2.00 1.92 0.08  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 2753 741 3502 3442 146

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.22 0.15 0.05 0.25 0.06 0.03 0.19 0.19 0.07 0.38 0.38  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.16 0.35 0.35 0.08 0.26 0.26 0.03 0.32 0.32 0.11 0.40 0.40  
 Volume/Cap: 0.96 0.64 0.44 0.64 0.96 0.21 0.96 0.60 0.60 0.60 0.96 0.96  
 Uniform Del: 33.3 22.1 20.2 35.8 29.1 23.1 38.9 23.0 23.0 34.0 23.3 23.3  
 IncrementDel: 27.5 1.2 0.6 5.3 19.6 0.3 79.6 1.0 1.0 2.8 14.8 14.8  
 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: 60.8 23.2 20.7 41.1 48.7 23.3 118.5 23.9 23.9 36.8 38.1 38.1  
 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: 60.8 23.2 20.7 41.1 48.7 23.3 118.5 23.9 23.9 36.8 38.1 38.1  
 LOS by Move: E C C D D C F C C D D D  
 HCM2kAvgQ: 11 10 5 3 17 2 3 8 8 4 23 23

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #18 Paseo Padre Pkwy / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap. (X): 1.043  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 65.0  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Peralta Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 1 1 0 2 0 2 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:  
 Base Vol: 414 1317 35 375 2803 166 124 341 262 56 475 251  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 414 1317 35 375 2803 166 124 341 262 56 475 251  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 414 1317 35 375 2803 166 124 341 262 56 475 251  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 414 1317 35 375 2803 166 124 341 262 56 475 251  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 414 1317 35 375 2803 166 124 341 262 56 475 251

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.92 0.90 0.90 0.95 0.89 0.89 0.95 0.95 0.85  
 Lanes: 2.00 1.95 0.05 2.00 2.83 0.17 1.00 1.13 0.87 1.00 2.00 1.00  
 Final Sat.: 3502 3502 93 3502 4858 288 1805 1909 1467 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.38 0.38 0.11 0.58 0.58 0.07 0.18 0.18 0.03 0.13 0.16  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.52 0.52 0.15 0.55 0.55 0.07 0.18 0.18 0.03 0.15 0.15  
 Volume/Cap: 1.04 0.72 0.72 0.72 1.04 1.04 1.04 0.98 0.98 0.98 0.88 1.04  
 Uniform Del: 59.8 25.0 25.0 54.9 30.2 30.2 63.1 54.8 54.8 65.3 56.3 57.4  
 IncrementDel: 56.8 1.4 1.4 5.1 29.4 29.4 94.5 30.0 30.0 109.7 15.8 69.7  
 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: 116.6 26.5 26.5 60.0 59.6 59.6 157.6 84.9 84.9 175.0 72.1 127.1  
 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: 116.6 26.5 26.5 60.0 59.6 59.6 157.6 84.9 84.9 175.0 72.1 127.1  
 LOS by Move: F C C E E E F F F F F  
 HCM2kAvgQ: 14 23 23 9 56 56 9 18 18 5 13 16

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #19 Mowry Avenue / Peralta Blvd  
\*\*\*\*\*

Cycle (sec): 33 Critical Vol./Cap.(X): 0.696  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8  
Optimal Cycle: OPTIMIZED Level Of Service: B  
\*\*\*\*\*

Mowry Avenue				Peralta Blvd			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ignore	Include	Ignore	Include	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	1 0 1 0 1	2 0 2 0 0	0 0 3 0 1			

Volume Module:

Base Vol:	0 0 0	724 0 270	114 743 0	0 1309 549
Growth Adj:	1.00 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	724 0 270	114 743 0	0 1309 549
User Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	0 0 0	724 0 0	114 743 0	0 1309 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	724 0 0	114 743 0	0 1309 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 0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00
FinalVolume:	0 0 0	724 0 0	114 743 0	0 1309 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	0.95 1.00 1.00	0.92 0.95 1.00	1.00 0.91 1.00
Lanes:	0.00 0.00 0.00	2.00 0.00 1.00	2.00 2.00 0.00	0.00 3.00 1.00
Final Sat.:	0 0 0	3618 0 1900	3502 3610 0	0 5187 1900

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.20 0.00 0.00	0.03 0.21 0.00	0.00 0.25 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.00 0.00 0.00	0.29 0.00 0.00	0.05 0.41 0.00	0.00 0.36 0.00
Volume/Cap:	0.00 0.00 0.00	0.70 0.00 0.00	0.70 0.50 0.00	0.00 0.70 0.00
Uniform Del:	0.0 0.0 0.0	10.5 0.0 0.0	15.5 7.2 0.0	0.0 9.0 0.0
IncrementDel:	0.0 0.0 0.0	2.1 0.0 0.0	12.3 0.3 0.0	0.0 1.2 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 0.00	1.00 1.00 0.00	0.00 1.00 0.00
Delay/Veh:	0.0 0.0 0.0	12.6 0.0 0.0	27.8 7.5 0.0	0.0 10.1 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	12.6 0.0 0.0	27.8 7.5 0.0	0.0 10.1 0.0
LOS by Move:	A A A	B A A	C A A	A B A
HCM2kAvgQ:	0 0 0	5 0 0	2 4 0	0 6 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #20 Civic Center Dr / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.620  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7  
Optimal Cycle: OPTIMIZED Level Of Service: B  
\*\*\*\*\*

Civic Center Dr				Mowry Ave			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Split Phase	Split Phase	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	8 8 8	8 8 8	4 8 8	4 8 8	8 8 8	8 8 8	4 8 8
Lanes:	1 1 0 0 1	0 0 1 0 0	1 0 3 0 1	1 0 2 1 0			

Volume Module:

Base Vol:	251 20 128	10 6 42	210 970 342	206 1358 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:	251 20 128	10 6 42	210 970 342	206 1358 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:	251 20 128	10 6 42	210 970 342	206 1358 40
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	251 20 128	10 6 42	210 970 342	206 1358 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:	251 20 128	10 6 42	210 970 342	206 1358 40

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.96 0.96 0.85	0.89 0.89 0.89	0.95 0.91 0.85	0.95 0.91 0.91
Lanes:	1.85 0.15 1.00	0.17 0.10 0.73	1.00 3.00 1.00	1.00 2.91 0.09
Final Sat.:	3365 268 1615	293 176 1230	1805 5187 1615	1805 5018 148

Capacity Analysis Module:

Vol/Sat:	0.07 0.07 0.08	0.03 0.03 0.03	0.12 0.19 0.21	0.11 0.27 0.27
Crit Moves:	****	****	****	****
Green/Cycle:	0.13 0.13 0.13	0.13 0.13 0.13	0.16 0.35 0.35	0.19 0.37 0.37
Volume/Cap:	0.56 0.56 0.59	0.26 0.26 0.26	0.73 0.54 0.61	0.61 0.73 0.73
Uniform Del:	24.3 24.3 24.5	23.3 23.3 23.3	23.9 15.8 16.3	22.4 16.2 16.2
IncrementDel:	1.5 1.5 4.4	0.6 0.6 0.6	8.8 0.3 2.0	3.3 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:	25.8 25.8 28.9	23.9 23.9 23.9	32.8 16.1 18.2	25.7 17.6 17.6
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:	25.8 25.8 28.9	23.9 23.9 23.9	32.8 16.1 18.2	25.7 17.6 17.6
LOS by Move:	C C C	C C C	C B B	C B B
HCM2kAvgQ:	3 3 3	1 1 1	5 6 6	5 10 10

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #21 Paseo Padre Pkwy / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 1.090  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 79.2  
Optimal Cycle: OPTIMIZED Level Of Service: E  
\*\*\*\*\*

Street Name:	Paseo Padre Pkwy				Mowry Ave					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	0	1	2	0	2	1	0

Volume Module:

Base Vol:	588	1105	84	366	2141	155	479	785	69	297	1209	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	588	1105	84	366	2141	155	479	785	69	297	1209	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	588	1105	84	366	2141	155	479	785	69	297	1209	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	1105	84	366	2141	155	479	785	69	297	1209	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	588	1105	84	366	2141	155	479	785	69	297	1209	143

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	0.90	0.90	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.80	0.20	2.00	3.00	1.00	2.00	3.58	0.42
Final Sat.:	3502	3610	1615	3502	4788	347	3502	5187	1615	3502	6086	720

Capacity Analysis Module:

Vol/Sat:	0.17	0.31	0.05	0.10	0.45	0.45	0.14	0.15	0.04	0.08	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.42	0.42	0.14	0.41	0.41	0.13	0.20	0.20	0.11	0.18	0.18
Volume/Cap:	1.09	0.73	0.12	0.73	1.09	1.09	1.09	0.77	0.22	0.77	1.09	1.09
Uniform Del:	52.9	30.2	22.1	51.2	36.9	36.9	54.7	47.5	42.1	54.0	51.1	51.1
IncrementDel:	65.5	1.8	0.1	5.3	49.1	49.1	69.4	3.6	0.3	9.0	53.7	53.7
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:	118.4	32.0	22.2	56.5	85.9	85.9	124.1	51.0	42.4	63.0	105	104.9
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:	118.4	32.0	22.2	56.5	85.9	85.9	124.1	51.0	42.4	63.0	105	104.9
LOS by Move:	F	C	C	E	F	F	D	D	D	E	F	F
HCM2kAvgQ:	18	19	2	8	45	45	16	12	2	8	22	22

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #22 Fremont Blvd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 1.058  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.5  
Optimal Cycle: OPTIMIZED Level Of Service: E  
\*\*\*\*\*

Street Name:	Fremont Blvd				Mowry Ave					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	1	0	2	0	2	1	0

Volume Module:

Base Vol:	615	928	154	335	628	408	183	1300	178	230	2043	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	615	928	154	335	628	408	183	1300	178	230	2043	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:	615	928	154	335	628	408	183	1300	178	230	2043	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	928	154	335	628	408	183	1300	178	230	2043	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
FinalVolume:	615	928	154	335	628	408	183	1300	178	230	2043	135

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	0.95	0.85	0.92	0.89	0.89	0.92	0.90	0.90
Lanes:	2.00	2.57	0.43	2.00	2.00	1.00	2.00	2.64	0.36	2.00	2.81	0.19
Final Sat.:	3502	4355	723	3502	3610	1615	3502	4480	613	3502	4822	319

Capacity Analysis Module:

Vol/Sat:	0.18	0.21	0.21	0.10	0.17	0.25	0.05	0.29	0.29	0.07	0.42	0.42
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.28	0.28	0.13	0.24	0.24	0.05	0.37	0.37	0.08	0.40	0.40
Volume/Cap:	1.06	0.76	0.76	0.76	0.73	1.06	1.06	0.79	0.79	0.79	1.06	1.06
Uniform Del:	45.9	36.3	36.3	46.5	38.6	41.9	52.3	31.1	31.1	49.5	33.0	33.0
IncrementDel:	53.7	2.5	2.5	7.7	3.2	62.0	84.7	2.4	2.4	13.7	37.3	37.3
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:	99.5	38.8	38.8	54.2	41.8	103.9	137.0	33.4	33.4	63.2	70.3	70.3
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:	99.5	38.8	38.8	54.2	41.8	103.9	137.0	33.4	33.4	63.2	70.3	70.3
LOS by Move:	F	D	D	D	D	F	F	C	C	E	E	E
HCM2kAvgQ:	17	14	14	7	12	21	7	18	18	6	37	37

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #23 Argonaut Way / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name: Argonaut Way Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 8 8 0 4 8 4 8 8  
 Lanes: 1 1 0 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 234 29 23 82 66 87 24 1413 168 48 2848 33  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 234 29 23 82 66 87 24 1413 168 48 2848 33  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 234 29 23 82 66 87 24 1413 168 48 2848 33  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 234 29 23 82 66 87 24 1413 168 48 2848 33  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 234 29 23 82 66 87 24 1413 168 48 2848 33

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.96 0.96 0.85 0.88 0.88 0.88 0.95 0.91 0.85 0.95 0.91 0.91  
 Lanes: 1.78 0.22 1.00 0.70 0.56 0.74 1.00 3.00 1.00 1.00 2.97 0.03  
 Final Sat.: 3236 401 1615 1170 942 1241 1805 5187 1615 1805 5117 59

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.07 0.01 0.07 0.07 0.07 0.01 0.27 0.10 0.03 0.56 0.56  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.09 0.09 0.09 0.09 0.09 0.09 0.04 0.59 0.59 0.10 0.64 0.64  
 Volume/Cap: 0.81 0.81 0.16 0.79 0.79 0.79 0.30 0.46 0.18 0.28 0.86 0.86  
 Uniform Del: 40.3 40.3 37.9 40.2 40.2 40.2 41.6 10.3 8.3 37.7 12.8 12.8  
 IncrementDel: 14.5 14.5 0.5 13.1 13.1 13.1 2.1 0.1 0.1 0.9 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 1.00 1.00 1.00 1.00  
 Delay/Veh: 54.8 54.8 38.4 53.3 53.3 53.3 43.7 10.4 8.4 38.6 15.4 15.4  
 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: 54.8 54.8 38.4 53.3 53.3 53.3 43.7 10.4 8.4 38.6 15.4 15.4  
 LOS by Move: D D D D D D D A D B B  
 HCM2kAvgQ: 6 6 1 5 5 5 1 8 2 1 26 26

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Blacow Rd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.086  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 83.7  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Blacow Rd Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 2 0 1 1 0 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 419 933 79 355 953 277 146 911 209 432 2757 223  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 419 933 79 355 953 277 146 911 209 432 2757 223  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 419 933 79 355 953 277 146 911 209 432 2757 223  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 419 933 79 355 953 277 146 911 209 432 2757 223  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 419 933 79 355 953 277 146 911 209 432 2757 223

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
 Lanes: 2.00 1.84 0.16 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3502 3288 278 3502 3610 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.28 0.28 0.10 0.26 0.17 0.04 0.18 0.13 0.12 0.53 0.14  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.26 0.26 0.09 0.24 0.24 0.04 0.31 0.31 0.22 0.49 0.49  
 Volume/Cap: 1.09 1.09 1.09 1.09 1.09 0.71 1.09 0.57 0.42 0.57 1.09 0.28  
 Uniform Del: 60.1 49.9 49.9 61.2 51.1 46.7 64.9 39.0 36.9 47.1 34.4 20.4  
 IncrementDel: 70.7 57.0 57.0 76.0 56.3 5.8 102.4 0.5 0.6 1.0 46.0 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: 130.8 107 106.9 137.2 107 52.4 167.3 39.4 37.5 48.1 80.5 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: 130.8 107 106.9 137.2 107 52.4 167.3 39.4 37.5 48.1 80.5 20.6  
 LOS by Move: F F F F F D F D D D F C  
 HCM2kAvgQ: 14 31 31 13 30 12 6 12 7 9 55 5

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Farwell Dr / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 155 Critical Vol./Cap.(X): 1.022  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 56.0  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name: Farwell Dr Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	2	0	1	0	1	1	2	0	4	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 396 73 54 67 82 213 80 1057 150 248 3237 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: 396 73 54 67 82 213 80 1057 150 248 3237 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: 396 73 54 67 82 213 80 1057 150 248 3237 110  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 396 73 54 67 82 213 80 1057 150 248 3237 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: 396 73 54 67 82 213 80 1057 150 248 3237 110

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 0.92 0.91 0.85 0.92 0.91 0.91  
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 2.00 2.90 0.10  
 Final Sat.: 3502 1900 1615 1805 1900 1615 3502 6916 1615 3502 4991 170

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.04 0.03 0.04 0.04 0.13 0.02 0.15 0.09 0.07 0.65 0.65  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.15 0.15 0.09 0.13 0.13 0.03 0.45 0.45 0.21 0.63 0.63  
 Volume/Cap: 1.03 0.25 0.22 0.43 0.34 1.03 0.89 0.34 0.21 0.34 1.03 1.03  
 Uniform Del: 69.0 58.0 57.7 67.1 61.5 67.5 75.3 27.7 25.9 52.3 28.5 28.5  
 IncrementDel: 52.6 0.5 0.5 1.9 0.8 69.3 58.7 0.1 0.1 0.3 22.8 22.8  
 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: 121.5 58.5 58.2 68.9 62.3 136.9 134.0 27.8 26.0 52.6 51.3 51.3  
 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: 121.5 58.5 58.2 68.9 62.3 136.9 134.0 27.8 26.0 52.6 51.3 51.3  
 LOS by Move: F E E E E F F C C D D D  
 HCM2kAvgQ: 14 3 2 3 4 15 4 9 4 5 67 67

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 I-880 NB Ramps / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 39 Critical Vol./Cap.(X): 0.786  
 Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Ignore			Ignore								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	2	0	0	2	0	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:  
 Base Vol: 690 0 251 0 0 0 0 0 1118 243 0 2538 1266  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 690 0 251 0 0 0 0 0 1118 243 0 2538 1266  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 690 0 251 0 0 0 0 0 1118 0 0 2538 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 690 0 251 0 0 0 0 0 1118 0 0 2538 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: 690 0 251 0 0 0 0 0 1118 0 0 2538 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.20 0.00 0.09 0.00 0.00 0.00 0.00 0.22 0.00 0.00 0.37 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.25 0.00 0.25 0.00 0.00 0.00 0.00 0.47 0.00 0.00 0.47 0.00  
 Volume/Cap: 0.79 0.00 0.35 0.00 0.00 0.00 0.00 0.46 0.00 0.00 0.79 0.00  
 Uniform Del: 13.6 0.0 12.0 0.0 0.0 0.0 0.0 7.1 0.0 0.0 8.7 0.0  
 IncrementDel: 4.7 0.0 0.3 0.0 0.0 0.0 0.0 0.1 0.0 0.0 1.3 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: 18.4 0.0 12.3 0.0 0.0 0.0 0.0 7.2 0.0 0.0 10.1 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: 18.4 0.0 12.3 0.0 0.0 0.0 0.0 7.2 0.0 0.0 10.1 0.0  
 LOS by Move: B A B A A A A A A A B A  
 HCM2kAvgQ: 7 0 2 0 0 0 0 4 0 4 0 10 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #27 I-880 SB Ramps / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 114 Critical Vol./Cap.(X): 1.013  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Street Name: I-880 SB Ramps Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0

Volume Module:  
 Base Vol: 0 0 0 1118 0 0 0 231 948 0 2169 918  
 Growth Adj: 1.00 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 1118 0 0 0 231 948 0 2169 918  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 1118 0 0 0 231 948 0 2169 918  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1118 0 0 0 231 948 0 2169 918  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 1118 0 0 0 231 948 0 2169 918

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 0.88 1.00 0.91 0.85 1.00 0.91 0.85  
 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 3344 0 5187 1615 0 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.32 0.00 0.00 0.00 0.04 0.59 0.00 0.42 0.57  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.32 0.00 0.00 0.00 0.58 0.58 0.00 0.58 0.58  
 Volume/Cap: 0.00 0.00 0.00 1.01 0.00 0.00 0.00 0.08 1.01 0.00 0.72 0.98  
 Uniform Del: 0.0 0.0 0.0 39.0 0.0 0.0 0.0 10.5 24.0 0.0 17.3 23.4  
 IncrementDel: 0.0 0.0 0.0 30.3 0.0 0.0 0.0 0.0 32.6 0.0 0.9 24.7  
 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 0.00 0.00 1.00 1.00 0.00 1.00 1.00  
 Delay/Veh: 0.0 0.0 0.0 69.4 0.0 0.0 0.0 10.6 56.6 0.0 18.2 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: 0.0 0.0 0.0 69.4 0.0 0.0 0.0 10.6 56.6 0.0 18.2 48.0  
 LOS by Move: A A A E A A A B E A B D  
 HCM2kAvgQ: 0 0 0 27 0 0 0 1 42 0 21 38

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #28 Mission Blvd / Niles Canyon Rd  
 \*\*\*\*\*

Cycle (sec): 155 Critical Vol./Cap.(X): 1.673  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 298.2  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Mission Blvd Niles Canyon Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	5	10	5	10	5	5	5	5
Lanes:	1	0	3	0	1	2	0	2

Volume Module:  
 Base Vol: 338 2639 695 819 2305 63 49 354 387 275 118 745  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 338 2639 695 819 2305 63 49 354 387 275 118 745  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 338 2639 695 819 2305 63 49 354 387 275 118 745  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 338 2639 695 819 2305 63 49 354 387 275 118 745  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 338 2639 695 819 2305 63 49 354 387 275 118 745

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.85 0.92 0.91 0.91 0.92 0.92 0.92 0.92 1.00 0.85  
 Lanes: 1.00 3.00 1.00 2.00 2.92 0.08 0.08 0.59 1.33 2.00 1.00 1.00  
 Final Sat.: 1805 5187 1615 3502 5029 137 144 1042 2326 3502 1900 1615

Capacity Analysis Module:  
 Vol/Sat: 0.19 0.51 0.43 0.23 0.46 0.46 0.34 0.34 0.17 0.08 0.06 0.46  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.13 0.30 0.30 0.14 0.32 0.32 0.20 0.20 0.20 0.28 0.28 0.28  
 Volume/Cap: 1.45 1.67 1.42 1.67 1.45 1.45 1.67 1.67 0.82 0.28 0.23 1.67  
 Uniform Del: 67.5 53.9 53.9 66.7 53.1 53.1 61.8 61.8 59.1 44.1 43.3 56.1  
 IncrementDel: 226.9 306 198.6 311.8 208 208.0 312.1 312 5.6 0.2 0.2 312.7  
 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: 294.4 360 252.5 378.5 261 261.1 373.9 374 64.7 44.3 43.6 368.8  
 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: 294.4 360 252.5 378.5 261 261.1 373.9 374 64.7 44.3 43.6 368.8  
 LOS by Move: F F F F F F F F E D D F  
 HCM2kAvgQ: 30 93 58 42 74 74 58 58 15 5 4 72

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #29 Mission Blvd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 18 Critical Vol./Cap. (X): 1.976  
Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 254.2  
Optimal Cycle: OPTIMIZED Level Of Service: F  
\*\*\*\*\*

Street Name:	Mission Blvd				Mowry Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	4	1	0

Volume Module:

Base Vol:	548	2347	5	3	1375	1688	1233	2	235	5	7	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	2347	5	3	1375	1688	1233	2	235	5	7	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	548	2347	5	3	1375	1688	1233	2	235	5	7	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	2347	5	3	1375	1688	1233	2	235	5	7	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	548	2347	5	3	1375	1688	1233	2	235	5	7	13

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	0.83	0.83	0.92	0.85	0.85	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	4.00	1.00	2.00	0.01	0.99	0.20	0.28	0.52
Final Sat.:	1805	3602	8	1805	6342	1585	3502	14	1603	350	490	910

Capacity Analysis Module:

Vol/Sat:	0.30	0.65	0.65	0.00	0.22	1.06	0.35	0.15	0.15	0.01	0.01	0.01
Crit Moves:	****					****	****			****		
Green/Cycle:	0.15	0.69	0.69	0.00	0.54	0.54	0.18	0.17	0.17	0.02	0.01	0.01
Volume/Cap:	1.98	0.94	0.94	0.94	0.40	1.98	1.98	0.87	0.87	0.87	1.98	1.98
Uniform Del:	76.2	24.7	24.7	89.8	24.4	41.5	74.0	72.8	72.8	88.3	89.3	89.3
IncrementDel:	452.1	8.3	8.3	454.9	0.0	441.6	445.1	24.2	24.2	112.0	638	637.7
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:	528.2	33.0	33.0	544.8	24.5	483.1	519.0	97.0	97.0	200.4	727	727.1
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:	528.2	33.0	33.0	544.8	24.5	483.1	519.0	97.0	97.0	200.4	727	727.1
LOS by Move:	F	C	C	F	C	F	F	F	F	F	F	F
HCM2kAvgQ:	63	64	64	1	12	209	73	15	15	3	4	4

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #30 Mission Blvd / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 152 Critical Vol./Cap. (X): 1.228  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 122.4  
Optimal Cycle: OPTIMIZED Level Of Service: F  
\*\*\*\*\*

Street Name:	Mission Blvd				Walnut Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	334	2151	122	38	1259	347	306	87	212	342	248	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	2151	122	38	1259	347	306	87	212	342	248	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	2151	122	38	1259	347	306	87	212	342	248	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	2151	122	38	1259	347	306	87	212	342	248	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	334	2151	122	38	1259	347	306	87	212	342	248	105

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	0.85	0.92	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	2.00	1.00	1.00	0.58	0.42	1.00
Final Sat.:	1805	3389	192	1805	3610	1615	3502	1900	1615	1071	776	1615

Capacity Analysis Module:

Vol/Sat:	0.19	0.63	0.63	0.02	0.35	0.21	0.09	0.05	0.13	0.32	0.32	0.07
Crit Moves:	****			****					****	****		
Green/Cycle:	0.19	0.52	0.52	0.02	0.35	0.35	0.08	0.11	0.11	0.26	0.29	0.29
Volume/Cap:	1.00	1.23	1.23	1.23	1.00	0.62	1.11	0.43	1.23	1.23	1.11	0.23
Uniform Del:	61.9	36.7	36.7	74.7	49.5	41.0	70.0	63.5	67.9	56.2	54.1	41.2
IncrementDel:	49.0	107	107.4	237.6	25.2	2.0	86.3	1.5	142.8	119.7	72.1	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:	110.9	144	144.2	312.3	74.6	43.1	156.3	65.0	210.7	176.0	126	41.4
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:	110.9	144	144.2	312.3	74.6	43.1	156.3	65.0	210.7	176.0	126	41.4
LOS by Move:	F	F	F	F	E	D	F	E	F	F	F	D
HCM2kAvgQ:	21	83	83	4	37	14	12	4	17	43	38	4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #31 Civic Center Dr / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.576  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Civic Center Dr Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:  
 Base Vol: 251 371 264 32 260 53 40 429 223 367 860 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: 251 371 264 32 260 53 40 429 223 367 860 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 251 371 264 32 260 53 40 429 223 367 860 83  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 251 371 264 32 260 53 40 429 223 367 860 83  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 251 371 264 32 260 53 40 429 223 367 860 83

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 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.10 0.16 0.01 0.07 0.03 0.01 0.12 0.14 0.10 0.24 0.05  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.09 0.24 0.24 0.07 0.22 0.22 0.07 0.26 0.26 0.16 0.36 0.36  
 Volume/Cap: 0.77 0.42 0.67 0.14 0.33 0.15 0.17 0.46 0.53 0.64 0.67 0.14  
 Uniform Del: 26.6 19.1 20.5 26.4 19.8 19.0 26.4 18.7 19.1 23.5 16.3 13.1  
 IncrementDel: 10.4 0.3 4.4 0.3 0.2 0.2 0.4 0.4 1.3 2.5 1.4 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 37.0 19.4 24.9 26.6 20.1 19.2 26.8 19.0 20.4 26.0 17.7 13.2  
 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: 37.0 19.4 24.9 26.6 20.1 19.2 26.8 19.0 20.4 26.0 17.7 13.2  
 LOS by Move: D B C C C B C B C C B B  
 HCM2kAvgQ: 4 3 6 0 2 1 1 4 4 5 8 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #32 Paseo Padre Pkwy / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap.(X): 0.844  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Walnut Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	1	1	0

Volume Module:  
 Base Vol: 213 1646 53 58 1860 149 162 268 219 267 586 72  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 213 1646 53 58 1860 149 162 268 219 267 586 72  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 1646 53 58 1860 149 162 268 219 267 586 72  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 213 1646 53 58 1860 149 162 268 219 267 586 72  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 213 1646 53 58 1860 149 162 268 219 267 586 72

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.89 0.89 0.92 0.93 0.93  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 1.10 0.90 2.00 1.78 0.22  
 Final Sat.: 3502 5187 1615 3502 5187 1615 3502 1854 1515 3502 3164 389

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.32 0.03 0.02 0.36 0.09 0.05 0.14 0.14 0.08 0.19 0.19  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.07 0.42 0.42 0.08 0.42 0.42 0.06 0.18 0.18 0.10 0.22 0.22  
 Volume/Cap: 0.85 0.76 0.08 0.22 0.85 0.22 0.81 0.80 0.80 0.80 0.85 0.85  
 Uniform Del: 32.1 17.3 12.2 30.4 18.1 12.8 32.6 27.5 27.5 31.0 26.2 26.2  
 IncrementDel: 22.5 1.6 0.0 0.4 3.3 0.2 21.3 7.4 7.4 12.9 8.6 8.6  
 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: 54.6 18.8 12.2 30.8 21.4 13.0 53.9 34.9 34.9 43.9 34.8 34.8  
 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: 54.6 18.8 12.2 30.8 21.4 13.0 53.9 34.9 34.9 43.9 34.8 34.8  
 LOS by Move: D B C C C B D C C D C C  
 HCM2kAvgQ: 5 13 1 1 16 2 4 8 8 5 10 10

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #33 Fremont Blvd / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.802  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Fremont Blvd				Walnut Ave			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 1 1 0	2 0 1 1 0	2 0 1 1 0	2 0 1 1 0	2 0 1 1 0

Volume Module:

Base Vol:	193 1443 122	139 617 40	122 412 141	128 396 240
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	193 1443 122	139 617 40	122 412 141	128 396 240
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	193 1443 122	139 617 40	122 412 141	128 396 240
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	193 1443 122	139 617 40	122 412 141	128 396 240
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	193 1443 122	139 617 40	122 412 141	128 396 240

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.92 0.91 0.85	0.92 0.91 0.85	0.92 0.91 0.91	0.92 0.90 0.90
Lanes:	2.00 3.00 1.00	2.00 3.00 1.00	2.00 1.49 0.51	2.00 1.25 0.75
Final Sat.:	3502 5187 1615	3502 5187 1615	3502 2587 885	3502 2120 1285

Capacity Analysis Module:

Vol/Sat:	0.06 0.28 0.08	0.04 0.12 0.02	0.03 0.16 0.16	0.04 0.19 0.19
Crit Moves:	****	****	****	****
Green/Cycle:	0.13 0.35 0.35	0.05 0.27 0.27	0.04 0.22 0.22	0.05 0.23 0.23
Volume/Cap:	0.44 0.80 0.22	0.80 0.44 0.09	0.80 0.71 0.71	0.71 0.80 0.80
Uniform Del:	22.3 16.3 12.7	25.9 16.6 15.0	26.1 19.7 19.7	25.7 19.9 19.9
IncrementDel:	0.7 2.7 0.2	22.9 0.2 0.1	25.5 3.0 3.0	12.2 5.9 5.9
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:	23.0 18.9 12.9	48.7 16.8 15.1	51.5 22.7 22.7	37.9 25.8 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:	23.0 18.9 12.9	48.7 16.8 15.1	51.5 22.7 22.7	37.9 25.8 25.8
LOS by Move:	C B B	D B B	D C C	D C C
HCM2kAvgQ:	2 11 2	3 4 1	3 6 6	3 8 8

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #34 Mission Blvd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 176 Critical Vol./Cap. (X): 1.106  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 101.8  
Optimal Cycle: OPTIMIZED Level Of Service: F  
\*\*\*\*\*

Mission Blvd				Stevenson Blvd			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 1 0	1 0 2 0 1	1 1 0 0 2	1 0 0 1 0			

Volume Module:

Base Vol:	661 2433 60	27 1896 198	152 18 746	53 12 12
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	661 2433 60	27 1896 198	152 18 746	53 12 12
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	661 2433 60	27 1896 198	152 18 746	53 12 12
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	661 2433 60	27 1896 198	152 18 746	53 12 12
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	661 2433 60	27 1896 198	152 18 746	53 12 12

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.92 0.95 0.95	0.95 0.95 0.85	0.96 0.96 0.75	0.95 0.93 0.93
Lanes:	2.00 1.95 0.05	1.00 2.00 1.00	1.79 0.21 2.00	1.00 0.50 0.50
Final Sat.:	3502 3509 87	1805 3610 1615	3252 385 2842	1805 879 879

Capacity Analysis Module:

Vol/Sat:	0.19 0.69 0.69	0.01 0.53 0.12	0.05 0.05 0.26	0.03 0.01 0.01
Crit Moves:	****	****	****	****
Green/Cycle:	0.17 0.63 0.63	0.01 0.47 0.47	0.20 0.24 0.24	0.03 0.06 0.06
Volume/Cap:	1.11 1.10 1.10	1.10 1.11 0.26	0.23 0.20 1.11	1.11 0.23 0.23
Uniform Del:	73.0 32.4 32.4	86.8 46.2 27.7	58.5 53.7 67.1	85.7 78.9 78.9
IncrementDel:	69.5 51.5 51.5	213.3 57.0 0.2	0.2 0.1 67.5	162.8 1.1 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:	142.4 83.9 83.9	300.1 103 27.9	58.6 53.8 134.7	248.5 80.0 80.0
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:	142.4 83.9 83.9	300.1 103 27.9	58.6 53.8 134.7	248.5 80.0 80.0
LOS by Move:	F F F	F F F	C E D F	F F F
HCM2kAvgQ:	26 86 86	3 67 6	4 4 31	6 1 1

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #35 Paseo Padre Pkwy / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.913  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.0  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
-----|-----|-----|-----|  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 150 1592 230 117 1625 294 408 510 276 713 818 223  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 150 1592 230 117 1625 294 408 510 276 713 818 223  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 150 1592 230 117 1625 294 408 510 276 713 818 223  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 150 1592 230 117 1625 294 408 510 276 713 818 223  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 150 1592 230 117 1625 294 408 510 276 713 818 223  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.04 0.31 0.14 0.03 0.31 0.18 0.12 0.10 0.17 0.20 0.16 0.14  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.05 0.34 0.34 0.05 0.34 0.34 0.17 0.19 0.19 0.22 0.23 0.23  
Volume/Cap: 0.86 0.91 0.42 0.61 0.92 0.53 0.67 0.53 0.92 0.92 0.67 0.59  
Uniform Del: 37.7 25.4 20.5 37.0 25.2 21.2 30.9 29.4 31.9 30.4 27.8 27.2  
IncrementDel: 31.7 7.6 0.5 5.6 8.0 1.0 2.9 0.5 31.2 15.6 1.5 2.4  
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 33.0 21.1 42.5 33.3 22.2 33.9 29.9 63.2 46.0 29.3 29.6  
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: 69.5 33.0 21.1 42.5 33.3 22.2 33.9 29.9 63.2 46.0 29.3 29.6  
LOS by Move: E C C D C C C C E D C C  
HCM2kAvgQ: 4 18 5 3 19 6 6 5 11 13 8 6  
\*\*\*\*\*

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #36 Fremont Blvd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.883  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Street Name: Fremont Blvd Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
-----|-----|-----|-----|  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 354 1051 265 113 873 148 220 998 185 713 1153 102  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 354 1051 265 113 873 148 220 998 185 713 1153 102  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 354 1051 265 113 873 148 220 998 185 713 1153 102  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 354 1051 265 113 873 148 220 998 185 713 1153 102  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 354 1051 265 113 873 148 220 998 185 713 1153 102  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.10 0.20 0.16 0.03 0.17 0.09 0.06 0.19 0.11 0.20 0.22 0.06  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.11 0.23 0.23 0.07 0.19 0.19 0.10 0.22 0.22 0.23 0.35 0.35  
Volume/Cap: 0.88 0.87 0.70 0.45 0.88 0.48 0.64 0.88 0.53 0.88 0.64 0.18  
Uniform Del: 28.3 23.9 22.8 29.0 25.6 23.4 28.2 24.6 22.4 24.2 17.7 14.7  
IncrementDel: 19.9 6.7 5.8 1.3 9.4 1.2 3.9 8.4 1.5 11.2 0.8 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: 48.3 30.6 28.6 30.3 35.0 24.6 32.0 33.0 23.9 35.4 18.4 14.8  
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: 48.3 30.6 28.6 30.3 35.0 24.6 32.0 33.0 23.9 35.4 18.4 14.8  
LOS by Move: D C C C D C C C D B B  
HCM2kAvgQ: 7 11 6 2 10 3 3 11 4 11 8 1  
\*\*\*\*\*

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap.(X): 1.064  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 79.2  
 Optimal Cycle: OPTIMIZED Level of Service: E  
 \*\*\*\*\*

Street Name: Blacow Rd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 424 848 43 575 1842 808 110 905 268 207 1120 245  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 424 848 43 575 1842 808 110 905 268 207 1120 245  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 424 848 43 575 1842 808 110 905 268 207 1120 245  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 424 848 43 575 1842 808 110 905 268 207 1120 245  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 424 848 43 575 1842 808 110 905 268 207 1120 245

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 0.88 0.88 0.92 0.89 0.89  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.31 0.69 2.00 2.46 0.54  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3866 1145 3502 4141 906

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.23 0.03 0.16 0.51 0.50 0.03 0.23 0.23 0.06 0.27 0.27  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.35 0.35 0.24 0.48 0.48 0.03 0.23 0.23 0.06 0.25 0.25  
 Volume/Cap: 1.07 0.67 0.08 0.67 1.07 1.04 1.02 1.03 1.03 1.03 1.07 1.07  
 Uniform Del: 57.6 36.0 28.3 44.5 33.9 33.9 63.0 50.2 50.2 61.3 48.5 48.5  
 IncrementDel: 63.7 1.5 0.1 2.1 41.6 44.7 92.4 34.8 34.8 71.7 44.7 44.7  
 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: 121.3 37.5 28.4 46.6 75.5 78.6 155.4 85.0 85.0 133.0 93.2 93.2  
 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: 121.3 37.5 28.4 46.6 75.5 78.6 155.4 85.0 85.0 133.0 93.2 93.2  
 LOS by Move: F D C D E E F F F F F F  
 HCM2kAvgQ: 14 16 1 12 50 42 5 24 24 8 28 28

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #38 I-880 NB Ramps / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 35 Critical Vol./Cap.(X): 0.420  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7  
 Optimal Cycle: OPTIMIZED Level of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Ignore			Ignore							
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10					
Lanes:	2	0	0	2	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:  
 Base Vol: 234 0 319 0 0 0 0 0 948 215 0 1300 786  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 234 0 319 0 0 0 0 0 948 215 0 1300 786  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 234 0 319 0 0 0 0 0 948 0 0 1300 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 234 0 319 0 0 0 0 0 948 0 0 1300 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: 234 0 319 0 0 0 0 0 948 0 0 1300 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.00 0.11 0.00 0.00 0.00 0.00 0.18 0.00 0.00 0.19 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.29 0.00 0.29 0.00 0.00 0.00 0.00 0.43 0.00 0.00 0.43 0.00  
 Volume/Cap: 0.23 0.00 0.39 0.00 0.00 0.00 0.00 0.43 0.00 0.00 0.44 0.00  
 Uniform Del: 9.6 0.0 10.1 0.0 0.0 0.0 0.0 7.0 0.0 0.0 7.0 0.0  
 IncrementDel: 0.1 0.0 0.3 0.0 0.0 0.0 0.0 0.1 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: 9.7 0.0 10.4 0.0 0.0 0.0 0.0 7.1 0.0 0.0 7.1 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: 9.7 0.0 10.4 0.0 0.0 0.0 0.0 7.1 0.0 0.0 7.1 0.0  
 LOS by Move: A A B A A A A A A A A A  
 HCM2kAvgQ: 1 0 2 0 0 0 0 3 0 0 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #39 I-880 SB Ramps / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 30 Critical Vol./Cap. (X): 0.597  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9  
 Optimal Cycle: OPTIMIZED Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 SB Ramps Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	10
Lanes:	0	0	0	2	0	0	0	0	3	0	1	0

Volume Module:  
 Base Vol: 0 0 0 806 0 39 0 456 891 0 870 443  
 Growth Adj: 1.00 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 0 806 0 39 0 456 891 0 870 443  
 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 0 806 0 39 0 456 0 0 870 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 806 0 39 0 456 0 0 870 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 0 806 0 39 0 456 0 0 870 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 0.23 0.00 0.01 0.00 0.09 0.00 0.00 0.17 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.33 0.00 0.33 0.00 0.00 0.33 0.00 0.00 0.33 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.69 0.00 0.04 0.00 0.26 0.00 0.00 0.50 0.00  
 Uniform Del: 0.0 0.0 0.0 8.7 0.0 6.8 0.0 7.3 0.0 0.0 8.0 0.0  
 IncremntDel: 0.0 0.0 0.0 1.8 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: 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 10.4 0.0 6.8 0.0 7.4 0.0 0.0 8.2 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 10.4 0.0 6.8 0.0 7.4 0.0 0.0 8.2 0.0  
 LOS by Move: A A A B A A A A A A A A  
 HCM2kAvgQ: 0 0 0 5 0 0 0 1 0 0 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #40 Albrae St-Balentine Dr / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.597  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Albrae St-Balentine Dr Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Lanes:	0	1	0	0	2	2	1	0	0	1	1	0

Volume Module:  
 Base Vol: 9 29 50 665 370 112 20 650 192 270 344 158  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 9 29 50 665 370 112 20 650 192 270 344 158  
 User 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  
 PHF 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  
 PHF Volume: 9 29 50 665 370 112 20 650 192 270 344 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 9 29 50 665 370 112 20 650 192 270 344 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 0.00  
 MLF 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  
 FinalVolume: 9 29 50 665 370 112 20 650 192 270 344 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.99 0.99 0.75 0.94 0.97 0.85 0.95 0.91 0.85 0.92 0.91 1.00  
 Lanes: 0.24 0.76 2.00 2.00 1.00 1.00 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 445 1433 2842 3572 1841 1615 1805 5187 1615 3502 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.19 0.20 0.07 0.01 0.13 0.12 0.08 0.07 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.18 0.18 0.18 0.25 0.25 0.25 0.08 0.18 0.18 0.10 0.20 0.00  
 Volume/Cap: 0.11 0.11 0.10 0.75 0.80 0.28 0.14 0.69 0.65 0.80 0.33 0.00  
 Uniform Del: 18.8 18.8 18.7 19.0 19.4 16.6 23.6 21.0 20.9 24.4 18.9 0.0  
 IncremntDel: 0.1 0.1 0.1 2.3 3.8 0.4 0.4 2.2 5.2 13.2 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 0.00  
 Delay/Veh: 18.9 18.9 18.8 21.3 23.2 17.0 24.0 23.2 26.1 37.6 19.1 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: 18.9 18.9 18.8 21.3 23.2 17.0 24.0 23.2 26.1 37.6 19.1 0.0  
 LOS by Move: B B B C C B C C C D B A  
 HCM2kAvgQ: 1 1 0 7 9 2 0 5 4 5 2 0

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #41 Boyce Rd-Cherry St / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap.(X): 0.815  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Boyce Rd -Cherry St Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Ignore  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 1 0 3 0 1 2 0 3 0 1 1 0 1 1 0 2 0 2 0 1

Volume Module:  
 Base Vol: 79 355 215 384 2311 92 23 160 79 359 162 62  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 79 355 215 384 2311 92 23 160 79 359 162 62  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF 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  
 PHF Volume: 79 355 215 384 2311 92 23 160 79 359 162 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 79 355 215 384 2311 92 23 160 79 359 162 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 0.00  
 MLF 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  
 FinalVolume: 79 355 215 384 2311 92 23 160 79 359 162 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.85 0.92 0.91 0.85 0.95 0.90 0.90 0.92 0.95 1.00  
 Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 1.34 0.66 2.00 2.00 1.00  
 Final Sat.: 1805 5187 1615 3502 5187 1615 1805 2296 1134 3502 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.07 0.13 0.11 0.45 0.06 0.01 0.07 0.07 0.10 0.04 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.31 0.31 0.26 0.52 0.52 0.07 0.12 0.12 0.12 0.17 0.00  
 Volume/Cap: 0.85 0.22 0.42 0.42 0.85 0.11 0.19 0.59 0.59 0.85 0.26 0.00  
 Uniform Del: 40.0 21.4 23.0 26.2 17.5 10.3 37.4 35.6 35.6 36.7 30.7 0.0  
 IncrementDel: 49.3 0.1 0.6 0.3 2.8 0.1 0.7 2.4 2.4 15.3 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 0.00  
 Delay/Veh: 89.3 21.5 23.6 26.5 20.3 10.3 38.1 37.9 37.9 52.0 30.9 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 0.00  
 AdjDel/Veh: 89.3 21.5 23.6 26.5 20.3 10.3 38.1 37.9 37.9 52.0 30.9 0.0  
 LOS by Move: F C C C C B D D D C A  
 HCM2kAvgQ: 4 3 5 5 22 1 1 4 4 7 2 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #42 Fremont Blvd / Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap.(X): 0.868  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

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

Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 8 8 8 8 8 8  
 Lanes: 2 0 2 1 0 1 0 2 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:  
 Base Vol: 205 1247 172 36 918 334 236 403 94 355 1007 175  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 205 1247 172 36 918 334 236 403 94 355 1007 175  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 205 1247 172 36 918 334 236 403 94 355 1007 175  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 205 1247 172 36 918 334 236 403 94 355 1007 175  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 205 1247 172 36 918 334 236 403 94 355 1007 175

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.89 0.89 0.95 0.95 0.85 0.92 0.92 0.92 0.95 0.95 0.85  
 Lanes: 2.00 2.64 0.36 1.00 2.00 1.00 2.00 1.62 0.38 1.00 2.00 1.00  
 Final Sat.: 3502 4476 617 1805 3610 1615 3502 2845 664 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.28 0.28 0.02 0.25 0.21 0.07 0.14 0.14 0.20 0.28 0.11  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.07 0.31 0.31 0.06 0.30 0.30 0.16 0.16 0.16 0.31 0.31 0.31  
 Volume/Cap: 0.86 0.91 0.91 0.35 0.86 0.70 0.43 0.91 0.91 0.64 0.91 0.35  
 Uniform Del: 32.3 23.3 23.3 31.7 23.2 21.9 26.7 29.0 29.0 20.9 23.3 18.8  
 IncrementDel: 25.3 8.0 8.0 2.0 7.1 4.5 0.5 18.7 18.7 2.5 10.6 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: 57.5 31.2 31.2 33.8 30.3 26.4 27.3 47.7 47.7 23.4 33.9 19.2  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 57.5 31.2 31.2 33.8 30.3 26.4 27.3 47.7 47.7 23.4 33.9 19.2  
 LOS by Move: E C C C C C C D D C B  
 HCM2kAvgQ: 5 15 15 1 13 8 3 9 9 8 15 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 165 Critical Vol./Cap.(X): 1.357  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 164.0  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name:	Grimmer Blvd				Blacow Rd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	8	8	4	8	8	4	8	8	
Lanes:	2	0	1	1	0	2	0	1	1	0

Volume Module:  
 Base Vol: 353 447 268 305 880 278 146 1476 959 264 830 240  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 353 447 268 305 880 278 146 1476 959 264 830 240  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 353 447 268 305 880 278 146 1476 959 264 830 240  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 353 447 268 305 880 278 146 1476 959 264 830 240  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 353 447 268 305 880 278 146 1476 959 264 830 240

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.90 0.90 0.92 0.92 0.92 0.92 0.89 0.89 0.92 0.92 0.92  
 Lanes: 2.00 1.25 0.75 2.00 1.52 0.48 2.00 1.21 0.79 2.00 1.55 0.45  
 Final Sat.: 3502 2130 1277 3502 2645 835 3502 2059 1338 3502 2705 782

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.21 0.21 0.09 0.33 0.33 0.04 0.72 0.72 0.08 0.31 0.31  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.07 0.23 0.23 0.09 0.25 0.25 0.07 0.53 0.53 0.06 0.51 0.51  
 Volume/Cap: 1.36 0.93 0.93 0.93 1.36 1.36 0.60 1.36 1.36 1.36 0.60 0.60  
 Uniform Del: 76.4 62.6 62.6 74.2 62.3 62.3 74.5 38.9 38.9 77.9 28.1 28.1  
 IncrementDel: 183.8 17.6 17.6 32.0 168 168.5 4.0 165 164.5 190.5 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 1.00 1.00 1.00 1.00  
 Delay/Veh: 260.2 80.2 80.2 106.2 231 230.7 78.5 203 203.5 268.4 28.7 28.7  
 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: 260.2 80.2 80.2 106.2 231 230.7 78.5 203 203.5 268.4 28.7 28.7  
 LOS by Move: F F F F F F E F F F C C  
 HCM2kAvgQ: 17 22 22 11 51 51 5 104 104 13 20 20

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #44 Grimmer Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap.(X): 0.964  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.3  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Street Name:	Grimmer Blvd				Auto Mall Pkwy							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Ignore		Ignore		Include					
Min. Green:	0	0	0	0	0	0	2	0	0			
Lanes:	2	0	2	0	3	0	1	1	0	3	0	1

Volume Module:  
 Base Vol: 329 163 101 431 1235 209 121 1598 519 291 2159 127  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 329 163 101 431 1235 209 121 1598 519 291 2159 127  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 329 163 101 431 1235 0 121 1598 0 291 2159 127  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 329 163 101 431 1235 0 121 1598 0 291 2159 127  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 329 163 101 431 1235 0 121 1598 0 291 2159 127

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 1.00 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 1900 1805 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.05 0.06 0.12 0.24 0.00 0.03 0.31 0.00 0.16 0.42 0.08  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.10 0.12 0.12 0.23 0.25 0.00 0.04 0.32 0.00 0.17 0.45 0.45  
 Volume/Cap: 0.96 0.39 0.54 0.54 0.96 0.00 0.93 0.96 0.00 0.96 0.93 0.17  
 Uniform Del: 42.7 38.9 39.6 32.2 35.3 0.0 45.6 31.8 0.0 39.3 24.6 15.6  
 IncrementDel: 38.9 0.6 3.1 0.7 17.1 0.0 56.3 14.4 0.0 41.8 7.0 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 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 81.6 39.5 42.7 33.0 52.5 0.0 101.9 46.2 0.0 81.1 31.6 15.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 81.6 39.5 42.7 33.0 52.5 0.0 101.9 46.2 0.0 81.1 31.6 15.7  
 LOS by Move: F D D C D A F D A F C B  
 HCM2kAvgQ: 9 3 4 6 18 0 4 22 0 13 26 2

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #45 I-880 NB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 25 Critical Vol./Cap. (X): 0.614  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2  
 Optimal Cycle: OPTIMIZED Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps 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

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	4	0	4	0	0	0	0	10	10	0	10	10
Lanes:	1	0	1	0	0	0	0	3	0	1	0	0

Volume Module:  
 Base Vol: 280 0 177 0 0 0 0 1900 176 0 1656 1229  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 280 0 177 0 0 0 0 1900 176 0 1656 1229  
 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: 280 0 177 0 0 0 0 1900 0 0 1656 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 280 0 177 0 0 0 0 1900 0 0 1656 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: 280 0 177 0 0 0 0 1900 0 0 1656 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: 1.61 0.00 1.39 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00  
 Final Sat.: 2800 0 2409 0 0 0 0 5187 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.00 0.07 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.32 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.16 0.00 0.16 0.00 0.00 0.00 0.00 0.60 0.00 0.00 0.60 0.00  
 Volume/Cap: 0.61 0.00 0.45 0.00 0.00 0.00 0.00 0.61 0.00 0.00 0.53 0.00  
 Uniform Del: 9.7 0.0 9.5 0.0 0.0 0.0 0.0 3.2 0.0 0.0 3.0 0.0  
 IncrementDel: 1.5 0.0 0.3 0.0 0.0 0.0 0.0 0.4 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: 11.3 0.0 9.8 0.0 0.0 0.0 0.0 3.6 0.0 0.0 3.2 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: 11.3 0.0 9.8 0.0 0.0 0.0 0.0 3.6 0.0 0.0 3.2 0.0  
 LOS by Move: B A A A A A A A A A A A  
 HCM2kAvgQ: 3 0 2 0 0 0 0 5 0 0 4 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #46 I-880 SB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 25 Critical Vol./Cap. (X): 0.752  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8  
 Optimal Cycle: OPTIMIZED Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 SB Ramps 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

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	6	0	6	0	8	8	0	8	8
Lanes:	0	0	0	2	0	0	2	0	0	4	0	1

Volume Module:  
 Base Vol: 0 0 0 1015 0 671 0 1044 772 0 1460 431  
 Growth Adj: 1.00 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 1015 0 671 0 1044 772 0 1460 431  
 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 1015 0 671 0 1044 0 0 1460 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1015 0 671 0 1044 0 0 1460 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 1015 0 671 0 1044 0 0 1460 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 4.00 1.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 6916 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.29 0.00 0.24 0.00 0.15 0.00 0.00 0.28 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.39 0.00 0.39 0.00 0.37 0.00 0.00 0.37 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.75 0.00 0.61 0.00 0.40 0.00 0.00 0.75 0.00  
 Uniform Del: 0.0 0.0 0.0 6.6 0.0 6.2 0.0 5.8 0.0 0.0 6.8 0.0  
 IncrementDel: 0.0 0.0 0.0 2.4 0.0 1.0 0.0 0.1 0.0 0.0 1.7 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 9.1 0.0 7.2 0.0 5.9 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 9.1 0.0 7.2 0.0 5.9 0.0 0.0 8.5 0.0  
 LOS by Move: A A A A A A A A A A A A  
 HCM2kAvgQ: 0 0 0 6 0 4 0 2 0 0 6 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #47 Christy St / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap.(X): 0.697  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Christy St 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

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	8	8	4	8	8	4	18	18	4	12	12			
Lanes:	1	0	1	0	2	2	0	0	1	0	1	0	3	0	1

Volume Module:  
 Base Vol: 20 16 117 712 128 92 59 943 48 498 1209 449  
 Growth Adj: 1.00 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 16 117 712 128 92 59 943 48 498 1209 449  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 16 117 712 128 92 59 943 48 498 1209 449  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 20 16 117 712 128 92 59 943 48 498 1209 449  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 20 16 117 712 128 92 59 943 48 498 1209 449

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.75 0.92 0.94 0.94 0.95 0.91 0.85 0.92 0.91 0.85  
 Lanes: 1.00 1.00 2.00 2.00 0.58 0.42 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 1805 1900 2842 3502 1036 744 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.04 0.20 0.12 0.12 0.03 0.18 0.03 0.14 0.23 0.28  
 Crit Moves: \*\*\*\* \*\*  
 Green/Cycle: 0.12 0.12 0.12 0.24 0.25 0.25 0.08 0.28 0.28 0.17 0.37 0.37  
 Volume/Cap: 0.09 0.07 0.33 0.83 0.50 0.50 0.40 0.66 0.11 0.83 0.64 0.76  
 Uniform Del: 25.3 25.2 26.1 23.3 21.1 21.1 28.4 20.8 17.5 26.0 17.0 18.1  
 IncrementDel: 0.2 0.1 0.6 7.0 0.9 0.9 1.8 1.1 0.1 9.6 0.7 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: 25.5 25.3 26.6 30.3 22.1 22.1 30.2 21.9 17.6 35.7 17.7 23.7  
 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: 25.5 25.3 26.6 30.3 22.1 22.1 30.2 21.9 17.6 35.7 17.7 23.7  
 LOS by Move: C C C C C C C C B D B C  
 HCM2kAvgQ: 0 0 2 10 4 4 2 7 1 8 8 10

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #48 Fremont / Bay / Union / Washington  
 \*\*\*\*\*

Cycle (sec): 165 Critical Vol./Cap.(X): 1.417  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 143.7  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd / Washington Blvd Bay St / Union St / Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8			
Lanes:	1	1	0	0	1	0	1	0	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 1058 98 938 84 37 30 12 1038 1105 486 1010 13  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1058 98 938 84 37 30 12 1038 1105 486 1010 13  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 1058 98 938 84 37 30 12 1038 1105 486 1010 13  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1058 98 938 84 37 30 12 1038 1105 486 1010 13  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 1058 98 938 84 37 30 12 1038 1105 486 1010 13

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.96 0.96 0.85 0.90 0.90 0.90 0.95 0.95 0.85 0.92 0.95 0.95  
 Lanes: 1.83 0.17 1.00 1.00 0.55 0.45 1.00 2.00 1.00 2.00 1.97 0.03  
 Final Sat.: 3325 308 1615 1704 941 763 1805 3610 1615 3502 3557 46

Capacity Analysis Module:  
 Vol/Sat: 0.32 0.32 0.58 0.05 0.04 0.04 0.01 0.29 0.68 0.14 0.28 0.28  
 Crit Moves: \*\*\*\* \*\*  
 Green/Cycle: 0.31 0.31 0.40 0.05 0.05 0.05 0.08 0.48 0.48 0.10 0.49 0.49  
 Volume/Cap: 1.04 1.04 1.44 1.02 0.81 0.81 0.08 0.60 1.44 1.44 0.58 0.58  
 Uniform Del: 57.2 57.2 49.2 78.5 77.8 77.8 69.8 31.9 43.3 74.5 30.2 30.2  
 IncrementDel: 36.8 36.8 206.4 78.4 22.8 22.8 0.2 0.6 205.2 213.9 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: 94.0 94.0 255.7 156.9 101 100.6 70.0 32.5 248.5 288.5 30.7 30.7  
 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: 94.0 94.0 255.7 156.9 101 100.6 70.0 32.5 248.5 288.5 30.7 30.7  
 LOS by Move: F F F F F F E C F C C C  
 HCM2kAvgQ: 36 36 82 7 5 5 1 20 96 24 19 19

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #49 Fremont Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 170 Critical Vol./Cap.(X): 0.860  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name:	Fremont Blvd				Blacow Rd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	8	8	4	8	8	4	8	8	
Lanes:	1	0	2	0	1	1	0	1	1	0

Volume Module:  
 Base Vol: 26 125 0 0 2762 5 64 0 0 0 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 26 125 0 0 2762 5 64 0 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 26 125 0 0 2762 5 64 0 0 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 26 125 0 0 2762 5 64 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 26 125 0 0 2762 5 64 0 0 0 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 1.00 1.00 0.95 0.95 0.92 0.95 1.00 0.97 0.95 0.95  
 Lanes: 1.00 2.00 1.00 1.00 1.99 0.01 2.00 2.00 1.00 2.00 2.00 0.00  
 Final Sat.: 1805 3610 1900 1900 3603 7 3502 3610 1900 3686 3610 0

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.03 0.00 0.00 0.77 0.77 0.02 0.00 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.02 0.91 0.00 0.00 0.88 0.88 0.02 0.00 0.00 0.00 0.00 0.00  
 Volume/Cap: 0.61 0.04 0.00 0.00 0.87 0.87 0.78 0.00 0.00 0.00 0.00 0.00  
 Uniform Del: 82.2 0.8 0.0 0.0 5.0 5.0 82.6 0.0 0.0 0.0 0.0 0.0  
 IncrementDel: 23.6 0.0 0.0 0.0 2.8 2.8 36.2 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: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 0.00  
 Delay/Veh: 105.8 0.8 0.0 0.0 7.9 7.9 118.7 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: 105.8 0.8 0.0 0.0 7.9 7.9 118.7 0.0 0.0 0.0 0.0 0.0  
 LOS by Move: F A A A A A F A A A A A  
 HCM2kAvgQ: 2 0 0 0 40 40 3 0 0 0 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #50 Fremont Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap.(X): 1.179  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 99.5  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

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	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	0	1	2	0	1	1	0

Volume Module:  
 Base Vol: 79 356 139 786 807 38 41 2059 92 1168 2565 249  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 79 356 139 786 807 38 41 2059 92 1168 2565 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: 79 356 139 786 807 38 41 2059 92 1168 2565 249  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 79 356 139 786 807 38 41 2059 92 1168 2565 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  
 FinalVolume: 79 356 139 786 807 38 41 2059 92 1168 2565 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 0.94 0.94 0.92 0.91 0.85 0.92 0.90 0.90  
 Lanes: 2.00 2.00 1.00 2.00 1.91 0.09 2.00 3.00 1.00 2.00 2.73 0.27  
 Final Sat.: 3502 3610 1615 3502 3424 161 3502 5187 1615 3502 4667 453

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.10 0.09 0.22 0.24 0.24 0.01 0.40 0.06 0.33 0.55 0.55  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.03 0.08 0.08 0.19 0.25 0.25 0.03 0.34 0.34 0.28 0.59 0.59  
 Volume/Cap: 0.81 1.18 1.03 1.18 0.96 0.96 0.41 1.18 0.17 1.18 0.93 0.93  
 Uniform Del: 72.5 68.7 68.7 60.7 55.8 55.8 71.6 49.8 35.0 53.8 27.9 27.9  
 IncrementDel: 38.0 110 85.5 95.7 20.7 20.7 2.7 87.0 0.1 91.3 5.9 5.9  
 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: 110.5 178 154.2 156.4 76.5 76.5 74.3 137 35.2 145.1 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: 110.5 178 154.2 156.4 76.5 76.5 74.3 137 35.2 145.1 33.8 33.8  
 LOS by Move: F F F E E E F D F C C  
 HCM2kAvgQ: 3 15 10 29 25 25 1 51 3 41 47 47

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #51 Fremont Blvd / S. Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 165 Critical Vol./Cap.(X): 1.336  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 186.8  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
 Rights: Ignore Include Ignore Include  
 Min. Green: 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:  
 Base Vol: 164 433 133 49 1931 42 42 1348 1182 454 203 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: 164 433 133 49 1931 42 42 1348 1182 454 203 53  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 164 433 0 49 1931 42 42 1348 0 454 203 53  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 164 433 0 49 1931 42 42 1348 0 454 203 53  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 164 433 0 49 1931 42 42 1348 0 454 203 53

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 1.00 0.95 0.95 0.85 0.95 0.95 1.00 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 1900 1805 3610 1615 1805 3610 1900 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.12 0.00 0.03 0.53 0.03 0.02 0.37 0.00 0.25 0.06 0.03  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.36 0.00 0.08 0.40 0.40 0.28 0.28 0.00 0.19 0.19 0.19  
 Volume/Cap: 1.34 0.34 0.00 0.34 1.34 0.06 0.08 1.34 0.00 1.34 0.30 0.17  
 Uniform Del: 79.6 39.0 0.0 71.7 49.5 30.5 43.9 59.4 0.0 67.0 57.6 56.2  
 IncrementDel: 196.2 0.2 0.0 1.4 156 0.0 0.1 158 0.0 170.0 0.2 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 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 275.9 39.2 0.0 73.1 206 30.5 43.9 218 0.0 237.0 57.9 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: 275.9 39.2 0.0 73.1 206 30.5 43.9 218 0.0 237.0 57.9 56.5  
 LOS by Move: F D A E F C D F A F E E  
 HCM2kAvgQ: 9 8 0 3 82 1 2 58 0 38 5 2

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #52 I-880 NB Ramps / Fremont Blvd (S)  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap.(X): 0.973  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Fremont Blvd (S)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Ignore Include Ignore Ignore  
 Min. Green: 10 0 10 0 0 10 10 0 10 10  
 Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 2 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 741 0 810 0 0 0 0 251 181 0 3564 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: 741 0 810 0 0 0 0 251 181 0 3564 170  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 741 0 0 0 0 0 0 251 0 0 3564 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 741 0 0 0 0 0 0 251 0 0 3564 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 741 0 0 0 0 0 0 251 0 0 3564 0

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

Capacity Analysis Module:  
 Vol/Sat: 0.21 0.00 0.00 0.00 0.00 0.00 0.07 0.00 0.00 0.69 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.22 0.00 0.00 0.00 0.00 0.00 0.71 0.00 0.00 0.71 0.00  
 Volume/Cap: 0.97 0.00 0.00 0.00 0.00 0.00 0.10 0.00 0.00 0.97 0.00  
 Uniform Del: 40.8 0.0 0.0 0.0 0.0 0.0 4.9 0.0 0.0 14.5 0.0  
 IncrementDel: 25.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 9.5 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  
 Delay Adj: 1.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 66.7 0.0 0.0 0.0 0.0 0.0 4.9 0.0 0.0 24.0 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  
 AdjDel/Veh: 66.7 0.0 0.0 0.0 0.0 0.0 4.9 0.0 0.0 24.0 0.0  
 LOS by Move: E A A A A A A A A C A  
 HCM2kAvgQ: 17 0 0 0 0 0 0 1 0 0 46 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #53 I-880 SB Ramps / Fremont Blvd  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.143  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 94.2  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name:	I-880 SB Ramps				Fremont Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	10	0	10	0	10	10
Lanes:	0	0	0	2	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	134	0	1074	0	286	0	0	3616	1152
Growth Adj:	1.00	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	134	0	1074	0	286	0	0	3616	1152
User 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
PHF 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
PHF Volume:	0	0	0	134	0	1074	0	286	0	0	3616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	1074	0	286	0	0	3616	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	0.00
MLF 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
FinalVolume:	0	0	0	134	0	1074	0	286	0	0	3616	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	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	2842	0	5187	0	0	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.38	0.00	0.06	0.00	0.00	0.70	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	1.14	0.00	0.09	0.00	0.00	1.14	0.00
Uniform Del:	0.0	0.0	0.0	31.4	0.0	45.2	0.0	10.9	0.0	0.0	26.3	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	68.5	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	31.5	0.0	122.2	0.0	10.9	0.0	0.0	94.8	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	31.5	0.0	122.2	0.0	10.9	0.0	0.0	94.8	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	2	0	38	0	2	0	0	77	0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #54 Fremont Blvd / Cushing Pkwy-I-880 SB On-Ramp  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap.(X): 0.910  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name:	Fremont Blvd			Cushing Pkwy - I-880 SB On-Ramp		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Ignore	Include		Include
Min. Green:	4	10	10	0	10	10
Lanes:	2	0	4	0	3	0

Volume Module:

Base Vol:	139	186	139	0	2465	1536	114	162	379	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:	139	186	139	0	2465	1536	114	162	379	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:	139	186	139	0	2465	0	114	162	379	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	186	139	0	2465	0	114	162	379	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:	139	186	139	0	2465	0	114	162	379	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	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.57	0.57	0.00	0.52	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.84	0.05	0.15	0.00	0.91	0.00	0.14	0.17	0.91	0.00	0.00	0.00
Uniform Del:	40.2	8.2	8.7	0.0	18.7	0.0	24.4	24.6	30.7	0.0	0.0	0.0
IncrementDel:	30.7	0.0	0.1	0.0	5.4	0.0	0.1	0.1	24.5	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:	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:	70.9	8.2	8.8	0.0	24.1	0.0	24.5	24.7	55.1	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:	70.9	8.2	8.8	0.0	24.1	0.0	24.5	24.7	55.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	A	C	C	E	A	A	A
HCM2kAvgQ:	4	1	2	0	26	0	1	2	14	0	0	0

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

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

\*\*\*\*\*  
 Intersection #55 Driscoll Rd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.993  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 68.0  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name: Driscoll Rd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	8	4	8	4	8	4	8
Lanes:	1	0	1	0	1	0	1	0

Volume Module:  
 Base Vol: 59 609 267 389 1137 370 302 369 84 277 441 316  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 59 609 267 389 1137 370 302 369 84 277 441 316  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 59 609 267 389 1137 370 302 369 84 277 441 316  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 59 609 267 389 1137 370 302 369 84 277 441 316  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 59 609 267 389 1137 370 302 369 84 277 441 316

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 0.91 0.91 0.95 0.92 0.92 0.95 0.89 0.89  
 Lanes: 1.00 1.39 0.61 1.00 1.51 0.49 1.00 1.63 0.37 1.00 1.17 0.83  
 Final Sat.: 1805 2394 1050 1805 2623 854 1805 2858 651 1805 1971 1412

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.25 0.25 0.22 0.43 0.43 0.17 0.13 0.13 0.15 0.22 0.22  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.03 0.26 0.26 0.22 0.44 0.44 0.17 0.18 0.18 0.21 0.23 0.23  
 Volume/Cap: 0.97 0.99 0.99 0.99 0.99 0.99 0.99 0.72 0.72 0.72 0.99 0.99  
 Uniform Del: 57.9 44.5 44.5 46.9 33.3 33.3 49.8 46.3 46.3 43.8 46.4 46.4  
 IncrementDel: 103.5 28.6 28.6 43.6 19.9 19.9 49.7 4.0 4.0 6.4 30.9 30.9  
 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: 161.4 73.1 73.1 90.5 53.2 53.2 99.6 50.3 50.3 50.2 77.3 77.3  
 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: 161.4 73.1 73.1 90.5 53.2 53.2 99.6 50.3 50.3 50.2 77.3 77.3  
 LOS by Move: F E E F D D F D D D E E E  
 HCM2kAvgQ: 5 23 23 20 35 35 16 10 10 11 20 20

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

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

\*\*\*\*\*  
 Intersection #56 Osgood Rd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 160 Critical Vol./Cap.(X): 1.411  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 182.6  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd 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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	2	0

Volume Module:  
 Base Vol: 807 179 408 1000 856 636 200 999 505 962 2029 85  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 807 179 408 1000 856 636 200 999 505 962 2029 85  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 807 179 408 1000 856 636 200 999 505 962 2029 85  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 807 179 408 1000 856 636 200 999 505 962 2029 85  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 807 179 408 1000 856 636 200 999 505 962 2029 85

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 0.94 0.94  
 Lanes: 2.00 2.00 2.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.92 0.08  
 Final Sat.: 3502 3610 2842 3502 3237 1618 3502 3285 1643 3502 3444 144

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.05 0.14 0.29 0.26 0.39 0.06 0.30 0.31 0.27 0.59 0.59  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.16 0.15 0.15 0.29 0.28 0.28 0.04 0.24 0.24 0.22 0.42 0.42  
 Volume/Cap: 1.41 0.34 0.97 0.97 0.95 1.41 1.41 1.26 1.27 1.27 1.41 1.41  
 Uniform Del: 66.9 61.1 67.8 55.8 56.6 57.7 76.8 60.6 60.6 62.7 46.6 46.6  
 IncrementDel: 195.1 0.4 36.2 21.2 12.7 190.5 221.3 123 128.7 132.2 189 188.9  
 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: 262.0 61.5 104.1 77.0 69.3 248.2 298.0 183 189.3 194.9 235 235.5  
 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: 262.0 61.5 104.1 77.0 69.3 248.2 298.0 183 189.3 194.9 235 235.5  
 LOS by Move: F E F E E F F F F F F F  
 HCM2kAvgQ: 37 4 15 30 27 60 11 42 43 39 93 93

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #57 I-680 SB Ramps / Durham Rd
*****
Cycle (sec):      110          Critical Vol./Cap. (X):      0.936
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  37.1
Optimal Cycle: OPTIMIZED          Level Of Service:      D
*****
Street Name:      I-680 SB Ramps          Durham Rd / 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
-----
Control:          Protected          Protected          Protected          Protected
Rights:          Ignore          Include          Include          Include
Min. Green:      10 10 10          0 0 0          10 10 10          4 10 10
Lanes:           2 0 0 0 1          0 0 0 0 0          0 0 1 1 1          1 0 2 0 0
-----
Volume Module:
Base Vol:        1111 0 0          0 0 0          0 716 1714          4 2004 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:    1111 0 0          0 0 0          0 716 1714          4 2004 0
User Adj:       1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:     1111 0 0          0 0 0          0 716 1714          4 2004 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    1111 0 0          0 0 0          0 716 1714          4 2004 0
PCE Adj:        1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:    1111 0 0          0 0 0          0 716 1714          4 2004 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 1614 3227      1805 3610 0
-----
Capacity Analysis Module:
Vol/Sat:        0.32 0.00 0.00      0.00 0.00 0.00      0.00 0.44 0.53      0.00 0.56 0.00
Crit Moves:     ****
Green/Cycle:    0.33 0.00 0.00      0.00 0.00 0.00      0.00 0.55 0.55      0.04 0.58 0.00
Volume/Cap:     0.97 0.00 0.00      0.00 0.00 0.00      0.00 0.81 0.97      0.06 0.95 0.00
Uniform Del:    36.6 0.0 0.0          0.0 0.0 0.0          0.0 20.3 24.1      51.2 21.5 0.0
IncrementDel:   20.1 0.0 0.0          0.0 0.0 0.0          0.0 1.8 12.2      0.4 10.6 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 0.00 0.00      0.00 0.00 0.00      0.00 1.00 1.00      1.00 1.00 0.00
Delay/Veh:      56.7 0.0 0.0          0.0 0.0 0.0          0.0 22.1 36.3      51.6 32.2 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:    56.7 0.0 0.0          0.0 0.0 0.0          0.0 22.1 36.3      51.6 32.2 0.0
LOS by Move:    E A A          A A A          A C D          D C A
HCM2kAvgQ:      25 0 0          0 0 0          0 22 36          0 39 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #58 I-680 NB Ramps / Durham Rd
*****
Cycle (sec):      90          Critical Vol./Cap. (X):      0.695
Loss Time (sec):  8 (Y+R=4.0 sec) Average Delay (sec/veh):  20.7
Optimal Cycle: OPTIMIZED          Level Of Service:      C
*****
Street Name:      I-680 NB Ramps          Durham Rd / 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
-----
Control:          Protected          Protected          Protected          Protected
Rights:          Include          Include          Ignore          Include
Min. Green:      4 10 10          4 10 10          4 10 10          4 10 10
Lanes:           2 0 0 1 0          1 0 1 0 1          1 0 1 1 0          1 0 1 1 0
-----
Volume Module:
Base Vol:        1718 4 31          9 7 75          7 193 565          77 196 6
Growth Adj:     1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    1718 4 31          9 7 75          7 193 565          77 196 6
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:     1718 4 31          9 7 75          7 193 0          77 196 6
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    1718 4 31          9 7 75          7 193 0          77 196 6
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:    1718 4 31          9 7 75          7 193 0          77 196 6
-----
Saturation Flow Module:
Sat/Lane:       1900 1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment:     0.92 0.87 0.87      0.95 1.00 0.85      0.95 0.95 0.95      0.95 0.95 0.95
Lanes:          2.00 0.11 0.89      1.00 1.00 1.00      1.00 2.00 0.00      1.00 1.94 0.06
Final Sat.:     3502 188 1459      1805 1900 1615      1805 3610 0      1805 3489 107
-----
Capacity Analysis Module:
Vol/Sat:        0.49 0.02 0.02      0.00 0.00 0.05      0.00 0.05 0.00      0.04 0.06 0.06
Crit Moves:     ****
Green/Cycle:    0.63 0.53 0.53      0.21 0.11 0.11      0.05 0.11 0.00      0.06 0.12 0.12
Volume/Cap:     0.77 0.04 0.04      0.02 0.03 0.42      0.08 0.48 0.00      0.77 0.47 0.47
Uniform Del:    11.8 10.1 10.1      28.0 35.7 37.3      41.0 37.6 0.0      42.0 37.0 37.0
IncrementDel:   1.8 0.0 0.0          0.0 0.1 1.6          0.4 0.9 0.0      30.7 0.8 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 0.00      1.00 1.00 1.00
Delay/Veh:      13.6 10.1 10.1      28.0 35.8 38.9      41.4 38.5 0.0      72.6 37.9 37.9
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:    13.6 10.1 10.1      28.0 35.8 38.9      41.4 38.5 0.0      72.6 37.9 37.9
LOS by Move:    B B B          C D D          D D A          E D D
HCM2kAvgQ:      19 0 0          0 0 0          2 0 3          0 4 3 3
*****
Note: Queue reported is the number of cars per lane.
*****

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Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #59 I-680 SB Ramps / Mission Blvd (North)  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 0.653  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 1.3  
Optimal Cycle: OPTIMIZED Level Of Service: A  
\*\*\*\*\*

Street Name: Mission Blvd (North) I-680 SB Ramps  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Include			Ignore							
Min. Green:	4	10	10	0	10	10	0	0	0	10	10	10					
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	2102	0	0	1660	984	0	0	0	0	0	1136
Growth Adj:	1.00	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	2102	0	0	1660	984	0	0	0	0	0	1136
User 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
PHF 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
PHF Volume:	0	2102	0	0	1660	984	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2102	0	0	1660	984	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF 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
FinalVolume:	0	2102	0	0	1660	984	0	0	0	0	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	0.95	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	1900	3610	0	0	3610	1615	0	0	0	0	1900	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.58	0.00	0.00	0.46	0.61	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.93	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.00	0.00	0.49	0.65	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	1.0	0.0	0.0	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0
IncrementDel:	0.0	0.4	0.0	0.0	0.1	1.0	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	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.3	0.0	0.0	0.9	2.1	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	1.3	0.0	0.0	0.9	2.1	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	10	0	0	6	10	0	0	0	0	0	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #60 I-680 NB Ramps / Mission Blvd (North)  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.834  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6  
Optimal Cycle: OPTIMIZED Level Of Service: D  
\*\*\*\*\*

Street Name: Mission Blvd I-680 NB Ramps  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Ignore			Include			Include							
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10					
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	183	1107	52	228	976	565	681	149	29	29	73	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1107	52	228	976	565	681	149	29	29	73	43
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:	183	1107	52	228	976	0	681	149	29	29	73	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1107	52	228	976	0	681	149	29	29	73	43
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:	183	1107	52	228	976	0	681	149	29	29	73	43

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	1.00	0.96	0.96	0.96	0.99	0.99	0.85
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	1.66	0.29	0.05	0.28	0.72	1.00
Final Sat.:	1805	3424	161	1805	3610	1900	3013	523	102	533	1341	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.32	0.32	0.13	0.27	0.00	0.23	0.29	0.29	0.05	0.05	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.36	0.36	0.14	0.36	0.00	0.25	0.32	0.32	0.06	0.13	0.13
Volume/Cap:	0.74	0.90	0.90	0.90	0.74	0.00	0.90	0.90	0.90	0.90	0.44	0.21
Uniform Del:	33.2	24.3	24.3	33.8	22.2	0.0	29.0	26.2	26.2	37.4	32.4	31.5
IncrementDel:	11.7	8.9	8.9	31.8	2.4	0.0	11.5	11.8	11.8	55.4	1.3	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.9	33.2	33.2	65.6	24.6	0.0	40.5	38.0	38.0	92.7	33.7	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	33.2	33.2	65.6	24.6	0.0	40.5	38.0	38.0	92.7	33.7	32.0
LOS by Move:	D	C	C	E	C	A	D	D	D	F	C	C
HCM2kAvgQ:	6	18	18	9	13	0	14	16	16	5	3	1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #61 Osgood-Warm Springs / S. Grimmer  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 2.060  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 352.3  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd-Warm Springs Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1

Volume Module:  
 Base Vol: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 246 256 35 18 1110 1167 957 207 1378 577 634 165  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 246 256 35 18 1110 1167 957 207 1378 577 634 165

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 0.95 0.95 0.85 0.92 0.95 0.85  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.07 0.02 0.01 0.31 0.72 0.53 0.06 0.85 0.16 0.18 0.10  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.07 0.32 0.32 0.10 0.35 0.35 0.37 0.41 0.41 0.08 0.12 0.12  
 Volume/Cap: 2.06 0.22 0.07 0.10 0.88 2.06 1.43 0.14 2.06 2.06 1.43 0.83  
 Uniform Del: 84.0 45.1 42.9 73.7 54.8 58.4 56.6 32.8 52.7 82.8 78.9 77.1  
 IncrementDel: 504.7 0.1 0.1 0.2 7.2 483.1 201.3 0.0 482.2 489.2 205 24.6  
 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: 588.7 45.2 42.9 74.0 62.0 541.5 257.9 32.8 534.9 572.0 284 101.7  
 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: 588.7 45.2 42.9 74.0 62.0 541.5 257.9 32.8 534.9 572.0 284 101.7  
 LOS by Move: F D D E E F F C F F F F  
 HCM2kAvgQ: 30 5 1 1 32 135 87 4 159 36 32 11

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 1.991  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 405.9  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Mission Blvd (SR262)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ignore			Ignore					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:  
 Base Vol: 1011 1360 92 63 620 1405 1144 1638 218 1064 1706 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: 1011 1360 92 63 620 1405 1144 1638 218 1064 1706 301  
 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: 1011 1360 92 63 620 1405 1144 1638 0 1064 1706 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1011 1360 92 63 620 1405 1144 1638 0 1064 1706 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: 1011 1360 92 63 620 1405 1144 1638 0 1064 1706 0

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 1.00 0.92 0.91 1.00  
 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 1900 3502 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.29 0.38 0.06 0.02 0.17 0.87 0.33 0.32 0.00 0.30 0.33 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.14 0.55 0.55 0.03 0.44 0.44 0.16 0.17 0.00 0.16 0.17 0.00  
 Volume/Cap: 1.99 0.69 0.10 0.56 0.39 1.99 1.99 1.88 0.00 1.88 1.99 0.00  
 Uniform Del: 77.0 29.3 19.4 85.8 34.5 50.7 75.2 74.9 0.0 75.5 75.1 0.0  
 IncrementDel: 453.1 1.0 0.1 5.9 0.2 451.1 452.3 401 0.0 403.6 450 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: 530.0 30.3 19.4 91.7 34.6 501.8 527.5 476 0.0 479.1 525 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: 530.0 30.3 19.4 91.7 34.6 501.8 527.5 476 0.0 479.1 525 0.0  
 LOS by Move: F C B F C F F F A F F A  
 HCM2kAvgQ: 60 28 2 3 12 160 68 67 0 62 72 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #63 Warm Springs Blvd / Warren Ave  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.047  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 69.1  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

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

Control:	Protected				Protected				Protected				Protected						
Rights:	Include				Include				Include				Include						
Min. Green:	4	10	10	10	4	10	10	10	4	10	10	10	4	10	10	10			
Lanes:	2	0	1	0	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:  
 Base Vol: 125 1458 87 42 688 446 505 51 84 564 380 541  
 Growth Adj: 1.00 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 1458 87 42 688 446 505 51 84 564 380 541  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 125 1458 87 42 688 446 505 51 84 564 380 541  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 125 1458 87 42 688 446 505 51 84 564 380 541  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 125 1458 87 42 688 446 505 51 84 564 380 541

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 1.89 0.11 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3379 202 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.43 0.43 0.01 0.19 0.28 0.14 0.01 0.05 0.16 0.11 0.33  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.40 0.40 0.03 0.38 0.38 0.13 0.14 0.14 0.31 0.31 0.31  
 Volume/Cap: 0.72 1.07 1.07 0.40 0.50 0.72 1.07 0.10 0.37 0.52 0.34 1.07  
 Uniform Del: 63.2 40.3 40.3 64.3 31.7 35.4 58.4 50.5 52.5 38.6 35.6 46.3  
 IncrementDel: 13.6 44.5 44.5 2.6 0.3 4.1 61.1 0.1 1.0 0.5 0.2 59.7  
 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: 76.9 84.8 84.8 66.9 32.0 39.5 119.5 50.6 53.5 39.1 35.7 106.1  
 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: 76.9 84.8 84.8 66.9 32.0 39.5 119.5 50.6 53.5 39.1 35.7 106.1  
 LOS by Move: E F F E C D F D D D D F  
 HCM2kAvgQ: 4 44 44 1 11 17 17 1 3 10 6 31

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #64 Warm Springs / Kato / Scott Creek  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap.(X): 1.387  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 154.3  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Kato Rd / Scott Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	4	10	10	10	4	10	10	10	4	10	10	10	4	10	10	10				
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 111 649 694 773 448 440 128 422 125 458 1718 836  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 111 649 694 773 448 440 128 422 125 458 1718 836  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 111 649 694 773 448 440 128 422 125 458 1718 836  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 111 649 694 773 448 440 128 422 125 458 1718 836  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 111 649 694 773 448 440 128 422 125 458 1718 836

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 0.95 0.92 0.92 0.95 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.54 0.46 1.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3610 1615 1805 2690 797 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.18 0.43 0.22 0.12 0.27 0.07 0.16 0.16 0.25 0.48 0.52  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.31 0.31 0.16 0.42 0.42 0.05 0.16 0.16 0.26 0.37 0.37  
 Volume/Cap: 0.65 0.58 1.39 1.39 0.30 0.65 1.39 0.97 0.97 0.97 1.28 1.39  
 Uniform Del: 70.1 43.6 51.8 63.1 28.8 34.7 71.2 62.5 62.5 54.7 47.0 47.0  
 IncrementDel: 8.4 0.8 186.2 185.0 0.1 2.2 227.6 29.7 29.7 33.0 130 184.3  
 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: 78.5 44.3 238.0 248.1 28.9 36.9 298.8 92.1 92.1 87.7 177 231.3  
 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: 78.5 44.3 238.0 248.1 28.9 36.9 298.8 92.1 92.1 87.7 177 231.3  
 LOS by Move: E D F F C D F F F F F F  
 HCM2kAvgQ: 4 13 56 33 7 16 12 17 17 26 66 67

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

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

\*\*\*\*\*  
 Intersection #67 Ardenwood Blvd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.637  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Ardenwood Blvd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Protected Protected  
 Rights: Ignore Ignore Ignore Ignore  
 Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 2 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 11 623 119 30 1200 471 412 33 12 932 881 138  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 11 623 119 30 1200 471 412 33 12 932 881 138  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 11 623 0 30 1200 0 412 33 0 932 881 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 11 623 0 30 1200 0 412 33 0 932 881 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 11 623 0 30 1200 0 412 33 0 932 881 0  
 -----|-----|-----|-----|

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.12 0.00 0.01 0.23 0.00 0.12 0.01 0.00 0.27 0.24 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.07 0.23 0.00 0.12 0.28 0.00 0.15 0.13 0.00 0.32 0.31 0.00  
 Volume/Cap: 0.05 0.52 0.00 0.07 0.83 0.00 0.80 0.07 0.00 0.83 0.80 0.00  
 Uniform Del: 26.2 20.2 0.0 23.7 20.3 0.0 24.7 22.7 0.0 18.8 19.1 0.0  
 IncrementDel: 0.1 0.4 0.0 0.1 4.2 0.0 8.4 0.1 0.0 5.3 4.1 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 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Delay/Veh: 26.3 20.6 0.0 23.8 24.5 0.0 33.1 22.8 0.0 24.1 23.2 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: 26.3 20.6 0.0 23.8 24.5 0.0 33.1 22.8 0.0 24.1 23.2 0.0  
 LOS by Move: C C A C C A C C A C C A  
 HCM2kAvgQ: 0 4 0 0 11 0 6 0 0 11 10 0  
 \*\*\*\*\*

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

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

\*\*\*\*\*  
 Intersection #68 Fremont-McCarthy Blvd / Dixon Landing Rd  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap. (X): 0.947  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 62.4  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name: Fremont Blvd-McCarthy Blvd Dixon Landing Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 -----|-----|-----|-----|  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Ignore Include Include Ovl  
 Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10  
 Lanes: 1 0 1 0 1 2 0 1 1 0 1 0 1 0 0 2  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 33 600 61 600 1409 20 10 28 15 1122 171 425  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 33 600 61 600 1409 20 10 28 15 1122 171 425  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 33 600 0 600 1409 20 10 28 15 1122 171 425  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 33 600 0 600 1409 20 10 28 15 1122 171 425  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 33 600 0 600 1409 20 10 28 15 1122 171 425  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.92 0.95 0.95 0.95 0.95 0.95 0.96 0.96 0.75  
 Lanes: 1.00 1.00 1.00 2.00 1.97 0.03 1.11 0.58 0.31 1.74 0.26 2.00  
 Final Sat.: 1805 1900 1900 3502 3552 50 1992 1052 564 3159 481 2842  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.32 0.00 0.17 0.40 0.40 0.01 0.03 0.03 0.36 0.36 0.15  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.05 0.32 0.00 0.17 0.44 0.44 0.07 0.07 0.07 0.36 0.36 0.53  
 Volume/Cap: 0.34 0.99 0.00 0.99 0.91 0.91 0.07 0.39 0.39 0.99 0.99 0.28  
 Uniform Del: 66.2 49.3 0.0 59.9 38.0 38.0 63.2 64.6 64.6 46.4 46.4 18.8  
 IncrementDel: 2.1 34.7 0.0 34.7 8.0 8.0 0.0 1.8 1.8 23.2 23.2 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 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 68.3 84.0 0.0 94.6 46.0 46.0 63.2 66.4 66.4 69.6 69.6 18.9  
 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: 68.3 84.0 0.0 94.6 46.0 46.0 63.2 66.4 66.4 69.6 69.6 18.9  
 LOS by Move: E F A F D D E E E E E B  
 HCM2kAvgQ: 2 32 0 19 34 34 0 2 2 35 35 6  
 \*\*\*\*\*

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

P.M. PEAK

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Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #1 Alvarado Blvd / Deep Creek Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.987  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 45.0  
Optimal Cycle: OPTIMIZED Level Of Service: D  
\*\*\*\*\*

Street Name:	Alvarado Blvd			Deep Creek Rd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Ignore		Include	Include		Include
Min. Green:	4	10	10	4	10	10
Lanes:	1	0	3	0	1	0

Volume Module:

Base Vol:	188	1765	143	0	1647	315	344	0	276	102	195	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	1765	143	0	1647	315	344	0	276	102	195	310
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	1765	0	0	1647	315	344	0	276	102	195	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1765	0	0	1647	315	344	0	276	102	195	310
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1765	0	0	1647	315	344	0	276	102	195	310

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.52	0.48	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	4670	893	1805	0	4845	3610	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.31	0.00	0.00	0.35	0.35	0.19	0.00	0.06	0.03	0.10	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.46	0.00	0.00	0.36	0.36	0.19	0.00	0.19	0.19	0.19	0.19
Volume/Cap:	0.99	0.67	0.00	0.00	0.99	0.99	0.99	0.00	0.30	0.15	0.53	0.99
Uniform Del:	44.7	20.9	0.0	0.0	31.9	31.9	40.2	0.0	34.5	33.4	36.2	40.2
IncrementDel:	61.4	0.7	0.0	0.0	17.2	17.2	44.7	0.0	0.2	0.1	1.4	47.2
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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	106.1	21.6	0.0	0.0	49.2	49.2	84.9	0.0	34.7	33.5	37.6	87.4
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:	106.1	21.6	0.0	0.0	49.2	49.2	84.9	0.0	34.7	33.5	37.6	87.4
LOS by Move:	F	C	A	A	D	D	F	A	C	C	D	F
HCM2kAvgQ:	10	15	0	0	27	27	16	0	3	1	6	15

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #2 I-880 NB Ramps / Fremont Blvd  
\*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.841  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7  
Optimal Cycle: OPTIMIZED Level Of Service: B  
\*\*\*\*\*

Street Name:	I-880 NB Ramps			Fremont Blvd		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	4	10	10	4	10	10
Lanes:	0	0	3	0	1	0

Volume Module:

Base Vol:	0	1476	685	245	1775	0	607	0	508	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	1476	685	245	1775	0	607	0	508	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1476	685	245	1775	0	607	0	508	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1476	685	245	1775	0	607	0	508	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1476	685	245	1775	0	607	0	508	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.42	0.07	0.31	0.00	0.17	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.50	0.50	0.08	0.59	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.84	0.84	0.53	0.00	0.84	0.00	0.79	0.00	0.00	0.00
Uniform Del:	0.0	10.8	13.9	29.5	8.1	0.0	25.0	0.0	24.7	0.0	0.0	0.0
IncrementDel:	0.0	0.2	7.8	19.2	0.2	0.0	8.8	0.0	6.5	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	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.9	21.7	48.7	8.3	0.0	33.8	0.0	31.2	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	10.9	21.7	48.7	8.3	0.0	33.8	0.0	31.2	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	15	5	8	0	9	0	7	0	0	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #3 Fremont Blvd / Paseo Padre Pkwy  
\*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap.(X): 1.021  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3  
Optimal Cycle: OPTIMIZED Level Of Service: E  
\*\*\*\*\*

Street Name:	Fremont Blvd			Paseo Padre Pkwy																
Approach:	North Bound		South Bound	East Bound		West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected	Protected		Protected	Protected		Protected	Protected		Protected								
Rights:	Include		Include	Include		Include	Include		Include	Include		Include								
Min. Green:	4	8	8	4	8	8	4	8	8	4	8	8								
Lanes:	2	0	3	0	1	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 420 1211 98 596 1182 302 524 740 628 81 295 584  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 420 1211 98 596 1182 302 524 740 628 81 295 584  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 420 1211 98 596 1182 302 524 740 628 81 295 584  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 420 1211 98 596 1182 302 524 740 628 81 295 584  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 420 1211 98 596 1182 302 524 740 628 81 295 584

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 0.85 0.95 0.97 0.97 0.95 0.93 0.93 0.95 1.00 0.85  
Lanes: 2.00 3.00 1.00 2.00 2.39 0.61 2.00 1.08 0.92 1.00 2.00 1.00  
Final Sat.: 3610 5700 1615 3610 4399 1124 3610 1914 1624 1805 3800 1615

Capacity Analysis Module:  
Vol/Sat: 0.12 0.21 0.06 0.17 0.27 0.27 0.15 0.39 0.39 0.04 0.08 0.36  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.11 0.21 0.21 0.16 0.26 0.26 0.14 0.44 0.44 0.05 0.35 0.35  
Volume/Cap: 1.02 1.00 0.29 1.00 1.02 1.02 1.02 0.87 0.87 0.87 0.22 1.02  
Uniform Del: 42.1 37.4 31.4 39.7 35.0 35.0 40.7 23.9 23.9 44.7 21.5 30.7  
IncrementDel: 49.7 26.1 0.5 37.1 29.0 29.0 45.1 5.5 5.5 53.3 0.1 43.0  
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: 91.8 63.5 31.8 76.8 64.0 64.0 85.8 29.4 29.4 98.0 21.6 73.6  
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: 91.8 63.5 31.8 76.8 64.0 64.0 85.8 29.4 29.4 98.0 21.6 73.6  
LOS by Move: F E C E E E F C C F C E  
HCM2kAvgQ: 11 18 3 14 22 22 13 21 21 5 3 25

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #4 Paseo Padre Pkwy / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap.(X): 1.329  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 123.8  
Optimal Cycle: OPTIMIZED Level Of Service: F  
\*\*\*\*\*

Street Name:	Paseo Padre Pkwy			Decoto Rd											
Approach:	North Bound		South Bound	East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected	Protected		Protected	Protected		Protected	Protected		Protected			
Rights:	Include		Include	Include		Include	Include		Include	Include		Include			
Min. Green:	4	13	13	4	13	13	4	8	8	4	8	8			
Lanes:	2	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 422 1083 255 389 1375 137 191 1429 870 344 1335 449  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 422 1083 255 389 1375 137 191 1429 870 344 1335 449  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 422 1083 255 389 1375 137 191 1429 870 344 1335 449  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 422 1083 255 389 1375 137 191 1429 870 344 1335 449  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 422 1083 255 389 1375 137 191 1429 870 344 1335 449

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 0.94 0.94 0.95 0.95 0.85 0.92 0.95 0.85  
Lanes: 2.00 2.00 1.00 2.00 1.82 0.18 1.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 3502 3610 1615 3502 3237 323 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.12 0.30 0.16 0.11 0.42 0.42 0.11 0.40 0.54 0.10 0.37 0.28  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.30 0.30 0.11 0.32 0.32 0.11 0.41 0.41 0.07 0.37 0.37  
Volume/Cap: 1.33 1.00 0.53 1.00 1.33 1.33 0.99 0.98 1.33 1.33 0.99 0.75  
Uniform Del: 65.9 50.8 42.3 64.5 49.3 49.3 64.7 42.4 43.1 67.1 45.3 39.5  
IncrementDel: 168.1 27.8 1.1 46.1 154 154.1 62.5 18.1 158.4 172.1 22.6 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: 234.1 78.6 43.3 110.6 203 203.5 127.2 60.5 201.5 239.3 67.9 44.6  
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: 234.1 78.6 43.3 110.6 203 203.5 127.2 60.5 201.5 239.3 67.9 44.6  
LOS by Move: F E D F F F F F E F E D  
HCM2kAvgQ: 18 31 10 13 60 60 12 38 66 15 37 18

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #5 Fremont Blvd / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 1.220  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 107.6  
 Optimal Cycle: OPTIMIZED Level of Service: F  
 \*\*\*\*\*

Fremont Blvd				Decoto Rd			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	4 10 10	4 10 10	4 10 10	4 10 10	4 10 10	4 10 10	4 10 10
Lanes:	1 0 3 0 1	1 0 3 0 1	2 0 2 1 0	2 0 2 0 1	2 0 2 0 1	2 0 2 0 1	2 0 2 0 1

Volume Module:  
 Base Vol: 436 1229 432 189 1098 92 297 2209 649 524 1339 132  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 436 1229 432 189 1098 92 297 2209 649 524 1339 132  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 436 1229 432 189 1098 92 297 2209 649 524 1339 132  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 436 1229 432 189 1098 92 297 2209 649 524 1339 132  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 436 1229 432 189 1098 92 297 2209 649 524 1339 132

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.95 0.97 0.97 0.95 1.00 0.85  
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.32 0.68 2.00 2.00 1.00  
 Final Sat.: 1805 5700 1615 1805 5700 1615 3610 4256 1250 3610 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.22 0.27 0.10 0.19 0.06 0.08 0.52 0.52 0.15 0.35 0.08  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.20 0.26 0.26 0.10 0.16 0.16 0.10 0.43 0.43 0.12 0.44 0.44  
 Volume/Cap: 1.22 0.84 1.05 1.05 1.22 0.36 0.80 1.22 1.22 1.22 0.80 0.19  
 Uniform Del: 48.1 42.4 44.7 54.0 50.5 45.1 52.6 34.5 34.5 52.9 28.9 20.4  
 IncrementDel: 121.9 4.7 56.9 79.7 109 0.9 11.5 103 103.3 118.6 2.8 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: 170.0 47.0 101.5 133.7 160 46.0 64.1 138 137.8 171.5 31.7 20.5  
 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: 170.0 47.0 101.5 133.7 160 46.0 64.1 138 137.8 171.5 31.7 20.5  
 LOS by Move: F D F F F D E F F F C C C  
 HCM2kAvgQ: 28 17 23 12 24 3 7 58 58 18 23 3

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #6 I-880 NB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap.(X): 1.111  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 60.8  
 Optimal Cycle: OPTIMIZED Level of Service: E  
 \*\*\*\*\*

I-880 NB Ramps				Decoto Rd			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Ignore	Ignore	Ignore	Ignore	Ignore
Min. Green:	6 0 6	0 0 0	0 17 0	0 17 0	0 17 0	0 17 0	0 17 0
Lanes:	1 0 1! 0 1	0 0 0 0 0	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:  
 Base Vol: 63 0 1116 0 0 0 0 2507 1552 0 1827 15  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 63 0 1116 0 0 0 0 2507 1552 0 1827 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: 63 0 1116 0 0 0 0 2507 0 0 1827 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 63 0 1116 0 0 0 0 2507 0 0 1827 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: 63 0 1116 0 0 0 0 2507 0 0 1827 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.86 1.00 0.86 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00  
 Lanes: 1.05 0.00 1.95 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 1.00  
 Final Sat.: 1712 0 3164 0 0 0 0 3610 1900 0 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.00 0.35 0.00 0.00 0.00 0.00 0.69 0.00 0.00 0.51 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.32 0.00 0.32 0.00 0.00 0.00 0.00 0.63 0.00 0.00 0.63 0.00  
 Volume/Cap: 0.12 0.00 1.11 0.00 0.00 0.00 0.00 1.11 0.00 0.00 0.81 0.00  
 Uniform Del: 25.4 0.0 35.8 0.0 0.0 0.0 0.0 19.7 0.0 0.0 14.9 0.0  
 IncrementDel: 0.0 0.0 63.2 0.0 0.0 0.0 0.0 56.8 0.0 0.0 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 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 25.4 0.0 99.0 0.0 0.0 0.0 0.0 76.5 0.0 0.0 17.2 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: 25.4 0.0 99.0 0.0 0.0 0.0 0.0 76.5 0.0 0.0 17.2 0.0  
 LOS by Move: C A F A A A A E A A B A  
 HCM2kAvgQ: 1 0 29 0 0 0 0 62 0 0 25 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #7 I-880 SB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap.(X): 0.899  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Lanes:	0	0	0	2	0	0	1	0	0	3	0	1

Volume Module:  
 Base Vol: 0 0 0 790 0 1176 0 1165 241 0 2040 1699  
 Growth Adj: 1.00 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 0 790 0 1176 0 1165 241 0 2040 1699  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 790 0 0 0 1165 0 0 2040 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 790 0 0 0 1165 0 0 2040 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 790 0 0 0 1165 0 0 2040 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 1.00 1.00 0.91 1.00 1.00 0.95 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 3.00 1.00 0.00 2.00 1.00  
 Final Sat.: 0 0 0 3502 0 1900 0 5187 1900 0 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.00 0.22 0.00 0.00 0.57 0.00  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.25 0.00 0.00 0.00 0.63 0.00 0.00 0.63 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.90 0.00 0.00 0.00 0.36 0.00 0.00 0.90 0.00  
 Uniform Del: 0.0 0.0 0.0 18.1 0.0 0.0 0.0 4.4 0.0 0.0 7.9 0.0  
 IncremntDel: 0.0 0.0 0.0 12.0 0.0 0.0 0.0 0.1 0.0 0.0 5.3 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: 0.00 0.00 0.00 1.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 0.0 0.0 0.0 30.1 0.0 0.0 0.0 4.5 0.0 0.0 13.2 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 30.1 0.0 0.0 0.0 4.5 0.0 0.0 13.2 0.0  
 LOS by Move: A A A C A A A A A B A  
 HCM2kAvgQ: 0 0 0 10 0 0 0 3 0 0 19 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Ardenwood Blvd / SR84 WB Ramps  
 \*\*\*\*\*

Cycle (sec): 45 Critical Vol./Cap.(X): 0.883  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name: Ardenwood Blvd SR84 WB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	0	0	10	10	0	0	0	10	0	10
Lanes:	2	0	3	0	0	3	0	1	0	0	0	0

Volume Module:  
 Base Vol: 369 1521 0 0 1590 130 0 0 0 1164 0 155  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 369 1521 0 0 1590 130 0 0 0 1164 0 155  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 369 1521 0 0 1590 130 0 0 0 1164 0 155  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 369 1521 0 0 1590 130 0 0 0 1164 0 155  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 369 1521 0 0 1590 130 0 0 0 1164 0 155

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.94 1.00 0.94  
 Lanes: 2.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00  
 Final Sat.: 3610 5700 0 0 5700 1615 0 0 0 3575 0 3575

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.27 0.00 0.00 0.28 0.08 0.00 0.00 0.00 0.33 0.00 0.04  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.12 0.43 0.00 0.00 0.32 0.32 0.00 0.00 0.00 0.37 0.00 0.37  
 Volume/Cap: 0.88 0.62 0.00 0.00 0.88 0.25 0.00 0.00 0.00 0.88 0.00 0.12  
 Uniform Del: 19.6 9.9 0.0 0.0 14.6 11.5 0.0 0.0 0.0 13.3 0.0 9.4  
 IncremntDel: 19.4 0.5 0.0 0.0 5.6 0.3 0.0 0.0 0.0 6.6 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: 1.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Delay/Veh: 39.0 10.4 0.0 0.0 20.2 11.7 0.0 0.0 0.0 19.9 0.0 9.4  
 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: 39.0 10.4 0.0 0.0 20.2 11.7 0.0 0.0 0.0 19.9 0.0 9.4  
 LOS by Move: D B A A C B A A A B A A  
 HCM2kAvgQ: 6 6 0 0 11 2 0 0 0 12 0 1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #1009 Paseo Padre Pkwy / SR84 WB Ramps
*****
Cycle (sec):      40          Critical Vol./Cap. (X):      0.651
Loss Time (sec):  12 (Y+R=4.0 sec) Average Delay (sec/veh):  10.3
Optimal Cycle: OPTIMIZED          Level Of Service:      B
*****
Street Name:      Paseo Padre Pkwy          SR84 WB Ramps
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Ignore          Ignore          Include          Include
Min. Green:       0 10 10          0 10 10          0 0 0          10 0 0 10
Lanes:           0 0 2 0 1          0 0 2 0 1          0 0 0 0 0          1 0 0 0 1
-----
Volume Module:
Base Vol:         0 1024 335          0 647 605          0 0 0          311 0 114
Growth Adj:      1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:     0 1024 335          0 647 605          0 0 0          311 0 114
User Adj:        1.00 1.00 0.00          1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:         1.00 1.00 0.00          1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:      0 1024 0          0 647 0          0 0 0          311 0 114
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    0 1024 0          0 647 0          0 0 0          311 0 114
PCE Adj:        1.00 1.00 0.00          1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00          1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:    0 1024 0          0 647 0          0 0 0          311 0 114
-----
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 0.95 1.00          1.00 1.00 1.00          0.95 1.00 0.85
Lanes:          0.00 2.00 1.00          0.00 2.00 1.00          0.00 0.00 0.00          1.00 0.00 1.00
Final Sat.:     0 3610 1900          0 3610 1900          0 0 0          1805 0 1615
-----
Capacity Analysis Module:
Vol/Sat:        0.00 0.28 0.00          0.00 0.18 0.00          0.00 0.00 0.00          0.17 0.00 0.07
Crit Moves:     ****          ****          ****          ****
Green/Cycle:    0.00 0.44 0.00          0.00 0.44 0.00          0.00 0.00 0.00          0.26 0.00 0.26
Volume/Cap:     0.00 0.65 0.00          0.00 0.41 0.00          0.00 0.00 0.00          0.65 0.00 0.27
Uniform Del:    0.0 8.9 0.0          0.0 7.8 0.0          0.0 0.0 0.0          13.1 0.0 11.6
IncrementDel:   0.0 1.0 0.0          0.0 0.2 0.0          0.0 0.0 0.0          3.2 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 0.00          0.00 1.00 0.00          0.00 0.00 0.00          1.00 0.00 1.00
Delay/Veh:      0.0 9.9 0.0          0.0 7.9 0.0          0.0 0.0 0.0          16.3 0.0 12.0
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 7.9 0.0          0.0 0.0 0.0          16.3 0.0 12.0
LOS by Move:    A A A          A A A          A A A          B A B
HCM2kAvgQ:      0 6 0          0 3 0          0 0 0          5 0 1
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #1010 Thornton Ave / SR84 EB Ramps
*****
Cycle (sec):      60          Critical Vol./Cap. (X):      0.872
Loss Time (sec):  12 (Y+R=4.0 sec) Average Delay (sec/veh):  23.1
Optimal Cycle: OPTIMIZED          Level Of Service:      C
*****
Street Name:      Thornton Ave          SR84 EB Ramps
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Include          Ignore          Include          Include
Min. Green:       0 10 10          0 10 10          10 0 0 10          0 0 0 0
Lanes:           0 0 2 0 1          0 0 1 1 0          1 0 0 1 0          0 0 0 0 0
-----
Volume Module:
Base Vol:         0 959 168          0 901 52 369 2 696          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:     0 959 168          0 901 52 369 2 696          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:      0 959 168          0 901 0 369 2 696          0 0 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    0 959 168          0 901 0 369 2 696          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:    0 959 168          0 901 0 369 2 696          0 0 0
-----
Saturation Flow Module:
Sat/Lane:       1900 1900 1900          1900 1900 1900          1900 1900 1900          1900 1900 1900
Adjustment:     1.00 0.95 0.85          1.00 0.95 0.95          0.85 0.85 0.85          1.00 1.00 1.00
Lanes:          0.00 2.00 1.00          0.00 2.00 0.00          1.00 0.01 0.99          0.00 0.00 0.00
Final Sat.:     0 3610 1615          0 3610 0          1615 5 1610          0 0 0
-----
Capacity Analysis Module:
Vol/Sat:        0.00 0.27 0.10          0.00 0.25 0.00          0.23 0.43 0.43          0.00 0.00 0.00
Crit Moves:     ****          ****          ****          ****
Green/Cycle:    0.00 0.30 0.30          0.00 0.30 0.00          0.50 0.50 0.50          0.00 0.00 0.00
Volume/Cap:     0.00 0.87 0.34          0.00 0.82 0.00          0.46 0.87 0.87          0.00 0.00 0.00
Uniform Del:    0.0 19.8 16.2          0.0 19.3 0.0          9.9 13.4 13.4          0.0 0.0 0.0
IncrementDel:   0.0 7.8 0.4          0.0 5.0 0.0          0.4 10.4 10.4          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 1.00          0.00 1.00 0.00          1.00 1.00 1.00          0.00 0.00 0.00
Delay/Veh:      0.0 27.6 16.6          0.0 24.3 0.0          10.3 23.8 23.8          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 27.6 16.6          0.0 24.3 0.0          10.3 23.8 23.8          0.0 0.0 0.0
LOS by Move:    A C B          A C A          B C C          A A A
HCM2kAvgQ:      0 13 3          0 11 0          5 15 15          0 0 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Paseo Padre Pkwy / Isherwood Way  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap. (X): 1.277  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 107.7  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Isherwood Way  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	0

Volume Module:  
 Base Vol: 63 2409 453 179 2426 67 104 70 91 323 43 77  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 63 2409 453 179 2426 67 104 70 91 323 43 77  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 63 2409 453 179 2426 67 104 70 91 323 43 77  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 63 2409 453 179 2426 67 104 70 91 323 43 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 63 2409 453 179 2426 67 104 70 91 323 43 77

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.85 0.95 0.91 0.91 0.94 0.94 0.94 0.94 0.94 0.94  
 Lanes: 1.00 2.00 1.00 1.00 2.92 0.08 0.40 0.26 0.34 0.73 0.10 0.17  
 Final Sat.: 1805 3610 1615 1805 5027 139 698 470 611 1306 174 311

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.67 0.28 0.10 0.48 0.48 0.15 0.15 0.15 0.25 0.25 0.25  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.52 0.52 0.08 0.56 0.56 0.12 0.12 0.12 0.19 0.19 0.19  
 Volume/Cap: 0.86 1.28 0.54 1.28 0.86 0.86 1.28 1.28 1.28 1.28 1.28 1.28  
 Uniform Del: 69.2 34.6 23.0 66.9 27.2 27.2 64.0 64.0 64.0 58.5 58.5 58.5  
 IncrementDel: 60.8 129 0.7 168.6 2.9 2.9 156.6 157 156.6 145.3 145 145.3  
 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: 129.9 164 23.7 235.5 30.1 30.1 220.7 221 220.7 203.8 204 203.8  
 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: 129.9 164 23.7 235.5 30.1 30.1 220.7 221 220.7 203.8 204 203.8  
 LOS by Move: F F C F C C F F F F F F  
 HCM2kAvgQ: 5 90 13 15 36 36 21 21 21 33 33 33

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #12 Paseo Padre Pkwy / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 1.231  
 Loss Time (sec): 17 (Y+R=4.0 sec) Average Delay (sec/veh): 119.1  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	4	10	10	4	10	10	10	10
Lanes:	2	0	1	1	0	1	0	1

Volume Module:  
 Base Vol: 745 2457 140 73 1984 934 506 138 423 33 71 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  
 Initial Bse: 745 2457 140 73 1984 934 506 138 423 33 71 40  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 745 2457 140 73 1984 934 506 138 423 33 71 40  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 745 2457 140 73 1984 934 506 138 423 33 71 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 745 2457 140 73 1984 934 506 138 423 33 71 40

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.95 0.91 0.85 0.91 0.91 0.85 0.95 0.95 0.95  
 Lanes: 2.00 1.89 0.11 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.64 0.36  
 Final Sat.: 3502 3388 193 1805 5187 1615 3473 1736 1615 1805 1150 648

Capacity Analysis Module:  
 Vol/Sat: 0.21 0.73 0.73 0.04 0.38 0.58 0.15 0.08 0.26 0.02 0.06 0.06  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.17 0.60 0.60 0.03 0.47 0.47 0.21 0.21 0.21 0.06 0.06 0.06  
 Volume/Cap: 1.24 1.20 1.20 1.20 0.82 1.24 0.69 0.38 1.24 0.33 1.11 1.11  
 Uniform Del: 74.5 35.6 35.6 87.0 41.4 48.0 65.5 60.8 71.0 81.8 85.0 85.0  
 IncrementDel: 121.2 94.3 94.3 178.8 2.3 118.7 2.2 0.1 130.1 1.9 123 123.3  
 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: 195.8 130 129.9 265.7 43.8 166.7 67.7 60.9 201.0 83.7 208 208.3  
 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: 195.8 130 129.9 265.7 43.8 166.7 67.7 60.9 201.0 83.7 208 208.3  
 LOS by Move: F F F F D F E E F F F F  
 HCM2kAvgQ: 32 102 102 8 35 74 14 7 35 2 10 10

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #13 Fremont Blvd / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.896  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	1	1	0	2	0	2	1	0	2	0	2	0	1

Volume Module:  
 Base Vol: 271 798 131 256 687 323 312 779 150 267 1053 325  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 271 798 131 256 687 323 312 779 150 267 1053 325  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 271 798 131 256 687 323 312 779 150 267 1053 325  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 271 798 131 256 687 323 312 779 150 267 1053 325  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 271 798 131 256 687 323 312 779 150 267 1053 325

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.93 0.93 0.92 0.87 0.87 0.92 0.95 0.85 0.95 0.95 0.85  
 Lanes: 2.00 1.72 0.28 2.00 2.04 0.96 2.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 3036 498 3502 3359 1579 3502 3610 1615 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.26 0.26 0.07 0.20 0.20 0.09 0.22 0.09 0.15 0.29 0.20  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.10 0.29 0.29 0.08 0.27 0.27 0.10 0.25 0.25 0.17 0.33 0.33  
 Volume/Cap: 0.75 0.90 0.90 0.90 0.75 0.75 0.90 0.86 0.37 0.86 0.90 0.62  
 Uniform Del: 26.2 20.3 20.3 27.3 20.0 20.0 26.7 21.4 18.5 24.1 19.3 17.1  
 IncrementDel: 8.6 10.2 10.2 28.2 2.4 2.4 24.4 8.0 0.6 20.1 9.2 2.2  
 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: 34.8 30.5 30.5 55.5 22.4 22.4 51.1 29.4 19.1 44.2 28.5 19.3  
 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: 34.8 30.5 30.5 55.5 22.4 22.4 51.1 29.4 19.1 44.2 28.5 19.3  
 LOS by Move: C C C E C C D C B D C B  
 HCM2kAvgQ: 4 13 13 5 8 8 6 11 3 8 14 6

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #14 I-880 NB Ramps / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 101 Critical Vol./Cap. (X): 0.984  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Thornton Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	0	0	0	0	0	0

Volume Module:  
 Base Vol: 436 0 769 0 0 0 0 2230 472 0 692 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: 436 0 769 0 0 0 0 2230 472 0 692 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: 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: 436 0 769 0 0 0 0 2230 0 0 692 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 436 0 769 0 0 0 0 2230 0 0 692 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: 436 0 769 0 0 0 0 2230 0 0 692 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 0.95 1.00 1.00 0.91 1.00  
 Lanes: 1.36 0.00 1.64 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 0.00  
 Final Sat.: 2297 0 2763 0 0 0 0 3610 1900 0 5187 0

Capacity Analysis Module:  
 Vol/Sat: 0.19 0.00 0.28 0.00 0.00 0.00 0.00 0.62 0.00 0.00 0.13 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.63 0.00 0.00 0.63 0.00  
 Volume/Cap: 0.67 0.00 0.98 0.00 0.00 0.00 0.00 0.98 0.00 0.00 0.21 0.00  
 Uniform Del: 32.1 0.0 36.0 0.0 0.0 0.0 0.0 18.3 0.0 0.0 8.1 0.0  
 IncrementDel: 1.0 0.0 21.8 0.0 0.0 0.0 0.0 15.2 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: 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: 33.1 0.0 57.7 0.0 0.0 0.0 0.0 33.5 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: 33.1 0.0 57.7 0.0 0.0 0.0 0.0 33.5 0.0 0.0 8.1 0.0  
 LOS by Move: C A E A A A A C A A A A  
 HCM2kAvgQ: 10 0 20 0 0 0 0 43 0 0 3 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #15 Fremont Blvd / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap. (X): 1.016  
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 57.4  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name:	Fremont Blvd				Peralta Blvd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R							
Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Include		Include		Include									
Min. Green:	4	6	6	4	6	6	4	4	4							
Lanes:	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	76	1019	332	307	628	13	19	493	86	190	449	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1019	332	307	628	13	19	493	86	190	449	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1019	332	307	628	13	19	493	86	190	449	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1019	332	307	628	13	19	493	86	190	449	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1019	332	307	628	13	19	493	86	190	449	65

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	0.93	0.93	0.93	0.94	0.94	0.85
Lanes:	1.00	1.51	0.49	1.00	1.96	0.04	0.06	1.65	0.29	0.59	1.41	1.00
Final Sat.:	1805	2622	854	1805	3526	73	112	2905	507	1057	2499	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.39	0.39	0.17	0.18	0.18	0.17	0.17	0.17	0.18	0.18	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.38	0.38	0.17	0.44	0.44	0.17	0.17	0.17	0.18	0.18	0.18
Volume/Cap:	0.37	1.02	1.02	1.02	0.41	0.41	1.02	1.02	1.02	1.02	1.02	0.23
Uniform Del:	34.8	26.2	26.2	35.4	16.5	16.5	35.4	35.4	35.4	35.0	35.0	30.0
IncrementDel:	1.1	28.6	28.6	55.8	0.2	0.2	41.1	41.1	41.1	39.9	39.9	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:	35.9	54.9	54.9	91.2	16.7	16.7	76.5	76.5	76.5	74.8	74.8	30.4
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:	35.9	54.9	54.9	91.2	16.7	16.7	76.5	76.5	76.5	74.8	74.8	30.4
LOS by Move:	D	D	D	F	B	B	E	E	E	E	E	C
HCM2kAvgQ:	2	27	27	14	6	6	14	14	14	15	15	2

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Fremont Blvd / Central Ave  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 1.064  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name:	Fremont Blvd				Central Ave							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Permitted		Permitted					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	423	912	6	20	679	177	645	14	662	2	15	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	912	6	20	679	177	645	14	662	2	15	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	423	912	6	20	679	177	645	14	662	2	15	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	912	6	20	679	177	645	14	662	2	15	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	423	912	6	20	679	177	645	14	662	2	15	6

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	0.92	0.92	0.75	0.85	0.85	0.96	0.96	0.96
Lanes:	1.00	1.99	0.01	1.00	1.59	0.41	1.00	0.04	1.96	0.09	0.65	0.26
Final Sat.:	1805	3583	24	1805	2775	723	1423	67	3174	158	1186	474

Capacity Analysis Module:

Vol/Sat:	0.23	0.25	0.25	0.01	0.24	0.24	0.45	0.21	0.21	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.43	0.43	0.02	0.23	0.23	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	1.06	0.59	0.59	0.59	1.06	1.06	1.06	0.49	0.49	0.03	0.03	0.03
Uniform Del:	40.9	22.8	22.8	51.1	40.4	40.4	30.1	21.9	21.9	17.5	17.5	17.5
IncrementDel:	63.1	0.6	0.6	24.5	50.2	50.2	54.8	0.3	0.3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	104.1	23.4	23.4	75.7	90.6	90.6	84.9	22.1	22.1	17.5	17.5	17.5
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:	104.1	23.4	23.4	75.7	90.6	90.6	84.9	22.1	22.1	17.5	17.5	17.5
LOS by Move:	F	C	C	E	F	F	F	C	C	B	B	B
HCM2kAvgQ:	21	12	12	2	23	23	31	8	8	0	0	0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #17 Blacow Rd / Central Ave  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.891  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Blacow Rd Central Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	1	1	0

Volume Module:  
 Base Vol: 338 426 369 341 836 226 223 692 401 226 483 103  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 338 426 369 341 836 226 223 692 401 226 483 103  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 338 426 369 341 836 226 223 692 401 226 483 103  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 338 426 369 341 836 226 223 692 401 226 483 103  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 338 426 369 341 836 226 223 692 401 226 483 103

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 0.90 0.90 0.92 0.93 0.93  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.27 0.73 2.00 1.65 0.35  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 2160 1252 3502 2898 618

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.12 0.23 0.10 0.23 0.14 0.06 0.32 0.32 0.06 0.17 0.17  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.11 0.26 0.26 0.11 0.26 0.26 0.12 0.36 0.36 0.07 0.31 0.31  
 Volume/Cap: 0.89 0.46 0.89 0.89 0.89 0.54 0.53 0.89 0.89 0.89 0.53 0.53  
 Uniform Del: 26.4 18.7 21.4 26.3 21.4 19.1 24.8 18.1 18.1 27.6 17.0 17.0  
 IncrementDel: 22.1 0.4 19.7 20.9 10.7 1.4 1.3 8.5 8.5 29.9 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: 48.5 19.1 41.1 47.3 32.1 20.5 26.2 26.6 26.6 57.5 17.5 17.5  
 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: 48.5 19.1 41.1 47.3 32.1 20.5 26.2 26.6 26.6 57.5 17.5 17.5  
 LOS by Move: D B D D C C C C E B B  
 HCM2kAvgQ: 6 4 10 6 12 4 3 14 14 5 5 5

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #18 Paseo Padre Pkwy / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap. (X): 1.378  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 137.9  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Peralta Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	1	1	0	2	0	2	1	0	1	0	1	1	0

Volume Module:  
 Base Vol: 346 2494 6 321 1859 35 254 534 358 84 504 494  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 346 2494 6 321 1859 35 254 534 358 84 504 494  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 346 2494 6 321 1859 35 254 534 358 84 504 494  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 346 2494 6 321 1859 35 254 534 358 84 504 494  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 346 2494 6 321 1859 35 254 534 358 84 504 494

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.92 0.91 0.91 0.95 0.89 0.89 0.95 0.95 0.85  
 Lanes: 2.00 1.99 0.01 2.00 2.94 0.06 1.00 1.20 0.80 1.00 2.00 1.00  
 Final Sat.: 3502 3601 9 3502 5076 96 1805 2031 1362 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.69 0.69 0.09 0.37 0.37 0.14 0.26 0.26 0.05 0.14 0.31  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.12 0.50 0.50 0.07 0.45 0.45 0.10 0.28 0.28 0.05 0.22 0.22  
 Volume/Cap: 0.82 1.38 1.38 1.38 0.82 0.82 1.38 0.95 0.95 0.95 0.63 1.38  
 Uniform Del: 64.3 37.3 37.3 70.0 36.0 36.0 67.3 53.4 53.4 71.2 52.8 58.3  
 IncrementDel: 11.7 174 173.5 194.6 2.4 2.4 200.2 19.3 19.3 80.6 1.6 186.7  
 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: 76.1 211 210.8 264.6 38.4 38.4 267.6 72.7 72.7 151.8 54.4 245.0  
 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: 76.1 211 210.8 264.6 38.4 38.4 267.6 72.7 72.7 151.8 54.4 245.0  
 LOS by Move: E F F F D D F E E F D F  
 HCM2kAvgQ: 10 103 103 15 29 29 22 26 26 6 12 41

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #19 Mowry Avenue / Peralta Blvd  
\*\*\*\*\*

Cycle (sec): 33 Critical Vol./Cap.(X): 0.803  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8  
Optimal Cycle: OPTIMIZED Level Of Service: B  
\*\*\*\*\*

Mowry Avenue				Peralta Blvd			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ignore	Include	Ignore	Include	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	1 0 1 0 1	2 0 2 0 0	0 0 3 0 1	0 0 3 0 1	0 0 3 0 1	0 0 3 0 1

Volume Module:  
Base Vol: 0 0 0 868 0 94 232 1155 0 0 784 953  
Growth Adj: 1.00 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 0 868 0 94 232 1155 0 0 784 953  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 868 0 0 232 1155 0 0 784 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 868 0 0 232 1155 0 0 784 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 0.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 868 0 0 232 1155 0 0 784 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 0.95 1.00 1.00 0.92 0.95 1.00 1.00 0.91 1.00  
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 2.00 2.00 0.00 0.00 3.00 1.00  
Final Sat.: 0 0 0 3618 0 1900 3502 3610 0 0 5187 1900

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.24 0.00 0.00 0.07 0.32 0.00 0.00 0.15 0.00  
Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.30 0.00 0.00 0.12 0.40 0.00 0.00 0.28 0.00  
Volume/Cap: 0.00 0.00 0.00 0.80 0.00 0.00 0.55 0.80 0.00 0.00 0.55 0.00  
Uniform Del: 0.0 0.0 0.0 10.7 0.0 0.0 13.6 8.8 0.0 0.0 10.2 0.0  
IncrementDel: 0.0 0.0 0.0 4.4 0.0 0.0 1.5 3.4 0.0 0.0 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: 0.00 0.00 0.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 0.00  
Delay/Veh: 0.0 0.0 0.0 15.1 0.0 0.0 15.1 12.2 0.0 0.0 10.6 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: 0.0 0.0 0.0 15.1 0.0 0.0 15.1 12.2 0.0 0.0 10.6 0.0  
LOS by Move: A A A B A A B B A A B A  
HCM2kAvgQ: 0 0 0 7 0 0 2 8 0 0 3 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #20 Civic Center Dr / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap.(X): 0.684  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4  
Optimal Cycle: OPTIMIZED Level Of Service: B  
\*\*\*\*\*

Civic Center Dr				Mowry Ave			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Split Phase	Split Phase	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	8 8 8	8 8 8	4 8 8	4 8 8	8 8 8	8 8 8	4 8 8
Lanes:	1 1 0 0 1	0 0 1 0 0	1 0 3 0 1	1 0 2 1 0	1 1 0 0 1	0 0 1 0 0	1 0 2 1 0

Volume Module:  
Base Vol: 455 1 172 30 18 59 82 1330 233 164 1121 7  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 455 1 172 30 18 59 82 1330 233 164 1121 7  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 455 1 172 30 18 59 82 1330 233 164 1121 7  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 455 1 172 30 18 59 82 1330 233 164 1121 7  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 455 1 172 30 18 59 82 1330 233 164 1121 7

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.95 0.85 0.91 0.91 0.91 0.95 0.91 0.85 0.95 0.91 0.91  
Lanes: 1.99 0.01 1.00 0.28 0.17 0.55 1.00 3.00 1.00 1.00 2.98 0.02  
Final Sat.: 3610 8 1615 486 292 957 1805 5187 1615 1805 5150 32

Capacity Analysis Module:  
Vol/Sat: 0.13 0.13 0.11 0.06 0.06 0.06 0.05 0.26 0.14 0.09 0.22 0.22  
Crit Moves: \*\*\*\*

Green/Cycle: 0.17 0.17 0.17 0.15 0.15 0.15 0.12 0.34 0.34 0.12 0.35 0.35  
Volume/Cap: 0.74 0.74 0.63 0.42 0.42 0.42 0.39 0.74 0.42 0.74 0.62 0.62  
Uniform Del: 21.7 21.7 21.2 21.4 21.4 21.4 22.5 15.9 13.8 23.3 14.9 14.9  
IncrementDel: 4.9 4.9 4.6 1.2 1.2 1.2 1.2 1.7 0.5 12.8 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Delay/Veh: 26.6 26.6 25.8 22.6 22.6 22.6 23.7 17.6 14.3 36.1 15.5 15.5  
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: 26.6 26.6 25.8 22.6 22.6 22.6 23.7 17.6 14.3 36.1 15.5 15.5  
LOS by Move: C C C C C C C B B D B B  
HCM2kAvgQ: 6 6 4 2 2 2 2 9 3 5 7 7

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #21 Paseo Padre Pkwy / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap.(X): 1.033  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 55.3  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10								
Lanes:	2	0	2	0	1	2	0	2	1	0	2	0	3	0	1	2	0	3	1	0

Volume Module:  
 Base Vol: 326 1826 69 304 1626 223 383 1020 350 232 834 125  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 326 1826 69 304 1626 223 383 1020 350 232 834 125  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 326 1826 69 304 1626 223 383 1020 350 232 834 125  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 326 1826 69 304 1626 223 383 1020 350 232 834 125  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 326 1826 69 304 1626 223 383 1020 350 232 834 125

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 0.89 0.89 0.92 0.91 0.85 0.92 0.89 0.89  
 Lanes: 2.00 2.00 1.00 2.00 2.64 0.36 2.00 3.00 1.00 2.00 3.48 0.52  
 Final Sat.: 3502 3610 1615 3502 4479 614 3502 5187 1615 3502 5900 884

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.51 0.04 0.09 0.36 0.36 0.11 0.20 0.22 0.07 0.14 0.14  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.49 0.49 0.08 0.46 0.46 0.12 0.21 0.21 0.06 0.15 0.15  
 Volume/Cap: 0.80 1.03 0.09 1.03 0.80 0.80 0.92 0.94 1.03 1.03 0.92 0.92  
 Uniform Del: 45.1 26.8 14.3 48.1 24.3 24.3 45.7 40.8 41.5 49.1 43.7 43.7  
 IncrementDel: 10.3 30.4 0.0 61.3 2.0 2.0 24.5 14.7 57.7 68.9 12.2 12.2  
 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: 55.4 57.2 14.3 109.4 26.3 26.3 70.2 55.5 99.2 118.1 55.9 55.9  
 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: 55.4 57.2 14.3 109.4 26.3 26.3 70.2 55.5 99.2 118.1 55.9 55.9  
 LOS by Move: E E B F C C E E F F E E  
 HCM2kAvgQ: 7 41 1 9 20 20 10 16 18 8 12 12

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #22 Fremont Blvd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap.(X): 1.111  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 87.7  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	1	0	2	0	2	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 413 730 112 312 759 287 886 2033 666 389 1412 211  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 413 730 112 312 759 287 886 2033 666 389 1412 211  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 413 730 112 312 759 287 886 2033 666 389 1412 211  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 413 730 112 312 759 287 886 2033 666 389 1412 211  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 413 730 112 312 759 287 886 2033 666 389 1412 211

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 0.95 0.85 0.92 0.88 0.88 0.92 0.89 0.89  
 Lanes: 2.00 2.60 0.40 2.00 2.00 1.00 2.00 2.26 0.74 2.00 2.61 0.39  
 Final Sat.: 3502 4407 676 3502 3610 1615 3502 3763 1233 3502 4427 662

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.17 0.17 0.09 0.21 0.18 0.25 0.54 0.54 0.11 0.32 0.32  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.19 0.19 0.10 0.19 0.19 0.26 0.49 0.49 0.10 0.33 0.33  
 Volume/Cap: 1.11 0.86 0.86 0.86 1.11 0.94 0.98 1.11 1.11 1.11 0.98 0.98  
 Uniform Del: 60.3 52.8 52.8 59.6 54.7 54.0 49.6 34.7 34.7 60.8 44.9 44.9  
 IncrementDel: 80.3 8.0 8.0 18.7 69.2 35.7 24.0 56.6 56.6 81.6 16.6 16.6  
 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: 140.6 60.8 60.8 78.3 124 89.7 73.6 91.3 91.3 142.4 61.5 61.5  
 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: 140.6 60.8 60.8 78.3 124 89.7 73.6 91.3 91.3 142.4 61.5 61.5  
 LOS by Move: F E E E F F E F F E E  
 HCM2kAvgQ: 15 15 15 9 25 16 24 56 56 14 30 30

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #23 Argonaut Way / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap.(X): 0.885  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Argonaut Way Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 8 8 0 4 8 4 8 8  
 Lanes: 1 1 0 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 425 105 104 74 34 37 125 2847 367 84 1674 42  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 425 105 104 74 34 37 125 2847 367 84 1674 42  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 425 105 104 74 34 37 125 2847 367 84 1674 42  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 425 105 104 74 34 37 125 2847 367 84 1674 42  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 425 105 104 74 34 37 125 2847 367 84 1674 42

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.96 0.96 0.85 0.89 0.89 0.89 0.95 0.91 0.85 0.95 0.91 0.91  
 Lanes: 1.60 0.40 1.00 1.00 0.48 0.52 1.00 3.00 1.00 1.00 2.93 0.07  
 Final Sat.: 2928 723 1615 1693 811 882 1805 5187 1615 1805 5040 126

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.15 0.06 0.04 0.04 0.04 0.07 0.55 0.23 0.05 0.33 0.33  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.16 0.16 0.16 0.08 0.08 0.08 0.11 0.60 0.60 0.05 0.54 0.54  
 Volume/Cap: 0.91 0.91 0.41 0.57 0.55 0.55 0.62 0.91 0.38 0.91 0.62 0.62  
 Uniform Del: 43.5 43.5 39.7 46.9 46.8 46.8 44.4 18.6 10.9 49.6 16.7 16.7  
 IncrementDel: 19.2 19.2 1.1 3.2 2.5 2.5 5.6 4.8 0.2 66.5 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: 62.7 62.7 40.8 50.0 49.3 49.3 50.1 23.4 11.1 116.1 17.2 17.2  
 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: 62.7 62.7 40.8 50.0 49.3 49.3 50.1 23.4 11.1 116.1 17.2 17.2  
 LOS by Move: E E D D D D D C B F B B  
 HCM2kAvgQ: 12 12 3 3 3 3 5 34 6 5 14 14

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Blacow Rd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap.(X): 1.086  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 71.4  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name: Blacow Rd Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 2 0 1 1 0 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 217 707 233 471 624 176 276 2418 220 266 1346 146  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 217 707 233 471 624 176 276 2418 220 266 1346 146  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 217 707 233 471 624 176 276 2418 220 266 1346 146  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 217 707 233 471 624 176 276 2418 220 266 1346 146  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 217 707 233 471 624 176 276 2418 220 266 1346 146

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 0.95 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
 Lanes: 2.00 1.50 0.50 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3502 2615 862 3502 3610 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.27 0.27 0.13 0.17 0.11 0.08 0.47 0.14 0.08 0.26 0.09  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.10 0.25 0.25 0.12 0.27 0.27 0.12 0.43 0.43 0.07 0.38 0.38  
 Volume/Cap: 0.63 1.09 1.09 1.09 0.63 0.40 0.68 1.09 0.32 1.09 0.68 0.24  
 Uniform Del: 54.2 46.9 46.9 54.8 39.8 36.9 53.0 35.7 23.6 58.1 32.1 26.2  
 IncrementDel: 3.7 56.7 56.7 68.4 1.3 0.6 4.5 47.1 0.3 82.3 1.0 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: 57.9 104 103.6 123.1 41.1 37.5 57.5 82.8 23.8 140.5 33.1 26.4  
 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: 57.9 104 103.6 123.1 41.1 37.5 57.5 82.8 23.8 140.5 33.1 26.4  
 LOS by Move: E F F F D D E F C F C C  
 HCM2kAvgQ: 5 28 28 15 12 6 6 47 6 10 16 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Farwell Dr / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap.(X): 0.950  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Farwell Dr Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	2	0	1	0	1	1	2	0	4	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 350 170 312 129 84 137 254 2845 286 333 1502 114  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 350 170 312 129 84 137 254 2845 286 333 1502 114  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 350 170 312 129 84 137 254 2845 286 333 1502 114  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 350 170 312 129 84 137 254 2845 286 333 1502 114  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 350 170 312 129 84 137 254 2845 286 333 1502 114

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 0.92 0.91 0.85 0.92 0.90 0.90  
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 2.00 2.79 0.21  
 Final Sat.: 3502 1900 1615 1805 1900 1615 3502 6916 1615 3502 4768 362

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.09 0.19 0.07 0.04 0.08 0.07 0.41 0.18 0.10 0.32 0.32  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.13 0.20 0.20 0.08 0.15 0.15 0.10 0.43 0.43 0.10 0.43 0.43  
 Volume/Cap: 0.78 0.44 0.95 0.95 0.29 0.56 0.73 0.95 0.41 0.95 0.73 0.73  
 Uniform Del: 35.9 29.6 33.4 39.1 32.1 33.5 37.1 23.2 16.6 38.0 19.9 19.9  
 IncrementDel: 8.6 0.8 36.5 61.8 0.6 3.0 7.5 7.8 0.4 35.1 1.2 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: 44.5 30.4 69.9 100.9 32.7 36.5 44.6 31.0 17.0 73.1 21.2 21.2  
 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 30.4 69.9 100.9 32.7 36.5 44.6 31.0 17.0 73.1 21.2 21.2  
 LOS by Move: D C E F C D D C B E C C  
 HCM2kAvgQ: 7 4 13 7 2 4 5 25 5 8 14 14

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 I-880 NB Ramps / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 74 Critical Vol./Cap.(X): 0.923  
 Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Mowry Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Ignore			Ignore								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	2	0	0	2	0	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:  
 Base Vol: 939 0 723 0 0 0 0 2686 776 0 844 1213  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 939 0 723 0 0 0 0 2686 776 0 844 1213  
 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: 939 0 723 0 0 0 0 2686 0 0 844 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 939 0 723 0 0 0 0 2686 0 0 844 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: 939 0 723 0 0 0 0 2686 0 0 844 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.27 0.00 0.25 0.00 0.00 0.00 0.00 0.52 0.00 0.00 0.12 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: 0.92 0.00 0.88 0.00 0.00 0.00 0.00 0.92 0.00 0.00 0.22 0.00  
 Uniform Del: 25.5 0.0 25.0 0.0 0.0 0.0 0.0 14.8 0.0 0.0 8.1 0.0  
 IncrementDel: 13.4 0.0 10.4 0.0 0.0 0.0 0.0 5.6 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: 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: 38.9 0.0 35.4 0.0 0.0 0.0 0.0 20.4 0.0 0.0 8.2 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: 38.9 0.0 35.4 0.0 0.0 0.0 0.0 20.4 0.0 0.0 8.2 0.0  
 LOS by Move: D A D A A A A C A A A A  
 HCM2kAvgQ: 15 0 12 0 0 0 0 26 0 0 3 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #27 I-880 SB Ramps / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 74 Critical Vol./Cap.(X): 0.933  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Street Name: I-880 SB Ramps				Mowry Ave			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0	2 0 0	0 0 2	0 0 3	0 0 1	0 0 3	0 0 1

Volume Module:

Base Vol:	0 0	0 1054	0 712	0 2495	434	0 1291	596
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bse:	0 0	0 1054	0 712	0 2495	434	0 1291	596
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Volume:	0 0	0 1054	0 712	0 2495	434	0 1291	596
Reduct Vol:	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Reduced Vol:	0 0	0 1054	0 712	0 2495	434	0 1291	596
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
FinalVolume:	0 0	0 1054	0 712	0 2495	434	0 1291	596

Saturation Flow Module:

Sat/Lane:	1900 1900	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	0.85	1.00 0.91	0.85
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	1615	0 5187	1615

Capacity Analysis Module:

Vol/Sat:	0.00 0.00	0.00 0.30	0.00 0.25	0.00 0.48	0.27	0.00 0.25	0.37
Crit Moves:	****	****	****	****	****	****	****
Green/Cycle:	0.00 0.00	0.00 0.32	0.00 0.32	0.00 0.52	0.52	0.00 0.52	0.52
Volume/Cap:	0.00 0.00	0.00 0.93	0.00 0.78	0.00 0.93	0.52	0.00 0.48	0.72
Uniform Del:	0.0 0.0	0.0 24.3	0.0 22.7	0.0 16.7	11.9	0.0 11.6	13.8
IncrementDel:	0.0 0.0	0.0 13.7	0.0 4.2	0.0 6.9	0.6	0.0 0.1	3.0
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	1.00	0.00 1.00	1.00
Delay/Veh:	0.0 0.0	0.0 38.0	0.0 26.9	0.0 23.6	12.5	0.0 11.7	16.8
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
AdjDel/Veh:	0.0 0.0	0.0 38.0	0.0 26.9	0.0 23.6	12.5	0.0 11.7	16.8
LOS by Move:	A A A	D A C	A C B	A C B	A	B B B	B
HCM2kAvgQ:	0 0	0 17	0 10	0 25	7	0 7	12

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #28 Mission Blvd / Niles Canyon Rd  
\*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap.(X): 1.532  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 247.9  
Optimal Cycle: OPTIMIZED Level Of Service: F  
\*\*\*\*\*

Street Name: Mission Blvd				Niles Canyon Rd			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	5 10 10	5 10 10	5 5 5	5 5 5	5 5 5	5 5 5	5 5 5
Lanes:	1 0 3	0 0 1	2 0 2	1 0 0	0 0 1	0 1 0	1 2 0

Volume Module:

Base Vol:	263 1760	326 942	2380 32	11 183	271 816	242 975
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bse:	263 1760	326 942	2380 32	11 183	271 816	242 975
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Volume:	263 1760	326 942	2380 32	11 183	271 816	242 975
Reduct Vol:	0 0	0 0	0 0	0 0	0 0	0 0
Reduced Vol:	263 1760	326 942	2380 32	11 183	271 816	242 975
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	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:	263 1760	326 942	2380 32	11 183	271 816	242 975

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.95 0.91	0.85 0.92	0.91 0.91	0.91 0.91	0.91 0.91	0.92 1.00
Lanes:	1.00 3.00	1.00 2.00	2.96 0.04	0.03 0.56	1.41 2.00	1.00 1.00
Final Sat.:	1805 5187	1615 3502	5108 69	58 962	2446 3502	1900 1615

Capacity Analysis Module:

Vol/Sat:	0.15 0.34	0.20 0.27	0.47 0.47	0.19 0.19	0.11 0.23	0.13 0.60
Crit Moves:	****	****	****	****	****	****
Green/Cycle:	0.10 0.22	0.22 0.18	0.30 0.30	0.12 0.12	0.12 0.39	0.39 0.39
Volume/Cap:	1.53 1.52	0.91 1.52	1.53 1.53	1.53 1.53	0.89 0.59	0.32 1.53
Uniform Del:	65.6 56.4	54.9 59.7	50.5 50.5	63.5 63.5	62.6 34.7	30.5 43.9
IncrementDel:	266.7 240	25.7 244.0	243 242.8	255.5 256	17.5 0.7	0.3 247.4
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:	332.3 297	80.6 303.7	293 293.2	319.0 319	80.1 35.4	30.8 291.4
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:	332.3 297	80.6 303.7	293 293.2	319.0 319	80.1 35.4	30.8 291.4
LOS by Move:	F F F	F F F	F F F	F F F	D C F	D C F
HCM2kAvgQ:	24 56	17 43	77 77	30 30	11 15	7 84

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #29 Mission Blvd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 18 Critical Vol./Cap.(X): 1.672  
 Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 210.6  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name:	Mission Blvd				Mowry Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	4	1	0

Volume Module:  
 Base Vol: 413 1020 7 18 2076 1293 1511 5 595 10 11 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: 413 1020 7 18 2076 1293 1511 5 595 10 11 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: 413 1020 7 18 2076 1293 1511 5 595 10 11 4  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 413 1020 7 18 2076 1293 1511 5 595 10 11 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  
 FinalVolume: 413 1020 7 18 2076 1293 1511 5 595 10 11 4

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.95 0.95 0.86 0.86 0.92 0.85 0.85 0.96 0.96 0.96  
 Lanes: 1.00 1.99 0.01 1.00 4.00 1.00 2.00 0.01 0.99 0.40 0.44 0.16  
 Final Sat.: 1805 3582 25 1805 6515 1629 3502 13 1603 728 801 291

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.28 0.28 0.01 0.32 0.79 0.43 0.37 0.37 0.01 0.01 0.01  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.14 0.59 0.59 0.02 0.47 0.47 0.26 0.26 0.26 0.01 0.01 0.01  
 Volume/Cap: 1.67 0.48 0.48 0.48 0.67 1.67 1.67 1.45 1.45 1.45 1.67 1.67  
 Uniform Del: 77.7 21.1 21.1 87.2 36.4 47.3 66.8 66.9 66.9 89.1 89.3 89.3  
 IncrementDel: 319.7 0.2 0.2 9.5 0.4 304.7 307.4 214 213.6 379.0 488 488.2  
 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: 397.4 21.2 21.2 96.7 36.8 352.0 374.2 281 280.5 468.1 577 577.4  
 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: 397.4 21.2 21.2 96.7 36.8 352.0 374.2 281 280.5 468.1 577 577.4  
 LOS by Move: F C C F D F F F F F F F  
 HCM2kAvgQ: 44 16 16 2 24 145 80 56 56 4 4 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #30 Mission Blvd / Walnut Ave  
 \*\*\*\*\*

Cycle (sec): 122 Critical Vol./Cap.(X): 1.056  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 64.6  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name:	Mission Blvd				Walnut Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 278 1263 391 167 1847 337 209 223 191 112 155 27  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 278 1263 391 167 1847 337 209 223 191 112 155 27  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 278 1263 391 167 1847 337 209 223 191 112 155 27  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 278 1263 391 167 1847 337 209 223 191 112 155 27  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 278 1263 391 167 1847 337 209 223 191 112 155 27

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.92 0.92 0.95 0.95 0.85 0.92 1.00 0.85 0.98 0.98 0.85  
 Lanes: 1.00 1.53 0.47 1.00 2.00 1.00 2.00 1.00 1.00 0.42 0.58 1.00  
 Final Sat.: 1805 2660 824 1805 3610 1615 3502 1900 1615 780 1080 1615

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.47 0.47 0.09 0.51 0.21 0.06 0.12 0.12 0.14 0.14 0.02  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.15 0.53 0.53 0.10 0.48 0.48 0.07 0.11 0.11 0.14 0.17 0.17  
 Volume/Cap: 1.06 0.90 0.90 0.90 1.06 0.43 0.82 1.06 1.06 1.06 0.82 0.10  
 Uniform Del: 52.1 25.9 25.9 54.1 31.5 20.5 55.8 54.2 54.2 52.7 48.5 42.3  
 IncrementDel: 71.1 6.5 6.5 39.3 38.2 0.4 19.0 77.6 85.3 72.3 15.5 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: 123.2 32.5 32.5 93.4 69.7 20.9 74.8 132 139.6 125.0 64.0 42.4  
 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: 123.2 32.5 32.5 93.4 69.7 20.9 74.8 132 139.6 125.0 64.0 42.4  
 LOS by Move: F C C F E C E F F F F F  
 HCM2kAvgQ: 16 33 33 9 48 8 6 14 12 16 12 1

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #31 Civic Center Dr / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.826  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Civic Center Dr				Walnut Ave						
North Bound		South Bound		East Bound		West Bound				
Movement	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	0	1	2	0	2	0	1

Volume Module:  
Base Vol: 388 394 342 121 326 101 89 1253 299 152 506 43  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 388 394 342 121 326 101 89 1253 299 152 506 43  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 388 394 342 121 326 101 89 1253 299 152 506 43  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 388 394 342 121 326 101 89 1253 299 152 506 43  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 388 394 342 121 326 101 89 1253 299 152 506 43

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 0.95 0.85 0.92 0.95 0.85  
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.11 0.11 0.21 0.03 0.09 0.06 0.03 0.35 0.19 0.04 0.14 0.03  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.13 0.25 0.25 0.06 0.17 0.17 0.13 0.41 0.41 0.06 0.33 0.33  
Volume/Cap: 0.83 0.44 0.85 0.60 0.52 0.36 0.19 0.85 0.45 0.76 0.42 0.08  
Uniform Del: 29.5 22.2 25.0 32.2 26.4 25.6 27.0 18.8 15.0 32.5 18.1 16.0  
IncrementDel: 11.7 0.3 15.7 5.2 0.8 0.8 0.2 4.9 0.5 15.5 0.2 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: 41.2 22.5 40.7 37.4 27.2 26.4 27.2 23.7 15.5 48.0 18.4 16.1  
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: 41.2 22.5 40.7 37.4 27.2 26.4 27.2 23.7 15.5 48.0 18.4 16.1  
LOS by Move: D C D D C C C B D B B  
HCM2kAvgQ: 7 4 10 2 4 2 1 16 5 3 5 1

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #32 Paseo Padre Pkwy / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.964  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7  
Optimal Cycle: OPTIMIZED Level Of Service: D  
\*\*\*\*\*

Paseo Padre Pkwy				Walnut Ave						
North Bound		South Bound		East Bound		West Bound				
Movement	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	3	0	1	2	0	1	1	0

Volume Module:  
Base Vol: 555 1557 255 160 1747 142 472 569 358 146 484 112  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 555 1557 255 160 1747 142 472 569 358 146 484 112  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 555 1557 255 160 1747 142 472 569 358 146 484 112  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 555 1557 255 160 1747 142 472 569 358 146 484 112  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 555 1557 255 160 1747 142 472 569 358 146 484 112

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.89 0.89 0.92 0.92 0.92  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 1.23 0.77 2.00 1.62 0.38  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 2087 1313 3502 2850 659

Capacity Analysis Module:  
Vol/Sat: 0.16 0.30 0.16 0.05 0.34 0.09 0.13 0.27 0.27 0.04 0.17 0.17  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.16 0.45 0.45 0.07 0.35 0.35 0.14 0.28 0.28 0.04 0.18 0.18  
Volume/Cap: 0.96 0.67 0.35 0.67 0.96 0.25 0.93 0.96 0.96 0.96 0.93 0.93  
Uniform Del: 41.5 21.9 18.2 45.5 31.9 23.2 42.3 35.4 35.4 47.8 40.3 40.3  
IncrementDel: 28.5 0.8 0.3 7.4 13.6 0.2 24.7 20.7 20.7 62.0 21.0 21.0  
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: 70.0 22.7 18.5 52.9 45.5 23.4 67.0 56.0 56.0 109.8 61.3 61.3  
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: 70.0 22.7 18.5 52.9 45.5 23.4 67.0 56.0 56.0 109.8 61.3 61.3  
LOS by Move: E C B D D C E E E F E E  
HCM2kAvgQ: 13 14 5 4 25 3 11 20 20 5 14 14

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #33 Fremont Blvd / Walnut Ave  
\*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.840  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Street Name:	Fremont Blvd			Walnut Ave		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 1 1 0	2 0 1 1 0	2 0 1 1 0	2 0 1 1 0

Volume Module:  
Base Vol: 351 660 171 360 1052 198 170 545 193 320 724 122  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 351 660 171 360 1052 198 170 545 193 320 724 122  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 351 660 171 360 1052 198 170 545 193 320 724 122  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 351 660 171 360 1052 198 170 545 193 320 724 122  
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  
FinalVolume: 351 660 171 360 1052 198 170 545 193 320 724 122

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.91 0.92 0.93 0.93  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 1.48 0.52 2.00 1.71 0.29  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 2562 907 3502 3021 509

Capacity Analysis Module:  
Vol/Sat: 0.10 0.13 0.11 0.10 0.20 0.12 0.05 0.21 0.21 0.09 0.24 0.24  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.12 0.20 0.20 0.16 0.24 0.24 0.06 0.25 0.25 0.11 0.30 0.30  
Volume/Cap: 0.84 0.64 0.53 0.64 0.84 0.51 0.80 0.84 0.84 0.84 0.80 0.80  
Uniform Del: 28.0 23.9 23.3 25.5 23.5 21.3 30.1 23.0 23.0 28.4 20.9 20.9  
IncrementDel: 14.0 1.3 1.7 2.4 5.2 1.1 18.4 7.2 7.2 15.2 4.2 4.2  
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: 42.1 25.2 25.0 27.9 28.7 22.4 48.5 30.3 30.3 43.6 25.1 25.1  
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: 42.1 25.2 25.0 27.9 28.7 22.4 48.5 30.3 30.3 43.6 25.1 25.1  
LOS by Move: D C C C C C D C C D C C  
HCM2kAvgQ: 6 6 4 5 10 4 4 10 10 6 11 11

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #34 Mission Blvd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 156 Critical Vol./Cap. (X): 1.192  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 102.0  
Optimal Cycle: OPTIMIZED Level Of Service: F  
\*\*\*\*\*

Street Name:	Mission Blvd			Stevenson Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 1 0	1 0 2 0 1	1 1 0 0 2	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:  
Base Vol: 722 1728 52 20 2025 209 189 18 795 42 18 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: 722 1728 52 20 2025 209 189 18 795 42 18 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: 722 1728 52 20 2025 209 189 18 795 42 18 23  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 722 1728 52 20 2025 209 189 18 795 42 18 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: 722 1728 52 20 2025 209 189 18 795 42 18 23

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.95 0.95 0.95 0.95 0.85 0.96 0.96 0.75 0.95 0.92 0.92  
Lanes: 2.00 1.94 0.06 1.00 2.00 1.00 1.83 0.17 2.00 1.00 0.44 0.56  
Final Sat.: 3502 3491 105 1805 3610 1615 3317 316 2842 1805 764 976

Capacity Analysis Module:  
Vol/Sat: 0.21 0.50 0.50 0.01 0.56 0.13 0.06 0.06 0.28 0.02 0.02 0.02  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.17 0.63 0.63 0.01 0.47 0.47 0.18 0.23 0.23 0.02 0.07 0.07  
Volume/Cap: 1.19 0.79 0.79 0.79 1.19 0.28 0.32 0.24 1.19 1.19 0.32 0.32  
Uniform Del: 64.5 21.2 21.2 76.7 41.3 25.1 55.6 48.5 59.7 76.5 68.4 68.4  
IncrementDel: 102.2 1.9 1.9 89.4 92.7 0.2 0.3 0.1 100.9 214.4 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: 166.7 23.1 23.1 166.1 134 25.3 55.9 48.6 160.6 290.9 69.9 69.9  
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: 166.7 23.1 23.1 166.1 134 25.3 55.9 48.6 160.6 290.9 69.9 69.9  
LOS by Move: F C C F F C E D F F E E  
HCM2kAvgQ: 28 33 33 2 73 6 4 4 33 5 2 2

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #35 Paseo Padre Pkwy / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap.(X): 0.856  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module:  
Base Vol: 148 1547 414 272 1438 355 315 864 259 361 610 154  
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: 148 1547 414 272 1438 355 315 864 259 361 610 154  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 148 1547 414 272 1438 355 315 864 259 361 610 154  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 148 1547 414 272 1438 355 315 864 259 361 610 154  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 148 1547 414 272 1438 355 315 864 259 361 610 154

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.04 0.30 0.26 0.08 0.28 0.22 0.09 0.17 0.16 0.10 0.12 0.10  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.35 0.35 0.09 0.36 0.36 0.12 0.19 0.19 0.12 0.20 0.20  
Volume/Cap: 0.53 0.86 0.74 0.86 0.77 0.61 0.77 0.86 0.82 0.86 0.59 0.48  
Uniform Del: 28.7 19.7 18.6 29.1 18.5 17.1 27.9 25.3 25.1 28.0 23.6 23.1  
IncrementDel: 1.9 4.3 5.1 19.9 2.1 1.9 9.0 7.4 16.1 15.8 0.9 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: 30.7 24.0 23.6 49.0 20.5 19.0 36.9 32.7 41.2 43.8 24.6 24.2  
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: 30.7 24.0 23.6 49.0 20.5 19.0 36.9 32.7 41.2 43.8 24.6 24.2  
LOS by Move: C C C D C B D C D C C C  
HCM2kAvgQ: 2 14 9 5 11 7 5 9 8 7 5 3

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #36 Fremont Blvd / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.877  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5  
Optimal Cycle: OPTIMIZED Level Of Service: C  
\*\*\*\*\*

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

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module:  
Base Vol: 242 805 266 279 1025 234 207 1271 247 460 895 61  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 242 805 266 279 1025 234 207 1271 247 460 895 61  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 242 805 266 279 1025 234 207 1271 247 460 895 61  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 242 805 266 279 1025 234 207 1271 247 460 895 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  
FinalVolume: 242 805 266 279 1025 234 207 1271 247 460 895 61

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 5187 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.07 0.16 0.16 0.08 0.20 0.14 0.06 0.25 0.15 0.13 0.17 0.04  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.21 0.21 0.10 0.23 0.23 0.12 0.28 0.28 0.15 0.31 0.31  
Volume/Cap: 0.88 0.75 0.80 0.81 0.88 0.64 0.49 0.88 0.55 0.88 0.56 0.12  
Uniform Del: 27.3 22.4 22.7 26.5 22.4 21.1 24.7 20.6 18.4 25.0 17.3 14.9  
IncrementDel: 25.6 3.1 12.9 13.4 7.7 3.9 0.9 6.4 1.4 15.4 0.4 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Delay/Veh: 52.9 25.5 35.6 39.9 30.2 25.0 25.6 27.0 19.8 40.3 17.7 15.0  
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: 52.9 25.5 35.6 39.9 30.2 25.0 25.6 27.0 19.8 40.3 17.7 15.0  
LOS by Move: D C D D C C C C B D B B  
HCM2kAvgQ: 5 7 7 5 10 5 3 12 5 8 6 1

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
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Cycle (sec): 145 Critical Vol./Cap.(X): 1.375  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 141.5  
 Optimal Cycle: OPTIMIZED Level of Service: F  
 \*\*\*\*\*

Street Name: Blacow Rd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 435 1039 137 437 950 784 497 2134 707 157 949 85  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 435 1039 137 437 950 784 497 2134 707 157 949 85  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 435 1039 137 437 950 784 497 2134 707 157 949 85  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 435 1039 137 437 950 784 497 2134 707 157 949 85  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 435 1039 137 437 950 784 497 2134 707 157 949 85

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 0.88 0.88 0.92 0.90 0.90  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.25 0.75 2.00 2.75 0.25  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3752 1243 3502 4703 421

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.29 0.08 0.12 0.26 0.49 0.14 0.57 0.57 0.04 0.20 0.20  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.09 0.31 0.31 0.13 0.35 0.35 0.18 0.41 0.41 0.03 0.26 0.26  
 Volume/Cap: 1.37 0.93 0.27 0.93 0.75 1.37 0.77 1.37 1.37 1.37 0.77 0.77  
 Uniform Del: 65.9 48.6 37.8 62.1 41.2 46.9 56.2 42.5 42.5 70.1 49.5 49.5  
 IncrementDel: 187.5 13.4 0.3 25.3 2.4 179.6 5.7 172 171.9 214.3 2.8 2.8  
 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: 253.5 62.0 38.1 87.4 43.6 226.5 61.9 214 214.4 284.4 52.3 52.3  
 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: 253.5 62.0 38.1 87.4 43.6 226.5 61.9 214 214.4 284.4 52.3 52.3  
 LOS by Move: F E D F D F E F F F D D  
 HCM2kAvgQ: 19 27 5 13 20 62 12 81 81 8 17 17

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #38 I-880 NB Ramps / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap.(X): 0.848  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3  
 Optimal Cycle: OPTIMIZED Level of Service: B  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Ignore			Ignore							
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10					
Lanes:	2	0	0	2	0	0	0	0	0	3	0	1	0	0	4	0	1

Volume Module:  
 Base Vol: 456 0 835 0 0 0 0 0 1774 437 0 1098 155  
 Growth Adj: 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: 456 0 835 0 0 0 0 0 1774 437 0 1098 155  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 456 0 835 0 0 0 0 0 1774 0 0 1098 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 456 0 835 0 0 0 0 0 1774 0 0 1098 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 1.00  
 MLF Adj: 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  
 FinalVolume: 456 0 835 0 0 0 0 0 1774 0 0 1098 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 4.00 1.00  
 Final Sat.: 3502 0 2842 0 0 0 0 5187 1900 0 6916 1900

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.00 0.29 0.00 0.00 0.00 0.00 0.34 0.00 0.00 0.16 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.35 0.00 0.35 0.00 0.00 0.00 0.00 0.40 0.00 0.00 0.40 0.00  
 Volume/Cap: 0.38 0.00 0.85 0.00 0.00 0.00 0.00 0.85 0.00 0.00 0.39 0.00  
 Uniform Del: 9.8 0.0 12.1 0.0 0.0 0.0 0.0 10.8 0.0 0.0 8.5 0.0  
 IncrementDel: 0.2 0.0 7.0 0.0 0.0 0.0 0.0 3.4 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: 10.0 0.0 19.1 0.0 0.0 0.0 0.0 14.3 0.0 0.0 8.6 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: 10.0 0.0 19.1 0.0 0.0 0.0 0.0 14.3 0.0 0.0 8.6 0.0  
 LOS by Move: B A B A A A A B A A A A  
 HCM2kAvgQ: 3 0 9 0 0 0 0 0 11 0 0 3 0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #39 I-880 SB Ramps / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 35 Critical Vol./Cap. (X): 0.640  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0  
Optimal Cycle: OPTIMIZED Level Of Service: A  
\*\*\*\*\*

Street Name: I-880 SB Ramps Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
-----|-----|-----|-----|

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	10
Lanes:	0	0	0	2	0	0	0	0	3	0	1	0

-----|-----|-----|-----|

Volume Module:  
Base Vol: 0 0 0 599 0 192 0 1232 212 0 1485 250  
Growth Adj: 1.00 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 0 599 0 192 0 1232 212 0 1485 250  
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 0 599 0 192 0 1232 0 0 1485 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 599 0 192 0 1232 0 0 1485 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 0 599 0 192 0 1232 0 0 1485 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 0.17 0.00 0.07 0.00 0.24 0.00 0.00 0.29 0.00  
Crit Moves: \*\*\*\*

Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.43	0.00	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.24	0.00	0.55	0.00	0.00	0.67	0.00
Uniform Del:	0.0	0.0	0.0	10.8	0.0	9.6	0.0	7.5	0.0	0.0	8.0	0.0
IncrementDel:	0.0	0.0	0.0	1.0	0.0	0.2	0.0	0.3	0.0	0.0	0.8	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	11.8	0.0	9.7	0.0	7.8	0.0	0.0	8.8	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	11.8	0.0	9.7	0.0	7.8	0.0	0.0	8.8	0.0
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	1	0	4	0	0	6	0

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #40 Albrae St-Balentine Dr / Stevenson Blvd  
\*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.913  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6  
Optimal Cycle: OPTIMIZED Level Of Service: D  
\*\*\*\*\*

Street Name: Albrae St-Balentine Dr Stevenson Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
-----|-----|-----|-----|

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Lanes:	0	1	0	0	2	2	1	0	0	1	1	0

-----|-----|-----|-----|

Volume Module:  
Base Vol: 197 379 331 627 96 71 159 1034 337 228 826 712  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 197 379 331 627 96 71 159 1034 337 228 826 712  
User 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  
PHF 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  
PHF Volume: 197 379 331 627 96 71 159 1034 337 228 826 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 197 379 331 627 96 71 159 1034 337 228 826 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 0.00  
MLF 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  
FinalVolume: 197 379 331 627 96 71 159 1034 337 228 826 0  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.98 0.98 0.75 0.93 0.96 0.85 0.95 0.91 0.85 0.92 0.91 1.00  
Lanes: 0.34 0.66 2.00 2.61 0.39 1.00 1.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 639 1229 2842 4612 706 1615 1805 5187 1615 3502 5187 1900  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.31 0.31 0.12 0.14 0.14 0.04 0.09 0.20 0.21 0.07 0.16 0.00  
Crit Moves: \*\*\*\*

Green/Cycle:	0.34	0.34	0.34	0.15	0.15	0.15	0.11	0.23	0.23	0.07	0.19	0.00
Volume/Cap:	0.91	0.91	0.34	0.91	0.91	0.30	0.82	0.87	0.91	0.91	0.82	0.00
Uniform Del:	23.8	23.8	18.6	31.4	31.4	28.4	32.8	27.9	28.2	34.6	29.0	0.0
IncrementDel:	17.7	17.7	0.2	14.9	14.9	0.7	24.2	7.3	26.3	34.5	5.7	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:	41.5	41.5	18.8	46.3	46.3	29.1	57.0	35.2	54.5	69.1	34.7	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:	41.5	41.5	18.8	46.3	46.3	29.1	57.0	35.2	54.5	69.1	34.7	0.0
LOS by Move:	D	D	B	D	D	C	E	D	D	E	C	A
HCM2kAvgQ:	17	17	3	9	9	2	6	12	12	6	9	0

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

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

\*\*\*\*\*  
 Intersection #41 Boyce Rd-Cherry St / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.694  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Boyce Rd -Cherry St Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10								
Lanes:	1	0	3	0	1	2	0	3	0	1	1	0	1	1	0	2	0	2	0	1

Volume Module:  
 Base Vol: 57 1134 466 299 500 18 58 207 32 286 199 332  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 57 1134 466 299 500 18 58 207 32 286 199 332  
 User 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  
 PHF 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  
 PHF Volume: 57 1134 466 299 500 18 58 207 32 286 199 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 57 1134 466 299 500 18 58 207 32 286 199 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 0.00  
 MLF 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  
 FinalVolume: 57 1134 466 299 500 18 58 207 32 286 199 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.91 0.85 0.92 0.91 0.85 0.95 0.93 0.93 0.92 0.95 1.00  
 Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 1.73 0.27 2.00 2.00 1.00  
 Final Sat.: 1805 5187 1615 3502 5187 1615 1805 3064 474 3502 3610 1900

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.22 0.29 0.09 0.10 0.01 0.03 0.07 0.07 0.08 0.06 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.14 0.38 0.38 0.11 0.35 0.35 0.07 0.15 0.15 0.11 0.19 0.00  
 Volume/Cap: 0.22 0.58 0.76 0.76 0.27 0.03 0.43 0.44 0.44 0.76 0.30 0.00  
 Uniform Del: 24.8 16.0 17.6 28.0 15.1 13.8 28.8 25.0 25.0 28.2 22.8 0.0  
 IncrementDel: 0.5 0.4 5.5 8.3 0.1 0.0 2.2 0.6 0.6 8.7 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 0.00  
 Delay/Veh: 25.2 16.4 23.0 36.3 15.2 13.8 30.9 25.5 25.5 36.9 23.0 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 0.00  
 AdjDel/Veh: 25.2 16.4 23.0 36.3 15.2 13.8 30.9 25.5 25.5 36.9 23.0 0.0  
 LOS by Move: C B C D B B C C C D C A  
 HCM2kAvgQ: 1 7 10 5 3 0 2 3 3 5 2 0

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

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

\*\*\*\*\*  
 Intersection #42 Fremont Blvd / Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.973  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 50.7  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

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

Control:	Protected			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8								
Lanes:	2	0	2	1	0	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 133 973 189 48 832 145 486 857 255 462 398 61  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 133 973 189 48 832 145 486 857 255 462 398 61  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 133 973 189 48 832 145 486 857 255 462 398 61  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 133 973 189 48 832 145 486 857 255 462 398 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  
 FinalVolume: 133 973 189 48 832 145 486 857 255 462 398 61

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.89 0.89 0.95 0.95 0.85 0.92 0.92 0.92 0.95 0.95 0.85  
 Lanes: 2.00 2.51 0.49 1.00 2.00 1.00 2.00 1.54 0.46 1.00 2.00 1.00  
 Final Sat.: 3502 4239 823 1805 3610 1615 3502 2688 800 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.23 0.23 0.03 0.23 0.09 0.14 0.32 0.32 0.26 0.11 0.04  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.04 0.23 0.23 0.05 0.24 0.24 0.33 0.33 0.33 0.26 0.26 0.26  
 Volume/Cap: 0.85 0.98 0.98 0.59 0.98 0.38 0.43 0.98 0.98 0.98 0.42 0.14  
 Uniform Del: 42.7 34.2 34.2 42.1 34.2 28.9 23.8 30.1 30.1 33.0 27.6 25.5  
 IncrementDel: 34.2 21.2 21.2 10.5 25.8 0.6 0.3 21.8 21.8 36.0 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: 77.0 55.4 55.4 52.7 60.0 29.6 24.0 51.8 51.8 69.0 27.9 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: 77.0 55.4 55.4 52.7 60.0 29.6 24.0 51.8 51.8 69.0 27.9 25.7  
 LOS by Move: E E E D E C C D D E C C  
 HCM2kAvgQ: 4 17 17 2 18 4 6 22 22 18 5 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap.(X): 1.007  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.8  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 \*\*\*\*\*

Street Name:	Grimmer Blvd				Blacow Rd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	8	8	4	8	8	4	8	8	
Lanes:	2	0	1	1	0	2	0	1	1	0

Volume Module:  
 Base Vol: 540 1034 179 217 370 200 552 1081 190 308 769 114  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 540 1034 179 217 370 200 552 1081 190 308 769 114  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 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 1034 179 217 370 200 552 1081 190 308 769 114  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 540 1034 179 217 370 200 552 1081 190 308 769 114  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 540 1034 179 217 370 200 552 1081 190 308 769 114

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.93 0.93 0.92 0.90 0.90 0.92 0.93 0.93 0.92 0.93 0.93  
 Lanes: 2.00 1.70 0.30 2.00 1.30 0.70 2.00 1.70 0.30 2.00 1.74 0.26  
 Final Sat.: 3502 3010 521 3502 2219 1200 3502 3003 528 3502 3084 457

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.34 0.34 0.06 0.17 0.17 0.16 0.36 0.36 0.09 0.25 0.25  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.19 0.34 0.34 0.06 0.21 0.21 0.17 0.36 0.36 0.09 0.27 0.27  
 Volume/Cap: 0.80 1.01 1.01 1.01 0.80 0.80 0.91 1.01 1.01 1.01 0.91 0.91  
 Uniform Del: 40.4 34.6 34.6 49.3 39.4 39.4 42.7 33.7 33.7 47.9 37.0 37.0  
 IncrementDel: 6.6 27.6 27.6 63.1 6.2 6.2 18.6 27.0 27.0 53.2 12.9 12.9  
 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  
 Delay/Veh: 46.9 62.2 62.2 112.4 45.6 45.6 61.3 60.8 60.8 101.1 49.9 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  
 AdjDel/Veh: 46.9 62.2 62.2 112.4 45.6 45.6 61.3 60.8 60.8 101.1 49.9 49.9  
 LOS by Move: D E E F D D E E E F D D  
 HCM2kAvgQ: 11 28 28 7 11 11 13 29 29 9 19 19

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #44 Grimmer Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap.(X): 1.198  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 87.6  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name:	Grimmer Blvd				Auto Mall Pkwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ignore		Ignore		Include			
Min. Green:	0	0	0	0	0	0	2	0	0	
Lanes:	2	0	2	0	1	2	0	3	0	1

Volume Module:  
 Base Vol: 831 1259 232 250 169 205 748 2443 170 108 1593 673  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 831 1259 232 250 169 205 748 2443 170 108 1593 673  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 831 1259 232 250 169 0 748 2443 0 108 1593 673  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 831 1259 232 250 169 0 748 2443 0 108 1593 673  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 831 1259 232 250 169 0 748 2443 0 108 1593 673

Saturation Flow Module:  
 Sat/Lane: 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 1.00 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 1900 1805 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.35 0.14 0.07 0.03 0.00 0.21 0.47 0.00 0.06 0.31 0.42  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.31 0.29 0.29 0.06 0.04 0.00 0.18 0.47 0.00 0.06 0.35 0.35  
 Volume/Cap: 0.77 1.20 0.49 1.20 0.77 0.00 1.20 1.01 0.00 1.01 0.88 1.20  
 Uniform Del: 40.8 46.1 38.1 61.1 61.6 0.0 53.4 34.7 0.0 61.1 39.9 42.4  
 IncrementDel: 3.4 98.4 0.8 126.0 15.2 0.0 104.0 20.5 0.0 89.4 5.5 105.4  
 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 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 44.2 145 39.0 187.1 76.8 0.0 157.4 55.1 0.0 150.5 45.4 147.8  
 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: 44.2 145 39.0 187.1 76.8 0.0 157.4 55.1 0.0 150.5 45.4 147.8  
 LOS by Move: D F D F E A F E A F D F  
 HCM2kAvgQ: 17 42 8 10 4 0 26 43 0 8 25 43

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

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

\*\*\*\*\*  
 Intersection #45 I-880 NB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 35 Critical Vol./Cap. (X): 0.845  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4  
 Optimal Cycle: OPTIMIZED Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 4 0 4 0 0 0 0 10 10 0 10 10  
 Lanes: 1 0 1 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 727 0 316 0 0 0 0 2362 713 0 1427 832  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 727 0 316 0 0 0 0 2362 713 0 1427 832  
 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: 727 0 316 0 0 0 0 2362 0 0 1427 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 727 0 316 0 0 0 0 2362 0 0 1427 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: 727 0 316 0 0 0 0 2362 0 0 1427 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: 1.70 0.00 1.30 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00  
 Final Sat.: 2975 0 2284 0 0 0 0 5187 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.00 0.14 0.00 0.00 0.00 0.00 0.46 0.00 0.00 0.28 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.29 0.00 0.29 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.54 0.00  
 Volume/Cap: 0.84 0.00 0.48 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.51 0.00  
 Uniform Del: 11.7 0.0 10.3 0.0 0.0 0.0 0.0 6.8 0.0 0.0 5.1 0.0  
 IncrementDel: 5.5 0.0 0.2 0.0 0.0 0.0 0.0 2.5 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: 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: 17.2 0.0 10.4 0.0 0.0 0.0 0.0 9.4 0.0 0.0 5.3 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: 17.2 0.0 10.4 0.0 0.0 0.0 0.0 9.4 0.0 0.0 5.3 0.0  
 LOS by Move: B A B A A A A A A A A A  
 HCM2kAvgQ: 8 0 3 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 Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #46 I-880 SB Ramps / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 35 Critical Vol./Cap. (X): 0.856  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name: I-880 SB Ramps 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

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 0 0 0 6 0 6 0 8 8 0 8 8  
 Lanes: 0 0 0 0 2 0 0 0 2 0 0 4 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 1303 0 637 0 1752 355 0 1748 408  
 Growth Adj: 1.00 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 1303 0 637 0 1752 355 0 1748 408  
 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 1303 0 637 0 1752 0 0 1748 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 1303 0 637 0 1752 0 0 1748 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 1303 0 637 0 1752 0 0 1748 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 4.00 1.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 6916 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.37 0.00 0.22 0.00 0.25 0.00 0.00 0.34 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.43 0.00 0.43 0.00 0.39 0.00 0.00 0.39 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.86 0.00 0.52 0.00 0.64 0.00 0.00 0.86 0.00  
 Uniform Del: 0.0 0.0 0.0 8.9 0.0 7.2 0.0 8.6 0.0 0.0 9.7 0.0  
 IncrementDel: 0.0 0.0 0.0 5.0 0.0 0.4 0.0 0.5 0.0 0.0 3.8 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 13.9 0.0 7.6 0.0 9.1 0.0 0.0 13.5 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 13.9 0.0 7.6 0.0 9.1 0.0 0.0 13.5 0.0  
 LOS by Move: A A A B A A A A A A B A  
 HCM2kAvgQ: 0 0 0 10 0 4 0 6 0 0 10 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #47 Christy St / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.856  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Street Name: Christy St 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

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	8	8	4	8	8	4	18	18	4	12	12			
Lanes:	1	0	1	0	2	2	0	0	1	0	1	0	3	0	1

Volume Module:  
 Base Vol: 67 100 591 524 144 93 224 986 101 567 1361 463  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 67 100 591 524 144 93 224 986 101 567 1361 463  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 67 100 591 524 144 93 224 986 101 567 1361 463  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 67 100 591 524 144 93 224 986 101 567 1361 463  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 67 100 591 524 144 93 224 986 101 567 1361 463

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.75 0.92 0.94 0.94 0.95 0.91 0.85 0.92 0.91 0.85  
 Lanes: 1.00 1.00 2.00 2.00 0.61 0.39 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 1805 1900 2842 3502 1086 702 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.05 0.21 0.15 0.13 0.13 0.12 0.19 0.06 0.16 0.26 0.29  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.12 0.23 0.23 0.16 0.27 0.27 0.13 0.26 0.26 0.18 0.30 0.30  
 Volume/Cap: 0.31 0.23 0.91 0.91 0.48 0.48 0.94 0.74 0.24 0.91 0.86 0.94  
 Uniform Del: 28.2 22.0 26.3 28.7 21.2 21.2 30.1 23.8 20.6 28.2 23.0 23.8  
 IncrementDel: 0.8 0.3 16.8 18.4 0.7 0.7 43.0 2.2 0.3 17.3 5.2 27.1  
 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: 29.1 22.2 43.1 47.1 22.0 22.0 73.1 26.1 20.9 45.5 28.2 50.9  
 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: 29.1 22.2 43.1 47.1 22.0 22.0 73.1 26.1 20.9 45.5 28.2 50.9  
 LOS by Move: C C D D C C E C C D C D  
 HCM2kAvgQ: 2 2 11 10 5 5 9 9 2 2 10 14 15

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #48 Fremont / Bay / Union / Washington  
 \*\*\*\*\*

Cycle (sec): 160 Critical Vol./Cap. (X): 1.640  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 204.6  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Fremont Blvd / Washington Blvd Bay St / Union St / Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8			
Lanes:	1	1	0	0	1	0	1	0	1	0	1	0	2	0	1

Volume Module:  
 Base Vol: 1082 33 488 49 141 42 37 1121 1396 975 1443 24  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1082 33 488 49 141 42 37 1121 1396 975 1443 24  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 1082 33 488 49 141 42 37 1121 1396 975 1443 24  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1082 33 488 49 141 42 37 1121 1396 975 1443 24  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 1082 33 488 49 141 42 37 1121 1396 975 1443 24

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.85 0.92 0.92 0.92 0.95 0.95 0.85 0.92 0.95 0.95  
 Lanes: 1.94 0.06 1.00 0.42 1.22 0.36 1.00 2.00 1.00 2.00 1.97 0.03  
 Final Sat.: 3518 107 1615 734 2113 630 1805 3610 1615 3502 3544 59

Capacity Analysis Module:  
 Vol/Sat: 0.31 0.31 0.30 0.07 0.07 0.07 0.02 0.31 0.86 0.28 0.41 0.41  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.19 0.19 0.35 0.05 0.05 0.05 0.08 0.52 0.52 0.17 0.61 0.61  
 Volume/Cap: 1.66 1.66 0.85 1.33 1.33 1.33 0.27 0.60 1.66 1.66 0.66 0.66  
 Uniform Del: 65.2 65.2 47.9 76.0 76.0 76.0 69.8 26.6 38.3 66.6 20.1 20.1  
 IncrementDel: 302.5 303 12.0 184.2 184 184.2 1.1 0.5 301.2 303.4 0.8 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: 367.7 368 59.9 260.2 260 260.2 70.9 27.1 339.5 370.0 20.9 20.9  
 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: 367.7 368 59.9 260.2 260 260.2 70.9 27.1 339.5 370.0 20.9 20.9  
 LOS by Move: F F E F F F E C F F C C  
 HCM2kAvgQ: 55 55 24 12 12 12 2 20 134 50 24 24

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #49 Fremont Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 45 Critical Vol./Cap.(X): 0.662  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name:	Fremont Blvd				Blacow Rd												
	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected										
Rights:	Include		Include		Include		Include										
Min. Green:	4	8	8	4	8	8	4	8	8								
Lanes:	1	0	2	0	1	1	0	2	0	2	0	1	0	2	0	1	0

Volume Module:  
 Base Vol: 481 26 0 0 161 174 48 0 197 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: 481 26 0 0 161 174 48 0 197 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 481 26 0 0 161 174 48 0 197 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 481 26 0 0 161 174 48 0 197 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 481 26 0 0 161 174 48 0 197 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 1.00 1.00 0.88 0.88 0.92 0.95 0.85 0.97 0.95 0.95  
 Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 2.00 2.00 1.00 2.00 2.00 0.00  
 Final Sat.: 1805 3610 1900 1900 1664 1664 3502 3610 1615 3686 3610 0

Capacity Analysis Module:  
 Vol/Sat: 0.27 0.01 0.00 0.00 0.10 0.10 0.01 0.00 0.12 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.38 0.56 0.00 0.00 0.18 0.18 0.18 0.00 0.18 0.00 0.00 0.00  
 Volume/Cap: 0.71 0.01 0.00 0.00 0.54 0.59 0.08 0.00 0.69 0.00 0.00 0.00  
 Uniform Del: 11.9 4.5 0.0 0.0 16.8 17.0 15.4 0.0 17.3 0.0 0.0 0.0  
 IncrementDel: 3.4 0.0 0.0 0.0 1.0 1.6 0.1 0.0 6.8 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: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00  
 Delay/Veh: 15.3 4.5 0.0 0.0 17.9 18.6 15.5 0.0 24.1 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: 15.3 4.5 0.0 0.0 17.9 18.6 15.5 0.0 24.1 0.0 0.0 0.0  
 LOS by Move: B A A A B B B A C A A A  
 HCM2kAvgQ: 7 0 0 0 3 3 0 0 4 0 0 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #50 Fremont Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 165 Critical Vol./Cap.(X): 1.401  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 161.6  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name:	Fremont Blvd				Auto Mall Pkwy												
	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected										
Rights:	Include		Include		Include		Include										
Min. Green:	4	10	10	4	10	10	4	10	10								
Lanes:	2	0	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

Volume Module:  
 Base Vol: 299 1322 844 276 478 30 405 2520 63 155 2112 632  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 299 1322 844 276 478 30 405 2520 63 155 2112 632  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 1322 844 276 478 30 405 2520 63 155 2112 632  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 299 1322 844 276 478 30 405 2520 63 155 2112 632  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 299 1322 844 276 478 30 405 2520 63 155 2112 632

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 0.94 0.94 0.92 0.91 0.85 0.92 0.88 0.88  
 Lanes: 2.00 2.00 1.00 2.00 1.88 0.12 2.00 3.00 1.00 2.00 2.31 0.69  
 Final Sat.: 3502 3610 1615 3502 3366 211 3502 5187 1615 3502 3857 1154

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.37 0.52 0.08 0.14 0.14 0.12 0.49 0.04 0.04 0.55 0.55  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.16 0.37 0.37 0.06 0.27 0.27 0.08 0.43 0.43 0.04 0.39 0.39  
 Volume/Cap: 0.53 0.98 1.40 1.40 0.53 0.53 1.40 1.12 0.09 1.12 1.40 1.40  
 Uniform Del: 63.5 51.1 51.7 77.9 51.5 51.5 75.7 46.7 27.5 79.2 50.2 50.2  
 IncrementDel: 1.0 20.1 190.1 207.9 0.6 0.6 199.9 60.3 0.1 112.1 183 183.4  
 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: 64.4 71.3 241.8 285.8 52.1 52.1 275.5 107 27.6 191.3 234 233.6  
 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: 64.4 71.3 241.8 285.8 52.1 52.1 275.5 107 27.6 191.3 234 233.6  
 LOS by Move: E E F F D D F F C F F F  
 HCM2kAvgQ: 8 40 72 14 12 12 20 61 2 7 85 85

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #51 Fremont Blvd / S. Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap.(X): 0.759  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4  
 Optimal Cycle: OPTIMIZED Level of Service: C  
 \*\*\*\*\*

Street Name: Fremont Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Ignore			Include			Ignore			Include					
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10			
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 544 1316 23 28 841 19 33 221 226 227 630 35  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 544 1316 23 28 841 19 33 221 226 227 630 35  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 544 1316 0 28 841 19 33 221 0 227 630 35  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 544 1316 0 28 841 19 33 221 0 227 630 35  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 544 1316 0 28 841 19 33 221 0 227 630 35

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 1.00 0.95 0.95 0.85 0.95 0.95 1.00 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 1900 1805 3610 1615 1805 3610 1900 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.36 0.00 0.02 0.23 0.01 0.02 0.06 0.00 0.13 0.17 0.02  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.19 0.44 0.00 0.05 0.29 0.29 0.12 0.12 0.00 0.21 0.21 0.21  
 Volume/Cap: 0.80 0.83 0.00 0.33 0.80 0.04 0.16 0.52 0.00 0.60 0.83 0.10  
 Uniform Del: 32.7 21.2 0.0 39.2 27.9 21.6 33.7 35.2 0.0 30.4 32.2 27.1  
 IncrementDel: 6.8 4.0 0.0 2.3 4.5 0.0 0.3 1.2 0.0 2.7 7.9 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 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 39.5 25.1 0.0 41.5 32.4 21.7 34.0 36.4 0.0 33.1 40.1 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: 39.5 25.1 0.0 41.5 32.4 21.7 34.0 36.4 0.0 33.1 40.1 27.3  
 LOS by Move: D C A D C C C D A C D C  
 HCM2kAvgQ: 9 19 0 1 13 0 1 4 0 6 11 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #52 I-880 NB Ramps / Fremont Blvd (S)  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap.(X): 0.390  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7  
 Optimal Cycle: OPTIMIZED Level of Service: A  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Fremont Blvd (S)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected			
Rights:	Ignore			Include			Ignore			Ignore			
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10	
Lanes:	2	0	0	1	0	0	0	0	0	0	2	0	1

Volume Module:  
 Base Vol: 167 0 906 0 0 0 0 0 1037 1457 0 1575 112  
 Growth Adj: 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: 167 0 906 0 0 0 0 0 1037 1457 0 1575 112  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 167 0 0 0 0 0 0 0 1037 0 0 1575 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 167 0 0 0 0 0 0 0 1037 0 0 1575 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 167 0 0 0 0 0 0 0 1037 0 0 1575 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 1.00 0.95 1.00 1.00 0.91 1.00  
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 3.00 1.00  
 Final Sat.: 3502 0 1900 0 0 0 0 0 3610 1900 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.00 0.00 0.00 0.00 0.00 0.00 0.29 0.00 0.00 0.30 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.13 0.00 0.00 0.00 0.00 0.00 0.00 0.78 0.00 0.00 0.78 0.00  
 Volume/Cap: 0.38 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.39 0.00  
 Uniform Del: 32.2 0.0 0.0 0.0 0.0 0.0 0.0 2.8 0.0 0.0 2.9 0.0  
 IncrementDel: 0.6 0.0 0.0 0.0 0.0 0.0 0.0 0.1 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 0.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 32.7 0.0 0.0 0.0 0.0 0.0 0.0 2.9 0.0 0.0 3.0 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: 32.7 0.0 0.0 0.0 0.0 0.0 0.0 2.9 0.0 0.0 3.0 0.0  
 LOS by Move: C A A A A A A A A A A A  
 HCM2kAvgQ: 2 0 0 0 0 0 0 4 0 0 4 0 5 0

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



Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #53 I-880 SB Ramps / Fremont Blvd  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.578  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3  
 Optimal Cycle: OPTIMIZED Level Of Service: A  
 \*\*\*\*\*

Street Name: I-880 SB Ramps Fremont Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Ignore  
 Min. Green: 0 0 0 10 0 10 0 10 0 10 10  
 Lanes: 0 0 0 0 2 0 0 0 2 0 0 3 0 0 0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 145 0 274 0 2382 0 0 591 1017  
 Growth Adj: 1.00 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 0 145 0 274 0 2382 0 0 591 1017  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 0 145 0 274 0 2382 0 0 591 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 145 0 274 0 2382 0 0 591 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: 0 0 0 145 0 274 0 2382 0 0 591 0

Saturation Flow Module:  
 Sat/Lane: 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 0.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 3502 0 2842 0 5187 0 0 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.10 0.00 0.46 0.00 0.00 0.11 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.17 0.00 0.17 0.00 0.70 0.00 0.00 0.70 0.00  
 Volume/Cap: 0.00 0.00 0.00 0.25 0.00 0.58 0.00 0.66 0.00 0.00 0.16 0.00  
 Uniform Del: 0.0 0.0 0.0 21.7 0.0 23.1 0.0 5.0 0.0 0.0 3.0 0.0  
 IncremntDel: 0.0 0.0 0.0 0.2 0.0 1.8 0.0 0.4 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 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 22.0 0.0 24.8 0.0 5.4 0.0 0.0 3.1 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 22.0 0.0 24.8 0.0 5.4 0.0 0.0 3.1 0.0  
 LOS by Move: A A A C A C A A A A A A  
 HCM2kAvgQ: 0 0 0 1 0 4 0 10 0 0 1 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #54 Fremont Blvd / Cushing Pkwy-I-880 SB On-Ramp  
 \*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap.(X): 0.646  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name: Fremont Blvd Cushing Pkwy - I-880 SB On-Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 0 10 10 10 10 10 0 0 0  
 Lanes: 2 0 4 0 1 0 0 3 0 1 2 0 2 0 1 0 0 0 0 0

Volume Module:  
 Base Vol: 318 1672 149 0 649 222 588 329 218 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: 318 1672 149 0 649 222 588 329 218 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: 318 1672 149 0 649 0 588 329 218 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 318 1672 149 0 649 0 588 329 218 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: 318 1672 149 0 649 0 588 329 218 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 0.24 0.09 0.00 0.13 0.00 0.19 0.09 0.13 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.12 0.37 0.37 0.00 0.25 0.00 0.25 0.25 0.25 0.00 0.00 0.00  
 Volume/Cap: 0.74 0.65 0.25 0.00 0.50 0.00 0.74 0.36 0.53 0.00 0.00 0.00  
 Uniform Del: 16.9 10.4 8.7 0.0 12.9 0.0 13.7 12.3 12.9 0.0 0.0 0.0  
 IncremntDel: 6.9 0.6 0.2 0.0 0.3 0.0 3.8 0.2 1.4 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: 23.8 11.0 8.9 0.0 13.2 0.0 17.6 12.5 14.3 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: 23.8 11.0 8.9 0.0 13.2 0.0 17.6 12.5 14.3 0.0 0.0 0.0  
 LOS by Move: C B A A B A B B B A A A  
 HCM2kAvgQ: 4 6 1 0 3 0 6 2 3 0 0 0

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

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

\*\*\*\*\*  
 Intersection #55 Driscoll Rd / Paseo Padre Pkwy  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.915  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 47.7  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Street Name: Driscoll Rd Paseo Padre Pkwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	4	8	4	8	4	8	4	8
Lanes:	1	0	1	0	1	0	1	0

Volume Module:  
 Base Vol: 76 748 73 208 743 302 392 246 47 103 341 295  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 76 748 73 208 743 302 392 246 47 103 341 295  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 76 748 73 208 743 302 392 246 47 103 341 295  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 76 748 73 208 743 302 392 246 47 103 341 295  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 76 748 73 208 743 302 392 246 47 103 341 295

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.94 0.94 0.95 0.91 0.91 0.95 0.93 0.93 0.95 0.88 0.88  
 Lanes: 1.00 1.82 0.18 1.00 1.42 0.58 1.00 1.68 0.32 1.00 1.07 0.93  
 Final Sat.: 1805 3246 317 1805 2456 998 1805 2958 565 1805 1800 1557

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.23 0.23 0.12 0.30 0.30 0.22 0.08 0.08 0.06 0.19 0.19  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.05 0.25 0.25 0.13 0.33 0.33 0.24 0.27 0.27 0.17 0.21 0.21  
 Volume/Cap: 0.87 0.91 0.91 0.91 0.92 0.92 0.91 0.31 0.31 0.33 0.91 0.91  
 Uniform Del: 42.5 32.7 32.7 38.9 29.0 29.0 33.4 26.1 26.1 32.6 34.9 34.9  
 IncrementDel: 55.8 13.7 13.7 37.3 11.7 11.7 24.0 0.2 0.2 0.6 16.7 16.7  
 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: 98.4 46.4 46.4 76.1 40.7 40.7 57.4 26.3 26.3 33.2 51.6 51.6  
 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: 98.4 46.4 46.4 76.1 40.7 40.7 57.4 26.3 26.3 33.2 51.6 51.6  
 LOS by Move: F D D E D D E C C C D D  
 HCM2kAvgQ: 4 16 16 9 19 19 15 4 4 3 13 13

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

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

\*\*\*\*\*  
 Intersection #56 Osgood Rd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 175 Critical Vol./Cap. (X): 1.553  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 252.9  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd 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

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	2	0

Volume Module:  
 Base Vol: 768 1163 1154 542 168 411 526 2232 608 996 791 870  
 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: 768 1163 1154 542 168 411 526 2232 608 996 791 870  
 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: 768 1163 1154 542 168 411 526 2232 608 996 791 870  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 768 1163 1154 542 168 411 526 2232 608 996 791 870  
 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  
 FinalVolume: 768 1163 1154 542 168 411 526 2232 608 996 791 870

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 0.87 0.87  
 Lanes: 2.00 2.00 2.00 2.00 2.00 1.00 2.00 2.36 0.64 2.00 1.00 1.00  
 Final Sat.: 3502 3610 2842 3502 3091 1546 3502 3946 1075 3502 1662 1662

Capacity Analysis Module:  
 Vol/Sat: 0.22 0.32 0.41 0.15 0.05 0.27 0.15 0.57 0.57 0.28 0.48 0.52  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.16 0.26 0.26 0.10 0.20 0.20 0.12 0.36 0.36 0.18 0.43 0.43  
 Volume/Cap: 1.34 1.23 1.55 1.55 0.27 1.34 1.23 1.55 1.55 1.55 1.12 1.23  
 Uniform Del: 73.2 64.6 64.6 78.8 59.5 70.2 76.8 55.6 55.6 71.5 50.3 50.3  
 IncrementDel: 166.1 114 255.4 262.5 0.1 169.5 122.7 251 251.5 256.4 63.1 110.4  
 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: 239.3 178 320.0 341.3 59.6 239.7 199.5 307 307.1 327.9 113 160.6  
 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: 239.3 178 320.0 341.3 59.6 239.7 199.5 307 307.1 327.9 113 160.6  
 LOS by Move: F F F F E F F F F F F F  
 HCM2kAvgQ: 35 48 64 28 4 40 23 100 100 50 58 70

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #57 I-680 SB Ramps / Durham Rd  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 1.224  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 129.2  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: I-680 SB Ramps Durham Rd / 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

Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	10	10	0	0	0	10	10	10	4	10	10
Lanes:	2	0	0	1	0	0	0	0	0	1	1	1

Volume Module:  
 Base Vol: 1284 0 42 0 0 0 0 2382 1599 13 1231 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: 1284 0 42 0 0 0 0 2382 1599 13 1231 0  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 1284 0 0 0 0 0 0 2382 1599 13 1231 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1284 0 0 0 0 0 0 2382 1599 13 1231 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 1284 0 0 0 0 0 0 2382 1599 13 1231 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 0.89 0.89 0.95 0.95 1.00  
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 1.80 1.20 1.00 2.00 0.00  
 Final Sat.: 3502 0 1900 0 0 0 0 3046 2044 1805 3610 0

Capacity Analysis Module:  
 Vol/Sat: 0.37 0.00 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 0.00 0.00 0.00 0.00 0.63 0.63 0.02 0.65 0.00  
 Volume/Cap: 1.25 0.00 0.00 0.00 0.00 0.00 1.25 1.25 0.32 0.52 0.00  
 Uniform Del: 63.5 0.0 0.0 0.0 0.0 0.0 33.5 33.5 86.7 16.7 0.0  
 IncremntDel: 118.8 0.0 0.0 0.0 0.0 0.0 113 113.3 4.7 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 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
 Delay/Veh: 182.3 0.0 0.0 0.0 0.0 0.0 147 146.8 91.3 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  
 AdjDel/Veh: 182.3 0.0 0.0 0.0 0.0 0.0 147 146.8 91.3 16.9 0.0  
 LOS by Move: F A A A A A A F F F B A  
 HCM2kAvgQ: 53 0 0 0 0 0 0 109 109 1 18 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #58 I-680 NB Ramps / Durham Rd  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap.(X): 0.479  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Street Name: I-680 NB Ramps Durham Rd / 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

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Lanes:	2	0	0	1	0	1	0	1	1	0	1	1

Volume Module:  
 Base Vol: 915 25 66 2 7 49 39 379 1944 23 256 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 915 25 66 2 7 49 39 379 1944 23 256 5  
 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: 915 25 66 2 7 49 39 379 0 23 256 5  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 915 25 66 2 7 49 39 379 0 23 256 5  
 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: 915 25 66 2 7 49 39 379 0 23 256 5

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.89 0.89 0.95 1.00 0.85 0.95 0.95 0.95 0.95 0.95 0.95  
 Lanes: 2.00 0.27 0.73 1.00 1.00 1.00 1.00 2.00 0.00 1.00 1.96 0.04  
 Final Sat.: 3502 465 1228 1805 1900 1615 1805 3610 0 1805 3530 69

Capacity Analysis Module:  
 Vol/Sat: 0.26 0.05 0.05 0.00 0.00 0.03 0.02 0.10 0.00 0.01 0.07 0.07  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.42 0.43 0.43 0.17 0.18 0.18 0.07 0.18 0.00 0.07 0.18 0.18  
 Volume/Cap: 0.62 0.13 0.13 0.01 0.02 0.17 0.30 0.58 0.00 0.18 0.40 0.40  
 Uniform Del: 12.6 9.5 9.5 18.9 18.5 19.0 24.2 20.6 0.0 24.0 19.8 19.8  
 IncremntDel: 0.9 0.1 0.1 0.0 0.0 0.3 1.3 1.3 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: 13.5 9.6 9.6 18.9 18.5 19.3 25.4 21.8 0.0 24.6 20.2 20.2  
 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: 13.5 9.6 9.6 18.9 18.5 19.3 25.4 21.8 0.0 24.6 20.2 20.2  
 LOS by Move: B A A B B B C C A C C C  
 HCM2kAvgQ: 7 1 1 0 0 1 1 4 0 1 2 2

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

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

\*\*\*\*\*  
 Intersection #59 I-680 SB Ramps / Mission Blvd (North)  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.966  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Street Name: Mission Blvd (North) I-680 SB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Include			Ignore							
Min. Green:	4	10	10	0	10	10	0	0	0	10	10	10					
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0	0	1	0	0	1

Volume Module:  
 Base Vol: 176 1617 0 0 1346 824 0 0 0 354 20 831  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 176 1617 0 0 1346 824 0 0 0 354 20 831  
 User 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  
 PHF 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  
 PHF Volume: 176 1617 0 0 1346 824 0 0 0 354 20 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 176 1617 0 0 1346 824 0 0 0 354 20 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 0.00  
 MLF 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  
 FinalVolume: 176 1617 0 0 1346 824 0 0 0 354 20 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 1.00 1.00 0.95 0.85 1.00 1.00 1.00 0.86 0.86 1.00  
 Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.95 0.05 1.00  
 Final Sat.: 1805 3610 0 0 3610 1615 0 0 0 1543 87 1900

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.45 0.00 0.00 0.37 0.51 0.00 0.00 0.00 0.23 0.23 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.10 0.63 0.00 0.00 0.53 0.53 0.00 0.00 0.00 0.24 0.24 0.00  
 Volume/Cap: 0.97 0.71 0.00 0.00 0.71 0.97 0.00 0.00 0.00 0.97 0.97 0.00  
 Uniform Del: 40.3 11.2 0.0 0.0 16.0 20.5 0.0 0.0 0.0 34.0 34.0 0.0  
 IncrementDel: 56.5 1.1 0.0 0.0 1.2 22.8 0.0 0.0 0.0 36.7 36.7 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 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00  
 Delay/Veh: 96.8 12.3 0.0 0.0 17.2 43.2 0.0 0.0 0.0 70.7 70.7 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 0.00  
 AdjDel/Veh: 96.8 12.3 0.0 0.0 17.2 43.2 0.0 0.0 0.0 70.7 70.7 0.0  
 LOS by Move: F B A A B D A A A E E A  
 HCM2kAvgQ: 9 17 0 0 16 28 0 0 0 15 15 0

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

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

\*\*\*\*\*  
 Intersection #60 I-680 NB Ramps / Mission Blvd (North)  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.842  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Street Name: Mission Blvd I-680 NB Ramps  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ignore			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	0	1	0	1

Volume Module:  
 Base Vol: 494 1013 25 184 699 821 630 106 33 41 79 54  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 494 1013 25 184 699 821 630 106 33 41 79 54  
 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: 494 1013 25 184 699 0 630 106 33 41 79 54  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 494 1013 25 184 699 0 630 106 33 41 79 54  
 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: 494 1013 25 184 699 0 630 106 33 41 79 54

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 1.00 0.96 0.96 0.96 0.98 0.98 0.85  
 Lanes: 1.00 1.95 0.05 1.00 2.00 1.00 1.70 0.23 0.07 0.34 0.66 1.00  
 Final Sat.: 1805 3509 87 1805 3610 1900 3074 424 132 638 1230 1615

Capacity Analysis Module:  
 Vol/Sat: 0.27 0.29 0.29 0.10 0.19 0.00 0.20 0.25 0.25 0.06 0.06 0.03  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.31 0.39 0.39 0.14 0.22 0.00 0.23 0.28 0.28 0.07 0.13 0.13  
 Volume/Cap: 0.90 0.75 0.75 0.75 0.90 0.00 0.90 0.89 0.89 0.89 0.51 0.27  
 Uniform Del: 26.6 21.2 21.2 33.2 30.5 0.0 29.9 27.5 27.5 36.8 32.7 31.7  
 IncrementDel: 17.2 2.3 2.3 12.0 13.0 0.0 12.0 11.2 11.2 45.8 2.0 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 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 43.8 23.6 23.6 45.3 43.5 0.0 42.0 38.7 38.7 82.6 34.7 32.4  
 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: 43.8 23.6 23.6 45.3 43.5 0.0 42.0 38.7 38.7 82.6 34.7 32.4  
 LOS by Move: D C C D D A D D D F C C  
 HCM2kAvgQ: 16 13 13 6 13 0 13 14 14 6 3 1

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #61 Osgood-Warm Springs / S. Grimmer  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 2.273  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 410.5  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Osgood Rd-Warm Springs Blvd S. Grimmer Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:  
 Base Vol: 879 866 378 43 412 1008 1660 543 93 62 146 34  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 879 866 378 43 412 1008 1660 543 93 62 146 34  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 879 866 378 43 412 1008 1660 543 93 62 146 34  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 879 866 378 43 412 1008 1660 543 93 62 146 34  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 879 866 378 43 412 1008 1660 543 93 62 146 34

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 0.95 0.95 0.85 0.92 0.95 0.85  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.49 0.24 0.23 0.02 0.11 0.62 0.92 0.15 0.06 0.02 0.04 0.02  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.21 0.43 0.43 0.04 0.27 0.27 0.39 0.38 0.38 0.06 0.04 0.04  
 Volume/Cap: 2.34 0.56 0.54 0.56 0.43 2.34 2.34 0.40 0.15 0.31 0.91 0.47  
 Uniform Del: 71.3 38.3 38.0 84.5 54.7 66.0 54.7 40.6 36.6 81.6 85.6 83.9  
 IncrementDel: 612.7 0.4 0.9 8.7 0.3 611.7 608.9 0.2 0.1 0.9 45.6 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: 684.0 38.7 38.9 93.1 55.0 677.7 663.5 40.8 36.7 82.5 131 88.8  
 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: 684.0 38.7 38.9 93.1 55.0 677.7 663.5 40.8 36.7 82.5 131 88.8  
 LOS by Move: F D D F D F F D D F F F  
 HCM2kAvgQ: 109 18 15 3 10 124 204 11 3 2 6 2

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 2.189  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 395.0  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Mission Blvd (SR262)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 1001 1036 475 542 1159 1733 962 2321 585 657 969 135  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1001 1036 475 542 1159 1733 962 2321 585 657 969 135  
 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: 1001 1036 475 542 1159 1733 962 2321 0 657 969 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1001 1036 475 542 1159 1733 962 2321 0 657 969 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: 1001 1036 475 542 1159 1733 962 2321 0 657 969 0

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 1.00 0.92 0.91 1.00  
 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 1900 3502 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.29 0.29 0.29 0.15 0.32 1.07 0.27 0.45 0.00 0.19 0.19 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.13 0.41 0.41 0.21 0.49 0.49 0.17 0.20 0.00 0.09 0.12 0.00  
 Volume/Cap: 2.19 0.71 0.72 0.72 0.65 2.19 1.59 2.19 0.00 2.19 1.59 0.00  
 Uniform Del: 78.2 44.4 44.9 65.8 34.4 45.9 74.5 71.6 0.0 82.3 79.4 0.0  
 IncrementDel: 542.0 1.6 4.0 3.5 0.9 539.0 273.5 538 0.0 545.7 273 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: 620.2 46.0 48.8 69.3 35.3 584.9 348.0 610 0.0 628.0 353 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: 620.2 46.0 48.8 69.3 35.3 584.9 348.0 610 0.0 628.0 353 0.0  
 LOS by Move: F D D E D F F F A F F A  
 HCM2kAvgQ: 63 25 22 15 25 206 50 102 0 42 37 0

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #63 Warm Springs Blvd / Warren Ave  
 \*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap.(X): 0.899  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.4  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

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

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	2	0	1	1	0		2	0	2	0	1	2	0	2	0	1

Volume Module:  
 Base Vol: 28 1143 179 272 1191 33 901 705 253 278 8 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: 28 1143 179 272 1191 33 901 705 253 278 8 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: 28 1143 179 272 1191 33 901 705 253 278 8 86  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 28 1143 179 272 1191 33 901 705 253 278 8 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: 28 1143 179 272 1191 33 901 705 253 278 8 86

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.93 0.93 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 1.73 0.27 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3059 479 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.37 0.37 0.08 0.33 0.02 0.26 0.20 0.16 0.08 0.00 0.05  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.05 0.40 0.40 0.08 0.43 0.43 0.27 0.26 0.26 0.11 0.10 0.10  
 Volume/Cap: 0.16 0.94 0.94 0.94 0.77 0.05 0.94 0.75 0.60 0.75 0.02 0.56  
 Uniform Del: 47.8 30.5 30.5 47.9 25.5 17.4 37.3 35.5 33.9 45.5 43.1 45.4  
 IncrementDel: 0.4 12.7 12.7 37.6 2.4 0.0 16.8 3.3 2.4 8.0 0.0 4.6  
 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: 48.2 43.2 43.2 85.5 27.9 17.5 54.2 38.8 36.3 53.5 43.1 50.0  
 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: 48.2 43.2 43.2 85.5 27.9 17.5 54.2 38.8 36.3 53.5 43.1 50.0  
 LOS by Move: D D D F C B D D D D D  
 HCM2kAvgQ: 1 27 27 8 19 1 19 12 8 6 0 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #64 Warm Springs / Kato / Scott Creek  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap.(X): 1.417  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 166.2  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Kato Rd / Scott Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10				
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	1	1	0	1

Volume Module:  
 Base Vol: 30 547 561 759 730 147 166 1091 101 662 441 707  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 30 547 561 759 730 147 166 1091 101 662 441 707  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 30 547 561 759 730 147 166 1091 101 662 441 707  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 547 561 759 730 147 166 1091 101 662 441 707  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 30 547 561 759 730 147 166 1091 101 662 441 707

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 0.95 0.94 0.94 0.95 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.83 0.17 1.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3610 1615 1805 3261 302 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.15 0.35 0.22 0.20 0.09 0.09 0.33 0.33 0.37 0.12 0.44  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.05 0.25 0.25 0.15 0.35 0.35 0.09 0.24 0.24 0.26 0.41 0.41  
 Volume/Cap: 0.18 0.62 1.42 1.42 0.57 0.26 1.07 1.42 1.42 1.42 0.30 1.07  
 Uniform Del: 68.8 50.4 56.6 63.5 39.5 34.7 68.6 57.3 57.3 55.6 29.8 44.3  
 IncrementDel: 0.6 1.3 201.8 198.2 0.6 0.2 92.1 194 194.4 199.7 0.1 55.2  
 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: 69.3 51.7 258.4 261.8 40.1 34.9 160.7 252 251.7 255.3 29.9 99.6  
 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: 69.3 51.7 258.4 261.8 40.1 34.9 160.7 252 251.7 255.3 29.9 99.6  
 LOS by Move: E D F F D C F F F F C F  
 HCM2kAvgQ: 1 12 47 34 14 5 12 52 52 55 7 42

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #67 Ardenwood Blvd / Paseo Padre Pkwy  
\*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.713  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9  
Optimal Cycle: OPTIMIZED Level Of Service: B  
\*\*\*\*\*

Street Name: Ardenwood Blvd Paseo Padre Pkwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
-----|-----|-----|-----|

Control: Protected Protected Protected Protected  
Rights: Ignore Ignore Ignore Ignore  
Min. Green: 4 8 4 8 4 8 4 8  
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 2 0 1  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 14 1202 1080 109 883 443 499 866 31 137 340 19  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 14 1202 1080 109 883 443 499 866 31 137 340 19  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Volume: 14 1202 0 109 883 0 499 866 0 137 340 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 14 1202 0 109 883 0 499 866 0 137 340 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
FinalVolume: 14 1202 0 109 883 0 499 866 0 137 340 0  
-----|-----|-----|-----|

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.23 0.00 0.03 0.17 0.00 0.14 0.24 0.00 0.04 0.09 0.00  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.12 0.29 0.00 0.08 0.25 0.00 0.18 0.31 0.00 0.08 0.20 0.00  
Volume/Cap: 0.03 0.79 0.00 0.39 0.67 0.00 0.79 0.79 0.00 0.49 0.46 0.00  
Uniform Del: 19.4 16.2 0.0 21.8 16.7 0.0 19.5 15.9 0.0 22.0 17.5 0.0  
IncrementDel: 0.0 2.8 0.0 0.9 1.3 0.0 6.4 3.8 0.0 1.3 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: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
Delay/Veh: 19.5 19.0 0.0 22.7 18.0 0.0 25.9 19.7 0.0 23.4 18.0 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: 19.5 19.0 0.0 22.7 18.0 0.0 25.9 19.7 0.0 23.4 18.0 0.0  
LOS by Move: B B A C B A C B A C B A  
HCM2kAvgQ: 0 9 0 1 6 0 6 9 0 2 3 0  
\*\*\*\*\*

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #68 Fremont-McCarthy Blvd / Dixon Landing Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 1.131  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 77.1  
Optimal Cycle: OPTIMIZED Level Of Service: E  
\*\*\*\*\*

Street Name: Fremont Blvd-McCarthy Blvd Dixon Landing Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
-----|-----|-----|-----|

Control: Protected Protected Split Phase Split Phase  
Rights: Ignore Include Include Owl  
Min. Green: 7 10 10 10 7 10 10 10 10 10 10  
Lanes: 1 0 1 0 1 2 0 1 1 0 1 0 1 0 0 2  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 16 1000 1586 831 1000 5 10 90 126 374 5 770  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 16 1000 1586 831 1000 5 10 90 126 374 5 770  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 16 1000 0 831 1000 5 10 90 126 374 5 770  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 16 1000 0 831 1000 5 10 90 126 374 5 770  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 16 1000 0 831 1000 5 10 90 126 374 5 770  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 0.92 0.95 0.95 0.91 0.91 0.91 0.95 0.95 0.75  
Lanes: 1.00 1.00 1.00 2.00 1.99 0.01 1.02 0.41 0.57 1.97 0.03 2.00  
Final Sat.: 1805 1900 1900 3502 3588 18 1776 707 990 3574 48 2842  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.01 0.53 0.00 0.24 0.28 0.28 0.01 0.13 0.13 0.10 0.10 0.27  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.13 0.46 0.00 0.21 0.53 0.53 0.11 0.11 0.11 0.10 0.10 0.31  
Volume/Cap: 0.07 1.14 0.00 1.14 0.52 0.52 0.05 1.14 1.14 1.05 1.05 0.88  
Uniform Del: 37.8 27.0 0.0 39.6 15.0 15.0 39.7 44.4 44.4 45.0 45.0 32.9  
IncrementDel: 0.1 77.6 0.0 79.9 0.3 0.3 0.0 107 107.5 60.0 60.0 10.3  
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 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Delay/Veh: 37.9 105 0.0 119.5 15.3 15.3 39.7 152 151.9 105.0 105 43.1  
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: 37.9 105 0.0 119.5 15.3 15.3 39.7 152 151.9 105.0 105 43.1  
LOS by Move: D F A F B B D F F F F D  
HCM2kAvgQ: 0 49 0 23 11 11 0 13 13 11 11 16  
\*\*\*\*\*

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

# Appendix D

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Intersection Level of Service Analysis – Unsignalized



# Existing Condition

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A.M. Peak



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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #65 I-680 SB Ramps / Scott Creek Rd
*****
Cycle (sec):      1          Critical Vol./Cap.(X):      2.004
Loss Time (sec):  0 (Y+R=4.0 sec) Average Delay (sec/veh):  49.9
Optimal Cycle:    0          Level Of Service:          F
*****
Street Name:      I-680 SB Ramps          Scott Creek Rd
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          Yield Sign          Yield Sign
Rights:          Include          Ignore          Ignore          Include
Lanes:           0 0 0 0 0          0 1 0 0 1          0 0 1 0 1          1 0 1 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 0 0          50 1 1209          0 246 255          91 1102 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          50 1 1209          0 246 255          91 1102 0
User Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:     0 0 0 0 0          50 1 0 0          0 246 0          91 1102 0
Reduct Vol:     0 0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
FinalVolume:    0 0 0 0 0          50 1 0 0          0 246 0          91 1102 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       0 0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.00 0.00 0.98 0.02 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Final Sat.:     0 0 0 0 0          0 420 8 428          0 453 453          550 550 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.12 0.12 0.00 0.00 0.54 0.00 0.17 2.00 0.00
Crit Moves:     **** **
Green/Cycle:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap:     0.00 0.00 0.00 0.12 0.12 0.00 0.00 0.54 0.00 0.17 2.00 0.00
Delay/Veh:      0.0 0.0 0.0 1.6 1.6 0.0 0.0 7.9 0.0 1.9 2026 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
AdjDel/Veh:     0.0 0.0 0.0 1.6 1.6 0.0 0.0 7.9 0.0 1.9 2026 0.0
DesignQueue:    0 0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #66 I-680 NB Ramps / Scott Creek Rd
*****
Average Delay (sec/veh):  2.6          Level Of Service:  A
*****
Street Name:      I-680 NB Ramps          Scott Creek Rd
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|
Control:         Yield Sign          Yield Sign          Yield Sign          Yield Sign
Lanes:           1          1          1          1
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 35 0 0 0          848 192 90 0 0 336 144
Growth Adj:     1.00 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 35 0 0 0          848 192 90 0 0 336 144
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 0 0 0 0 0          0 192 90 0 0 336 0
Reduct Vol:     0 0 0 0 0 0          0 0 0 0 0 0 0
FinalVolume:    0 0 0 0 0 0          0 192 90 0 0 336 0
-----|-----|-----|-----|-----|-----|-----|-----|
PCE Module:
AutoPCE:        0 0 0 0 0 0          0 0 0 0 0 0 0
TruckPCE:       0 0 0 0 0 0          0 0 0 0 0 0 0
ComboPCE:       0 0 0 0 0 0          0 0 0 0 0 0 0
BicyclePCE:     0 0 0 0 0 0          0 0 0 0 0 0 0
AdjVolume:      0 0 0 0 0 0          0 0 0 0 0 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:     0          0          0          0
MaxVolume:      0          0          0          0
PedVolume:      0          0          0          0
AdjMaxVol:      0          0          0          0
ApproachVol:    0          0          0          0
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          xxxxxx
Queue:          xxxx          xxxx          xxxx          xxxx

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P.M. PEAK

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #65 I-680 SB Ramps / Scott Creek Rd
*****
Cycle (sec):      1      Critical Vol./Cap.(X):      1.403
Loss Time (sec):  0 (Y+R=4.0 sec) Average Delay (sec/veh):  10.3
Optimal Cycle:    0      Level Of Service:      C
*****
Street Name:      I-680 SB Ramps      Scott Creek Rd
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      Yield Sign      Yield Sign
Rights:           Include      Ignore      Ignore      Include
Lanes:           0 0 0 0 0 0 1 0 0 1 0 0 1 0 1 0 0
-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 93 1 227 0 762 660 47 445 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 93 1 227 0 762 660 47 445 0
User Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:      0 0 0 93 1 0 0 762 0 47 445 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:     0 0 0 93 1 0 0 762 0 47 445 0
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        0 0 0 0 0 0 0 0 0 0 0 0
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 0.99 0.01 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Final Sat.:      0 0 0 317 3 320 0 543 543 542 542 0
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.29 0.29 0.00 0.00 1.40 0.00 0.09 0.82 0.00
Crit Moves:      **** **
Green/Cycle:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap:      0.00 0.00 0.00 0.29 0.29 0.00 0.00 1.40 0.00 0.09 0.82 0.00
Delay/Veh:       0.0 0.0 0.0 3.1 3.1 0.0 0.0 207 0.0 1.4 22.6 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
AdjDel/Veh:      0.0 0.0 0.0 3.1 3.1 0.0 0.0 207 0.0 1.4 22.6 0.0
DesignQueue:     0 0 0 0 0 0 0 0 0 0 0 0
*****
Note: Queue reported is the number of cars per lane.
*****

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```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #66 I-680 NB Ramps / Scott Creek Rd
*****
Average Delay (sec/veh):  6.1      Level Of Service:  B
*****
Street Name:         I-680 NB Ramps      Scott Creek Rd
Approach:            North Bound      South Bound      East Bound      West Bound
Movement:            L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:             Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:              1 1 1 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:           0 0 41 0 0 302 686 271 0 0 360 282
Growth Adj:        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 41 0 0 302 686 271 0 0 360 282
User Adj:           1.00 1.00 0.00 1.00 1.00 0.00 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 0.00
PHF Volume:         0 0 0 0 0 0 686 271 0 0 360 0
Reduct Vol:         0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:        0 0 0 0 0 0 686 271 0 0 360 0
-----|-----|-----|-----|-----|-----|
PCE Module:
AutoPCE:            0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE:           0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE:           0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE:         0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume:          0 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:         0 0 0 0
MaxVolume:          0 0 0 0
PedVolume:          0 0 0 0
AdjMaxVol:          0 0 0 0
ApproachVol:        0 0 0 0
ApproachDel:        xxxxxx      xxxxxx      xxxxxx      xxxxxx
Queue:              xxxx      xxxx      xxxx      xxxx

```

# 2035 General Plan Condition

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A.M. Peak

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #65 I-680 SB Ramps / Scott Creek Rd
*****
Cycle (sec):      1              Critical Vol./Cap.(X):      1.951
Loss Time (sec):  0 (Y+R=4.0 sec) Average Delay (sec/veh):  690.1
Optimal Cycle:    0              Level Of Service:      F
*****
Street Name:      I-680 SB Ramps          Scott Creek Rd
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              Yield Sign              Yield Sign
Rights:          Include                Ignore                Ignore                Include
Lanes:           0 0 0 0 0 0          0 1 0 0 1          0 0 2 0 1          1 0 2 0 0
-----
Volume Module:
Base Vol:        0 0 0 634 7 1465          0 1124 644 595 1348 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
Initial Bse:     0 0 0 634 7 1465          0 1124 644 595 1348 0
User Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:     0 0 0 634 7 0              0 1124 0 595 1348 0
Reduct Vol:     0 0 0 0 0 0              0 0 0 0 0 0
FinalVolume:   0 0 0 634 7 0              0 1124 0 595 1348 0
-----
Saturation Flow Module:
Sat/Lane:       0 0 0 0 0 0              0 0 0 0 0 0
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 0.99 0.01 1.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.:    0 0 0 0 379 4 383          0 576 288 346 692 0
-----
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 1.67 1.67 0.00 0.00 1.95 0.00 1.72 1.95 0.00
Crit Moves:     **** **
Green/Cycle:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap:     0.00 0.00 0.00 1.67 1.67 0.00 0.00 1.95 0.00 1.72 1.95 0.00
Delay/Veh:      0.0 0.0 0.0 578.1 578 0.0 0.0 1661 0.0 688.6 1640 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
AdjDel/Veh:     0.0 0.0 0.0 578.1 578 0.0 0.0 1661 0.0 688.6 1640 0.0
DesignQueue:   0 0 0 0 0 0              0 0 0 0 0 0
*****
Note: Queue reported is the number of cars per lane.
*****

```

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-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #66 I-680 NB Ramps / Scott Creek Rd
*****
Average Delay (sec/veh):  3.0          Level Of Service:  B
*****
Street Name:      I-680 NB Ramps          Scott Creek Rd
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R            L - T - R            L - T - R            L - T - R
-----
Control:         Yield Sign              Yield Sign              Yield Sign              Yield Sign
Lanes:           1              1              2              1
-----
Volume Module:
Base Vol:        0 0 622 0 0 1369          554 1218 0 0 575 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 0 622 0 0 1369          554 1218 0 0 575 0
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 0 0 0 0 0              554 1218 0 0 575 0
Reduct Vol:     0 0 0 0 0 0              0 0 0 0 0 0
FinalVolume:   0 0 0 0 0 0              554 1218 0 0 575 0
-----
PCE Module:
AutoPCE:        0 0 0 0 0 0              0 0 0 0 0 0
TruckPCE:       0 0 0 0 0 0              0 0 0 0 0 0
ComboPCE:       0 0 0 0 0 0              0 0 0 0 0 0
BicyclePCE:     0 0 0 0 0 0              0 0 0 0 0 0
AdjVolume:      0 0 0 0 0 0              0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:     0              0              0              0
MaxVolume:     0              0              0              0
PedVolume:     0              0              0              0
AdjMaxVol:     0              0              0              0
ApproachVol:   0              0              0              0
ApproachDel:   xxxxxx          xxxxxx          xxxxxx          xxxxxx
Queue:         xxxx           xxxx           xxxx           xxxx

```



P.M. PEAK

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

\*\*\*\*\*  
 Intersection #65 I-680 SB Ramps / Scott Creek Rd  
 \*\*\*\*\*

Cycle (sec): 1 Critical Vol./Cap.(X): 2.011  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 200.6  
 Optimal Cycle: 0 Level Of Service: F  
 \*\*\*\*\*

Street Name: I-680 SB Ramps Scott Creek Rd  
 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 Yield Sign Yield Sign  
 Rights: Include Ignore Ignore Include  
 Lanes: 0 0 0 0 0 1 0 0 2 0 1 1 0 2 0 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 0 0 0 717 11 596 0 1025 1347 419 1111 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 0 717 11 596 0 1025 1347 419 1111 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 717 11 0 0 1025 0 419 1111 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 717 11 0 0 1025 0 419 1111 0  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 0.98 0.02 1.00 0.00 2.00 1.00 1.00 2.00 0.00  
 Final Sat.: 0 0 0 357 5 362 0 566 283 332 664 0  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 2.01 2.01 0.00 0.00 1.81 0.00 1.26 1.67 0.00  
 Crit Moves: \*\*\*\* \*\*  
 Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Volume/Cap: 0.00 0.00 0.00 2.01 2.01 0.00 0.00 1.81 0.00 1.26 1.67 0.00  
 Delay/Veh: 0.0 0.0 0.0 2084 2084 0.0 0.0 974 0.0 121.0 577 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  
 AdjDel/Veh: 0.0 0.0 0.0 2084 2084 0.0 0.0 974 0.0 121.0 577 0.0  
 DesignQueue: 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 Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #66 I-680 NB Ramps / Scott Creek Rd  
 \*\*\*\*\*

Average Delay (sec/veh): 272.5 Level Of Service: F  
 \*\*\*\*\*

Street Name: I-680 NB Ramps Scott Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----|-----|-----|-----|  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 1 1 2 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 0 0 953 0 0 428 1397 345 0 0 1107 151  
 Growth Adj: 1.00 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 0 953 0 0 428 1397 345 0 0 1107 151  
 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 0 0 0 0 0 1397 345 0 0 1107 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 0 0 0 1397 345 0 0 1107 0  
 -----|-----|-----|-----|

PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0  
 -----|-----|-----|-----|

Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx  
 Queue: xxxx xxxx xxxx xxxx

# 2035 Growth Trend Alternative Condition

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A.M. Peak

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-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #65 I-680 SB Ramps / Scott Creek Rd
*****
Cycle (sec):      1      Critical Vol./Cap. (X):      2.045
Loss Time (sec):  0 (Y+R=4.0 sec) Average Delay (sec/veh):  416.6
Optimal Cycle:    0      Level Of Service:      F
*****
Street Name:      I-680 SB Ramps      Scott Creek Rd
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      Yield Sign      Yield Sign
Rights:          Include      Ignore      Ignore      Include
Lanes:           0 0 0 0      0 1 0 0 1      0 0 2 0 1      1 0 2 0 0
-----
Volume Module:
Base Vol:        0 0 0 0      782 9 1442      0 1084 662 625 1081 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      782 9 1442      0 1084 662 625 1081 0
User Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:     0 0 0 0      782 9 0      0 1084 0 625 1081 0
Reduct Vol:     0 0 0 0      0 0 0      0 0 0 0 0 0 0
FinalVolume:   0 0 0 0      782 9 0      0 1084 0 625 1081 0
-----
Saturation Flow Module:
Sat/Lane:       0 0 0 0      0 0 0 0      0 0 0 0 0 0 0 0
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.00 0.00 0.99 0.01 1.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.:     0 0 0 0      393 5 398      0 530 265 327 654 0
-----
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 1.99 1.99 0.00 0.00 2.05 0.00 1.91 1.65 0.00
Crit Moves:     **** **
Green/Cycle:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap:     0.00 0.00 0.00 1.99 1.99 0.00 0.00 2.05 0.00 1.91 1.65 0.00
Delay/Veh:      0.0 0.0 0.0 1905 1905 0.0 0.0 2373 0.0 1427 534 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
AdjDel/Veh:     0.0 0.0 0.0 1905 1905 0.0 0.0 2373 0.0 1427 534 0.0
DesignQueue:    0 0 0 0      0 0 0      0 0 0 0 0 0 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #66 I-680 NB Ramps / Scott Creek Rd
*****
Average Delay (sec/veh):  2.3      Level Of Service:  B
*****
Street Name:      I-680 NB Ramps      Scott Creek Rd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:         Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:           1      1      2      1
-----
Volume Module:
Base Vol:        0 0 462 0 0 1228 514 1495 0 0 464 36
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 462 0 0 1228 514 1495 0 0 464 36
User Adj:       1.00 1.00 0.00 1.00 1.00 0.00 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 0.00
PHF Volume:     0 0 0 0 0 0 514 1495 0 0 464 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:   0 0 0 0 0 0 514 1495 0 0 464 0
-----
PCE Module:
AutoPCE:        0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE:       0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE:       0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE:     0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume:      0 0 0 0 0 0 0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:     0 0 0 0
MaxVolume:      0 0 0 0
PedVolume:      0 0 0 0
AdjMaxVol:      0 0 0 0
ApproachVol:    0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      xxxxxx
Queue:         xxxx      xxxx      xxxx      xxxx

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P.M. PEAK

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Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #65 I-680 SB Ramps / Scott Creek Rd
*****
Cycle (sec): 1 Critical Vol./Cap. (X): 1.813
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 247.1
Optimal Cycle: 0 Level Of Service: F
*****
Street Name: I-680 SB Ramps Scott Creek Rd
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 Yield Sign Yield Sign
Rights: Include Ignore Ignore Include
Lanes: 0 0 0 0 0 1 0 0 2 0 1 1 0 2 0 0
-----
Volume Module:
Base Vol: 0 0 0 524 9 570 0 892 1277 415 1305 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 0 524 9 570 0 892 1277 415 1305 0
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 0 0 0 524 9 0 0 892 0 415 1305 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 524 9 0 0 892 0 415 1305 0
-----
Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.98 0.02 1.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 0 0 0 338 6 344 0 610 305 360 720 0
-----
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 1.55 1.55 0.00 0.00 1.46 0.00 1.15 1.81 0.00
Crit Moves: **** ****
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap: 0.00 0.00 0.00 1.55 1.55 0.00 0.00 1.46 0.00 1.15 1.81 0.00
Delay/Veh: 0.0 0.0 0.0 360.6 361 0.0 0.0 259 0.0 79.9 980 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
AdjDel/Veh: 0.0 0.0 0.0 360.6 361 0.0 0.0 259 0.0 79.9 980 0.0
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0
*****
Note: Queue reported is the number of cars per lane.
*****

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-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #66 I-680 NB Ramps / Scott Creek Rd
*****
Average Delay (sec/veh): 452.6 Level Of Service: F
*****
Street Name: I-680 NB Ramps Scott Creek Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 1 1 2 1
-----
Volume Module:
Base Vol: 0 0 900 0 0 456 1511 0 0 0 1312 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 0 900 0 0 456 1511 0 0 0 1312 0
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 0 0 0 0 0 1511 0 0 0 1312 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 1511 0 0 0 1312 0
-----
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
Queue: xxxx xxxx xxxx xxxx

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# Appendix E

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Metropolitan Transportation System





# Appendix F

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Roadway Segment Analysis

**EXISTING CONDITIONS - FREEWAY SEGMENT VOLUMES -- AM PEAK HOUR**

#	ACTC Route (Dir. Of Travel)	From	To	Number of Lanes		Capacity (GP Lane = 2000) (HOV Lane = 1400)	Direction	Free Flow Speed (mph)	Existing Conditions (Per 2005 Model)			
				GP	HOV				Link Volume	V/C	Speed	LOS
<b>AM PEAK HOUR</b>												
<b>Freeway Segments</b>												
1	I-680 - NB	Scott Creek Rd	Mission Blvd (SR262)	3	0	6,000	NB	65	3,923	0.65	65	C
2	I-680 - NB	Mission Blvd (SR262)	Durham Rd	3	0	6,000	NB	65	4,255	0.71	64	C
3	I-680 - NB	Durham Rd	Washington Blvd	3	0	6,000	NB	66	3,725	0.62	66	C
4	I-680 - NB	Washington Blvd	Mission Blvd (SR238)	3	0	6,000	NB	65	3,929	0.65	65	C
5	I-680 - SB	Mission Blvd (SR238)	Washington Blvd	3	1	7,400	SB	66	7,815	1.06	54	F
6	I-680 - SB	Washington Blvd	Durham Rd	3	1	7,400	SB	65	7,874	1.06	53	F
7	I-680 - SB	Durham Rd	Mission Blvd (SR262)	3	1	7,400	SB	65	7,867	1.06	53	F
8	I-680 - SB	Mission Blvd (SR262)	Scott Creek Rd	3	1	7,400	SB	65	7,831	1.06	53	F
9	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR262)	5	1	11,400	NB	65	5,642	0.49	65	B
10	I-880 - NB	Mission Blvd (SR262)	Auto Mall Pkwy	3	1	7,400	NB	65	4,106	0.55	65	B
11	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	3	1	7,400	NB	65	4,360	0.59	65	C
12	I-880 - NB	Stevenson Blvd	Decoto Rd	3	1	7,400	NB	65	4,982	0.67	64	C
13	I-880 - NB	Decoto Rd	Alvarado Blvd	4	1	9,400	NB	65	5,201	0.55	65	B
14	I-880 - SB	Alvarado Blvd	Decoto Rd	3	1	7,400	SB	65	7,645	1.03	55	F
15	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	3	1	7,400	NB	65	6,392	0.86	62	D
16	I-880 - SB	Decoto Rd	Stevenson Blvd	3	1	7,400	SB	65	6,628	0.90	61	D
17	I-880 - SB	Stevenson Blvd	Auto Mall Pkwy	3	1	7,400	SB	65	7,284	0.98	57	E
18	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR262)	3	1	7,400	SB	65	7,068	0.96	59	E
19	I-880 - SB	Mission Blvd (SR262)	Dixon Landing off-ramp	5	1	11,400	SB	65	8,608	0.76	64	D
20	SR 84 - EB	Thornton Ave	Ardenwood Blvd	3	0	6,000	EB	65	1,095	0.18	65	A
21	SR 84 - EB	Toll Plaza	Thornton Ave	3	0	6,000	EB	65	1,449	0.24	65	A
22	SR 84 - WB	Thornton Ave	Toll Plaza	3	1	7,400	WB	65	6,092	0.82	63	D

**EXISTING CONDITIONS - ARTERIAL SEGMENT VOLUMES -- AM PEAK HOUR**

#	ACTC Roadways (Dir. Of Travel)	From	To	Number of Lanes		Capacity (800 vphpl)	Direction	Free Flow Speed (mph)	Arterial Class	Existing Conditions			
				GP	HOV					Link Volume	V/C	Speed	LOS
<b>Arterial Segments -- AM Peak Hour</b>													
1	Mowry - EB	I-880	Farwell Dr	3	0	2,400	EB	35	II	1,144	0.48	35	A
2	Mowry - EB	Farwell Dr	SR 84	3	0	2,400	EB	35	II	1,428	0.60	35	A
3	Mowry - WB	SR 84	Farwell Dr	3	0	2,400	WB	35	II	1,687	0.70	35	A
4	Mowry - WB	Farwell Dr	I-880	3	0	2,400	WB	35	II	1,268	0.53	35	A
5	SR 84 / Mowry (Fre) - WB	Mission Blvd (SR 238)	Peralta Blvd	2	0	1,600	WB	40	I	1,319	0.82	39	A
6	SR 84 / Peralta (Fre) - WB	Mowry Ave	Fremont Blvd	1	0	800	WB	40	I	833	1.04	33	B
7	SR 84 / Fremont (Fre) - WB	Peralta Blvd	Thornton Ave	1	0	800	WB	35	II	648	0.81	34	A
8	SR 84 / Thornton - WB	Fremont Blvd	I-880 SB	2	0	1,600	WB	35	II	1,203	0.75	34	A
9	SR 84 / Thornton - EB	I-880 SB	Fremont Blvd	2	0	1,600	EB	35	II	925	0.58	35	A
10	SR 84 / Fremont (Fre) - EB	Thornton Ave	Peralta Blvd	2	0	1,600	EB	35	II	1,047	0.65	35	A
11	SR 84 / Peralta (Fre) - EB	Fremont Blvd	Mowry Ave	2	0	1,600	EB	40	I	518	0.32	40	A
12	SR 84 / Mowry (Fre) - EB	Peralta Blvd	Mission Blvd (SR 238)	2	0	1,600	EB	40	I	744	0.47	40	A
13	SR 238 (Mission) - SB	Nursery Ave	Stevenson Blvd	2	0	1,600	SB	40	I	1,757	1.10	31	B
14	SR 238 (Mission) - SB	Stevenson Blvd	I-680 NB Ramps	2	0	1,600	SB	40	I	2,002	1.25	23	C
15	SR 262 (Mission) - EB	I-880 NB	I-680 NB	2	0	1,600	EB	40	I	1,730	1.08	32	B
16	SR 262 (Mission) - WB	I-680 NB	I-880 SB	2	0	1,600	WB	40	I	2,468	1.54	10	F
17	Decoto Rd - WB	Fremont City Limit	I-880 NB Ramps	2	0	1,600	WB	40	II	1,390	0.87	38	A
18	Decoto Rd - EB	I-880 NB Ramps	Union City Limit	2	0	1,600	EB	40	II	1,026	0.64	40	A
19	SR 238 (Mission) - NB	I-680 NB Ramps	Stevenson Blvd	2	0	1,600	NB	45	I	1,449	0.91	42	A
20	SR 238 (Mission) - NB	Stevenson Blvd	Nursery Ave	2	0	1,600	NB	45	I	1,109	0.69	44	A

Note: Arterial Link Volumes based on field counts

**EXISTING CONDITIONS - FREEWAY SEGMENT VOLUMES -- PM PEAK HOUR**

#	ACTC Route (Dir. Of Travel)	From	To	Number of Lanes		Capacity (GP Lane = 2000) (HOV Lane = 1400)	Direction	Free Flow Speed (mph)	Existing Conditions			
				GP	HOV				Link Volume	V/C	Speed	LOS
<b>PM PEAK HOUR</b>												
<b>Freeway Segments</b>												
1	I-680 - NB	Scott Creek Rd	Mission Blvd (SR262)	3	0	6,000	NB	65	6,627	1.10	50	F
2	I-680 - NB	Mission Blvd (SR262)	Durham Rd	3	0	6,000	NB	65	6,168	1.03	55	F
3	I-680 - NB	Durham Rd	Washington Blvd	3	0	6,000	NB	66	6,468	1.08	53	F
4	I-680 - NB	Washington Blvd	Mission Blvd (SR238)	3	0	6,000	NB	65	6,215	1.04	55	F
5	I-680 - SB	Mission Blvd (SR238)	Washington Blvd	3	1	7,400	SB	66	3,557	0.48	66	B
6	I-680 - SB	Washington Blvd	Durham Rd	3	1	7,400	SB	65	3,539	0.48	65	B
7	I-680 - SB	Durham Rd	Mission Blvd (SR262)	3	1	7,400	SB	65	4,197	0.57	65	B
8	I-680 - SB	Mission Blvd (SR262)	Scott Creek Rd	3	1	7,400	SB	65	3,552	0.48	65	B
9	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR262)	5	1	11,400	NB	65	9,048	0.79	63	D
10	I-880 - NB	Mission Blvd (SR262)	Auto Mall Pkwy	3	1	7,400	NB	65	7,574	1.02	55	F
11	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	3	1	7,400	NB	65	7,762	1.05	54	F
12	I-880 - NB	Stevenson Blvd	Decoto Rd	3	1	7,400	NB	65	7,247	0.98	58	E
13	I-880 - NB	Decoto Rd	Alvarado Blvd	4	1	9,400	NB	65	8,615	0.92	60	E
14	I-880 - SB	Alvarado Blvd	Decoto Rd	3	1	7,400	SB	65	5,192	0.70	64	C
15	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	3	1	7,400	NB	65	8,426	1.14	47	F
16	I-880 - SB	Decoto Rd	Stevenson Blvd	3	1	7,400	SB	65	5,080	0.69	64	C
17	I-880 - SB	Stevenson Blvd	Auto Mall Pkwy	3	1	7,400	SB	65	4,590	0.62	65	C
18	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR262)	3	1	7,400	SB	65	3,773	0.51	65	B
19	I-880 - SB	Mission Blvd (SR262)	Dixon Landing off-ramp	5	1	11,400	SB	65	5,545	0.49	65	B
20	SR 84 - EB	Thornton Ave	Ardenwood Blvd	3	0	6,000	EB	65	5,151	0.86	62	D
21	SR 84 - EB	Toll Plaza	Thornton Ave	3	0	6,000	EB	65	6,527	1.09	51	F
22	SR 84 - WB	Thornton Ave	Toll Plaza	3	1	7,400	WB	65	2,016	0.27	65	A

**EXISTING CONDITIONS - ARTERIAL SEGMENT VOLUMES -- PM PEAK HOUR**

#	ACTC Roadways (Dir. Of Travel)	From	To	Number of Lanes		Capacity (800 vphpl)	Direction	Free Flow Speed (mph)	Arterial Class	Existing Conditions			
				GP	HOV					Link Volume	V/C	Speed	LOS
<b>Arterial Segments -- PM Peak Hour</b>													
1	Mowry - EB	I-880	Farwell Dr	3	0	2,400	EB	35	II	2,341	0.98	31	A
2	Mowry - EB	Farwell Dr	SR 84	3	0	2,400	EB	35	II	2,252	0.94	32	A
3	Mowry - WB	SR 84	Farwell Dr	3	0	2,400	WB	35	II	1,792	0.75	34	A
4	Mowry - WB	Farwell Dr	I-880	3	0	2,400	WB	35	II	1,564	0.65	35	A
5	SR 84 / Mowry (Fre) - WB	Mission Blvd (SR 238)	Peralta Blvd	2	0	1,600	WB	40	I	1,118	0.70	40	A
6	SR 84 / Peralta (Fre) - WB	Mowry Ave	Fremont Blvd	1	0	800	WB	40	I	739	0.92	37	A
7	SR 84 / Fremont (Fre) - WB	Peralta Blvd	Thornton Ave	1	0	800	WB	35	II	1,156	1.45	12	E
8	SR 84 / Thornton - WB	Fremont Blvd	I-880 SB	2	0	1,600	WB	35	II	973	0.61	35	A
9	SR 84 / Thornton - EB	I-880 SB	Fremont Blvd	2	0	1,600	EB	35	II	1,357	0.85	33	A
10	SR 84 / Fremont (Fre) - EB	Thornton Ave	Peralta Blvd	2	0	1,600	EB	35	II	1,886	1.18	24	C
11	SR 84 / Peralta (Fre) - EB	Fremont Blvd	Mowry Ave	2	0	1,600	EB	40	I	449	0.28	40	A
12	SR 84 / Mowry (Fre) - EB	Peralta Blvd	Mission Blvd (SR 238)	2	0	1,600	EB	40	I	1,232	0.77	39	A
13	SR 238 (Mission) - SB	Nursery Ave	Stevenson Blvd	2	0	1,600	SB	40	I	1,213	0.76	39	A
14	SR 238 (Mission) - SB	Stevenson Blvd	I-680 NB Ramps	2	0	1,600	SB	40	I	1,300	0.81	39	A
15	SR 262 (Mission) - EB	I-880 NB	I-680 NB	2	0	1,600	EB	40	I	1,911	1.19	26	C
16	SR 262 (Mission) - WB	I-680 NB	I-880 SB	2	0	1,600	WB	40	I	1,725	1.08	32	B
17	Decoto Rd - WB	Fremont City Limit	I-880 NB Ramps	2	0	1,600	WB	40	II	1,171	0.73	39	A
18	Decoto Rd - EB	I-880 NB Ramps	Union City Limit	2	0	1,600	EB	40	II	2,075	1.30	21	D
19	SR 238 (Mission) - NB	I-680 NB Ramps	Stevenson Blvd	2	0	1,600	NB	45	I	1,260	0.79	44	A
20	SR 238 (Mission) - NB	Stevenson Blvd	Nursery Ave	2	0	1,600	NB	45	I	1,768	1.11	35	A

Note: Arterial Link Volumes based on field counts

**Existing Condition Level of Service Analysis for Freeway Segments in Santa Clara County**

**A.M. Peak Hour**

Freeway	Segment		Direction	Peak Hour	Lane Type	EXISTING (per 2009 CMP)					
	From	To				Lanes	Average Speed	V/C	Volume (vph)	Density	LOS
I-680	Calaveras Blvd/SR 237	Jacklin Rd	NB	AM	Mixed	3	66	0.66	4560	23.0	C
I-680	Jacklin Rd	Calaveras Blvd/SR 237	SB	AM	Mixed	3	66	0.69	4760	24.0	C
					HOV	1	66	0.57	1320	20.0	C
I-680	Jacklin Rd	Scott Creek Rd	NB	AM	Mixed	3	66	0.80	5510	27.8	D
I-680	Scott Creek Rd	Jacklin Rd	SB	AM	Mixed	3	66	0.75	5150	26.0	D
					HOV	1	67	0.53	1210	18.1	C
SR-237	I-880	McCarthy Blvd	WB	AM	Mixed	3	8	0.44	3030	126.3	F
SR-237	McCarthy Blvd	I-880	EB	AM	Mixed	2	67	0.61	2800	20.9	C
					HOV	1	N/A	N/A	N/A	N/A	N/A
SR-237	McCarthy Blvd	Zanker Rd	WB	AM	Mixed	2	15	0.78	3420	114.0	F
					HOV	1	66	0.75	1650	25.0	C
SR-237	Zanker Rd	McCarthy Blvd	EB	AM	Mixed	2	66	0.69	3040	23.0	C
					HOV	1	67	0.28	610	9.1	A
SR-237	Zanker Rd	N. First St	WB	AM	Mixed	2	37	0.93	4070	55.0	E
					HOV	1	57	1.01	2230	39.1	D
SR-237	N. First St	Zanker Rd	EB	AM	Mixed	2	64	0.93	4100	32.0	D
				AM	HOV	1	66	0.60	1320	20.0	C
I-880 - NB	SR 237	Dixon Landing Rd	NB	AM	Mixed	4	66	0.46	4270	16.2	B
				AM	HOV	1	67	0.35	810	12.1	B
I-880 - SB	Dixon Landing Rd	SR 237	SB	AM	Mixed	4	42	0.78	7140	42.5	D
				AM	HOV	1	50	0.96	2200	44.0	D

Source: 2009 Monitoring and Conformance Report. Santa Clara County Congestion Management Program. December 2009

**Existing Condition Level of Service Analysis for Freeway Segments in Santa Clara County**

**P.M. Peak Hour**

Freeway	Segment		Direction	Peak Hour	Lane Type	EXISTING (per 2009 CMP)					
	From	To				Lanes	Average Speed	V/C	Volume (vph)	Density	LOS
I-680	Calaveras Blvd/SR 237	Jacklin Rd	NB	PM	Mixed	3	66	0.75	5150	26.0	D
I-680	Jacklin Rd	Calaveras Blvd/SR 237	SB	PM	Mixed	3	64	0.89	6150	32.0	D
					HOV	1	70	0.33	770	11.0	A
I-680	Jacklin Rd	Scott Creek Rd	NB	PM	Mixed	3	66	0.72	4950	25.0	C
I-680	Scott Creek Rd	Jacklin Rd	SB	PM	Mixed	3	66	0.69	4760	24.0	C
					HOV	1	70	0.24	560	8.0	A
SR-237	I-880	McCarthy Blvd	WB	PM	Mixed	3	66	0.80	5510	27.8	D
SR-237	McCarthy Blvd	I-880	EB	PM	Mixed	2	6	0.59	2700	225.0	F
					HOV	1	N/A	N/A	N/A	N/A	N/A
SR-237	McCarthy Blvd	Zanker Rd	WB	PM	Mixed	2	66	0.94	4120	31.2	D
					HOV	1	70	0.25	560	8.0	A
SR-237	Zanker Rd	McCarthy Blvd	EB	PM	Mixed	2	25	0.83	3650	73.0	F
					HOV	1	70	0.95	2100	30.0	D
SR-237	Zanker Rd	N. First St	WB	PM	Mixed	2	43	0.96	4220	49.1	E
					HOV	1	70	0.51	1120	16.0	B
SR-237	N. First St	Zanker Rd	EB	PM	Mixed	2	24	0.82	3600	75.0	F
				PM	HOV	1	70	1.11	2450	35.0	D
I-880 - NB	SR 237	Dixon Landing Rd	NB	PM	Mixed	4	47	0.80	7360	39.1	D
				PM	HOV	1	70	0.55	1260	18.0	B
I-880 - SB	Dixon Landing Rd	SR 237	SB	PM	Mixed	4	66	0.54	4940	18.7	C
				PM	HOV	1	70	0.33	770	11.0	A

Source: 2009 Monitoring and Conformance Report. Santa Clara County Congestion Management Program. December 2009

**2035 CONDITIONS - FREEWAY SEGMENT VOLUMES -- AM PEAK HOUR**

#	ACTC Route (Dir. Of Travel)	From	To	Number of Lanes		Peak Period	Capacity (GP Lane = 2000) (HOV Lane = 1400)	Direction	Free Flow Speed (mph)	Roadway Type	2035 GP			
				GP	HOV						Link Volume	V/C	Speed	LOS <sup>a</sup>
<b>AM PEAK HOUR</b>														
<b>Freeway Segments</b>														
1	I-680 - NB	Scott Creek Rd	Mission Blvd (SR262)	4	1	AM	9,400	NB	65	Freeway	6,585	0.70	64	C
2	I-680 - NB	Mission Blvd (SR262)	Durham Rd	4	1	AM	9,400	NB	65	Freeway	6,528	0.69	64	C
3	I-680 - NB	Durham Rd	Washington Blvd	4	1	AM	9,400	NB	66	Freeway	5,678	0.60	66	C
4	I-680 - NB	Washington Blvd	Mission Blvd (SR238)	4	1	AM	9,400	NB	65	Freeway	5,599	0.60	65	C
5	I-680 - SB	Mission Blvd (SR238)	Washington Blvd	3	1	AM	7,400	SB	66	Freeway	11,137	1.50	18	F
6	I-680 - SB	Washington Blvd	Durham Rd	4	1	AM	9,400	SB	65	Freeway	11,603	1.23	39	F
7	I-680 - SB	Durham Rd	Mission Blvd (SR262)	4	1	AM	9,400	SB	65	Freeway	11,757	1.25	38	F
8	I-680 - SB	Mission Blvd (SR262)	Scott Creek Rd	4	1	AM	9,400	SB	65	Freeway	12,591	1.34	30	F
9	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR262)	5	1	AM	11,400	NB	65	Freeway	7,952	0.70	64	C
10	I-880 - NB	Mission Blvd (SR262)	Auto Mall Pkwy	3	1	AM	7,400	NB	65	Freeway	5,715	0.77	63	D
11	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	3	1	AM	7,400	NB	65	Freeway	6,433	0.87	62	D
12	I-880 - NB	Stevenson Blvd	Decoto Rd	4	1	AM	9,400	NB	65	Freeway	7,827	0.83	62	D
13	I-880 - NB	Decoto Rd	Alvarado Blvd	4	1	AM	9,400	NB	65	Freeway	7,935	0.84	62	D
14	I-880 - SB	Alvarado Blvd	Decoto Rd	3	1	AM	7,400	SB	65	Freeway	10,083	1.36	28	F
15	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	4	1	AM	9,400	NB	65	Freeway	8,871	0.94	59	E
16	I-880 - SB	Decoto Rd	Stevenson Blvd	3	1	AM	7,400	SB	65	Freeway	8,028	1.08	51	F
17	I-880 - SB	Stevenson Blvd	Auto Mall Pkwy	3	1	AM	7,400	SB	65	Freeway	10,096	1.36	28	F
18	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR262)	3	1	AM	7,400	SB	65	Freeway	9,773	1.32	32	F
19	I-880 - SB	Mission Blvd (SR262)	Dixon Landing off-ramp	5	1	AM	11,400	SB	65	Freeway	9,885	0.87	62	D
20	SR 84 - EB	Thornton Ave	Ardenwood Blvd	3	0	AM	6,000	EB	65	Freeway	2,410	0.40	65	B
21	SR 84 - EB	Toll Plaza	Thornton Ave	3	0	AM	6,000	EB	65	Freeway	2,981	0.50	65	B
22	SR 84 - WB	Thornton Ave	Toll Plaza	3	1	AM	7,400	WB	65	Freeway	8,633	1.17	45	F

**2035 CONDITIONS - ARTERIAL SEGMENT VOLUMES -- AM PEAK HOUR**

#	ACTC Roadways (Dir. Of Travel)	From	To	Number of Lanes	Peak Period	Capacity (800 vphpl)	Direction	Free Flow Speed (mph)	Arterial Class	2035 GP			
										Link Volume	V/C	Speed	LOS <sup>a</sup>
<b>Arterial Segments -- AM Peak Hour</b>													
1	Mowry - EB	I-880	Farwell Dr	3	AM	2,400	EB	35	II	479	0.20	35	A
2	Mowry - EB	Farwell Dr	SR 84	3	AM	2,400	EB	35	II	648	0.27	35	A
3	Mowry - WB	SR 84	Farwell Dr	3	AM	2,400	WB	35	II	1,422	0.59	35	A
4	Mowry - WB	Farwell Dr	I-880	3	AM	2,400	WB	35	II	2,793	1.16	24	B
5	SR 84 / Mowry (Fre) - WB	Mission Blvd (SR 238)	Peralta Blvd	2	AM	1,600	WB	40	I	1,943	1.21	25	C
6	SR 84 / Peralta (Fre) - WB	Mowry Ave	Fremont Blvd	2	AM	1,600	WB	40	I	700	0.44	40	A
7	SR 84 / Fremont (Fre) - WB	Peralta Blvd	Thornton Ave	2	AM	1,600	WB	35	II	1,924	1.20	23	C
8	SR 84 / Thornton - WB	Fremont Blvd	I-880 SB	2	AM	1,600	WB	35	II	1,951	1.22	22	C
9	SR 84 / Thornton - EB	I-880 SB	Fremont Blvd	2	AM	1,600	EB	35	II	744	0.47	35	A
10	SR 84 / Fremont (Fre) - EB	Thornton Ave	Peralta Blvd	2	AM	1,600	EB	35	II	1,981	1.24	21	C
11	SR 84 / Peralta (Fre) - EB	Fremont Blvd	Mowry Ave	2	AM	1,600	EB	40	I	556	0.35	40	A
12	SR 84 / Mowry (Fre) - EB	Peralta Blvd	Mission Blvd (SR 238)	2	AM	1,600	EB	40	I	1,024	0.64	40	A
13	SR 238 (Mission) - SB	Nursery	Stevenson Blvd	2	AM	1,600	SB	40	I	3,005	1.88	3	F
14	SR 238 (Mission) - SB	Stevenson Blvd	I-680 NB Ramp	2	AM	1,600	SB	40	I	2,253	1.41	15	E
15	SR 262 (Mission) - EB	I-880 NB	I-680 NB	3	AM	2,400	EB	40	I	2,051	0.85	38	A
16	SR 262 (Mission) - WB	I-680 NB	I-880 SB	3	AM	2,400	WB	40	I	2,343	0.98	35	A



**2035 CONDITIONS - FREEWAY SEGMENT VOLUMES -- PM PEAK HOUR**

#	ACTC Route (Dir. Of Travel)	From	To	Number of Lanes		Peak Period	Capacity (GP Lane = 2000) (HOV Lane = 1400)	Direction	Free Flow Speed (mph)	Roadway Type	2035 GP			
				GP	HOV						Link Volume	V/C	Speed	LOS <sup>a</sup>
<b>PM PEAK HOUR</b>														
<b>Freeway Segments</b>														
1	I-680 - NB	Scott Creek Rd	Mission Blvd (SR262)	4	1	AM	9,400	NB	65	Freeway	11,681	1.24	39	F
2	I-680 - NB	Mission Blvd (SR262)	Durham Rd	4	1	AM	9,400	NB	65	Freeway	11,671	1.24	39	F
3	I-680 - NB	Durham Rd	Washington Blvd	4	1	AM	9,400	NB	66	Freeway	11,528	1.23	41	F
4	I-680 - NB	Washington Blvd	Mission Blvd (SR238)	4	1	AM	9,400	NB	65	Freeway	11,408	1.21	41	F
5	I-680 - SB	Mission Blvd (SR238)	Washington Blvd	3	1	AM	7,400	SB	66	Freeway	5,634	0.76	65	D
6	I-680 - SB	Washington Blvd	Durham Rd	4	1	AM	9,400	SB	65	Freeway	5,932	0.63	65	C
7	I-680 - SB	Durham Rd	Mission Blvd (SR262)	4	1	AM	9,400	SB	65	Freeway	6,754	0.72	64	C
8	I-680 - SB	Mission Blvd (SR262)	Scott Creek Rd	4	1	AM	9,400	SB	65	Freeway	6,889	0.73	64	C
9	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR262)	5	1	AM	11,400	NB	65	Freeway	12,899	1.13	48	F
10	I-880 - NB	Mission Blvd (SR262)	Auto Mall Pkwy	3	1	AM	7,400	NB	65	Freeway	10,725	1.45	22	F
11	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	3	1	AM	7,400	NB	65	Freeway	11,111	1.50	18	F
12	I-880 - NB	Stevenson Blvd	Decoto Rd	4	1	AM	9,400	NB	65	Freeway	9,627	1.02	55	F
13	I-880 - NB	Decoto Rd	Alvarado Blvd	4	1	AM	9,400	NB	65	Freeway	10,543	1.12	49	F
14	I-880 - SB	Alvarado Blvd	Decoto Rd	3	1	AM	7,400	SB	65	Freeway	6,633	0.90	61	D
15	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	4	1	AM	9,400	NB	65	Freeway	10,537	1.12	49	F
16	I-880 - SB	Decoto Rd	Stevenson Blvd	3	1	AM	7,400	SB	65	Freeway	6,486	0.88	61	D
17	I-880 - SB	Stevenson Blvd	Auto Mall Pkwy	3	1	AM	7,400	SB	65	Freeway	5,346	0.72	64	C
18	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR262)	3	1	AM	7,400	SB	65	Freeway	4,155	0.56	65	B
19	I-880 - SB	Mission Blvd (SR262)	Dixon Landing off-ramp	5	1	AM	11,400	SB	65	Freeway	5,087	0.45	65	B
20	SR 84 - EB	Thornton Ave	Ardenwood Blvd	3	0	AM	6,000	EB	65	Freeway	6,646	1.11	50	F
21	SR 84 - EB	Toll Plaza	Thornton Ave	3	0	AM	6,000	EB	65	Freeway	8,122	1.35	29	F
22	SR 84 - WB	Thornton Ave	Toll Plaza	3	1	AM	7,400	WB	65	Freeway	3,607	0.49	65	B

**2035 CONDITIONS - ARTERIAL SEGMENT VOLUMES -- PM PEAK HOUR**

#	ACTC Roadways (Dir. Of Travel)	From	To	Number of Lanes	Peak Period	Capacity (800 vphpl)	Direction	Free Flow Speed (mph)	Arterial Class	2035 GP			
										Link Volume	V/C	Speed	LOS <sup>a</sup>
<b>Arterial Segments -- PM Peak Hour</b>													
1	Mowry - EB	I-880	Farwell Dr	3	AM	2,400	EB	35	II	3,096	1.29	19	C
2	Mowry - EB	Farwell Dr	SR 84	3	AM	2,400	EB	35	II	1,279	0.53	35	A
3	Mowry - WB	SR 84	Farwell Dr	3	AM	2,400	WB	35	II	865	0.36	35	A
4	Mowry - WB	Farwell Dr	I-880	3	AM	2,400	WB	35	II	497	0.21	35	A
5	SR 84 / Mowry (Fre) - WB	Mission Blvd (SR 238)	Peralta Blvd	2	AM	1,600	WB	40	I	1,669	1.04	33	B
6	SR 84 / Peralta (Fre) - WB	Mowry Ave	Fremont Blvd	2	AM	1,600	WB	40	I	1,086	0.68	40	A
7	SR 84 / Fremont (Fre) - WB	Peralta Blvd	Thornton Ave	2	AM	1,600	WB	35	II	1,924	1.20	23	C
8	SR 84 / Thornton - WB	Fremont Blvd	I-880 SB	2	AM	1,600	WB	35	II	1,375	0.86	33	A
9	SR 84 / Thornton - EB	I-880 SB	Fremont Blvd	2	AM	1,600	EB	35	II	1,974	1.23	21	C
10	SR 84 / Fremont (Fre) - EB	Thornton Ave	Peralta Blvd	2	AM	1,600	EB	35	II	1,935	1.21	22	C
11	SR 84 / Peralta (Fre) - EB	Fremont Blvd	Mowry Ave	2	AM	1,600	EB	40	I	955	0.60	40	A
12	SR 84 / Mowry (Fre) - EB	Peralta Blvd	Mission Blvd (SR 238)	2	AM	1,600	EB	40	I	1,953	1.22	25	C
13	SR 238 (Mission) - SB	Nursery	Stevenson Blvd	2	AM	1,600	SB	40	I	1,916	1.20	26	C
14	SR 238 (Mission) - SB	Stevenson Blvd	I-680 NB Ramp	2	AM	1,600	SB	40	I	2,284	1.43	14	E
15	SR 262 (Mission) - EB	I-880 NB	I-680 NB	3	AM	2,400	EB	40	I	2,913	1.21	25	C
16	SR 262 (Mission) - WB	I-680 NB	I-880 SB	3	AM	2,400	WB	40	I	1,721	0.72	39	A

## 2035 Condition Level of Service Analysis for Freeway Segments in Santa Clara County

### A.M. Peak Hour

Freeway	Segment		Direction	Peak Hour	Lane Type	2035 AC Model					
	From	To				Lanes	Average Speed	V/C	Volume	Density	LOS
I-680	Calaveras Blvd/SR 237	Jacklin Rd	NB	AM	Mixed	3	63	0.82	5664	30.0	D
I-680	Jacklin Rd	Calaveras Blvd/SR 237	SB	AM	Mixed	3	38	1.26	8692	76.2	F
					HOV	1	55	1.04	2392	43.5	D
I-680	Jacklin Rd	Scott Creek Rd	NB	AM	Mixed	4	65	0.67	6191	23.8	C
I-680	Scott Creek Rd	Jacklin Rd	SB	AM	Mixed	4	53	1.07	9822	46.3	E
					HOV	1	55	1.03	2379	43.2	D
SR-237	I-880	McCarthy Blvd	WB	AM	Mixed	4	65	0.70	6417	24.7	C
SR-237	McCarthy Blvd	I-880	EB	AM	Mixed	3	65	0.50	3423	17.6	B
					HOV	1	N/A	N/A	N/A	N/A	N/A
SR-237	McCarthy Blvd	Zanker Rd	WB	AM	Mixed	3	59	0.95	6257	35.4	D
					HOV	1	62	0.88	1939	31.3	D
SR-237	Zanker Rd	McCarthy Blvd	EB	AM	Mixed	2	63	0.83	3668	29.1	D
					HOV	1	65	0.25	561	8.6	A
SR-237	Zanker Rd	N. First St	WB	AM	Mixed	2	56	1.01	4464	39.9	D
					HOV	1	58	0.97	2145	37.0	D
SR-237	N. First St	Zanker Rd	EB	AM	Mixed	3	65	0.43	2863	14.7	B
				AM	HOV	1	65	0.26	570	8.8	A
I-880 - NB	SR 237	Dixon Landing Rd	NB	AM	Mixed	5	66	0.56	6394	19.4	C
				AM	HOV	1	67	0.60	1375	20.5	C
I-880 - SB	Dixon Landing Rd	SR 237	SB	AM	Mixed	5	42	0.71	8113	38.6	D
				AM	HOV	1	50	0.73	1673	33.5	D

Source: ACTC Model, DKS Associates, 2010

## 2035 Condition Level of Service Analysis for Freeway Segments in Santa Clara County

### P.M. Peak Hour

Freeway	Segment		Direction	Peak Hour	Lane Type	2035 AC Model					
	From	To				Lanes	Average Speed	V/C	Volume	Density	LOS
I-680	Calaveras Blvd/SR 237	Jacklin Rd	NB	PM	Mixed	4	62	0.85	7858	31.7	D
I-680	Jacklin Rd	Calaveras Blvd/SR 237	SB	PM	Mixed	4	64	0.76	7007	27.4	D
					HOV	1	65	0.07	154	2.4	A
I-680	Jacklin Rd	Scott Creek Rd	NB	PM	Mixed	4	60	0.93	8545	35.6	D
I-680	Scott Creek Rd	Jacklin Rd	SB	PM	Mixed	4	64	0.76	7029	27.5	D
					HOV	1	65	0.06	133	2.1	A
SR-237	I-880	McCarthy Blvd	WB	PM	Mixed	4	65	0.31	2893	11.1	B
SR-237	McCarthy Blvd	I-880	EB	PM	Mixed	3	62	0.86	5905	31.7	D
					HOV	1	N/A	N/A	N/A	N/A	N/A
SR-237	McCarthy Blvd	Zanker Rd	WB	PM	Mixed	3	65	0.55	3623	18.6	C
					HOV	1	65	0.26	582	9.0	A
SR-237	Zanker Rd	McCarthy Blvd	EB	PM	Mixed	2	38	1.26	5524	72.7	F
					HOV	1	52	1.09	2397	46.1	E
SR-237	Zanker Rd	N. First St	WB	PM	Mixed	2	65	0.63	2777	21.4	C
					HOV	1	65	0.26	573	8.8	A
SR-237	N. First St	Zanker Rd	EB	PM	Mixed	3	62	0.88	5818	31.3	D
				PM	HOV	1	61	0.90	1975	32.4	D
I-880 - NB	SR 237	Dixon Landing Rd	NB	PM	Mixed	5	47	0.95	10942	46.6	E
				PM	HOV	1	70	0.96	2201	31.4	D
I-880 - SB	Dixon Landing Rd	SR 237	SB	PM	Mixed	5	66	0.34	3910	11.8	B
				PM	HOV	1	70	0.46	1050	15.0	B

Source: ACTC Model, DKS Associates, 2010

**2035 REDUCED CONDITIONS - FREEWAY SEGMENT VOLUMES -- AM PEAK HOUR**

#	ACTC Route (Dir. Of Travel)	From	To	Number of Lanes		Capacity (GP Lane = 2000) (HOV Lane = 1400)	Direction	Free Flow Speed (mph)	2035 GROWTH TREND ALTERNATIVE			
				GP	HOV				Link Volume	V/C	Speed	LOS
<b>AM PEAK HOUR</b>												
<b>Freeway Segments</b>												
1	I-680 - NB	Scott Creek Rd	Mission Blvd (SR262)	4	1	9,400	NB	65	6,398	0.68	64	C
2	I-680 - NB	Mission Blvd (SR262)	Durham Rd	4	1	9,400	NB	65	6,551	0.70	64	C
3	I-680 - NB	Durham Rd	Washington Blvd	4	1	9,400	NB	66	5,511	0.59	66	C
4	I-680 - NB	Washington Blvd	Mission Blvd (SR238)	4	1	9,400	NB	65	5,577	0.59	65	C
5	I-680 - SB	Mission Blvd (SR238)	Washington Blvd	3	1	7,400	SB	66	11,129	1.50	18	F
6	I-680 - SB	Washington Blvd	Durham Rd	4	1	9,400	SB	65	11,538	1.23	40	F
7	I-680 - SB	Durham Rd	Mission Blvd (SR262)	4	1	9,400	SB	65	11,709	1.25	38	F
8	I-680 - SB	Mission Blvd (SR262)	Scott Creek Rd	4	1	9,400	SB	65	12,741	1.36	29	F
9	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR262)	5	1	11,400	NB	65	7,618	0.67	64	C
10	I-880 - NB	Mission Blvd (SR262)	Auto Mall Pkwy	3	1	7,400	NB	65	5,554	0.75	64	C
11	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	3	1	7,400	NB	65	6,365	0.86	62	D
12	I-880 - NB	Stevenson Blvd	Decoto Rd	4	1	9,400	NB	65	7,818	0.83	62	D
13	I-880 - NB	Decoto Rd	Alvarado Blvd	4	1	9,400	NB	65	7,975	0.85	62	D
14	I-880 - SB	Alvarado Blvd	Decoto Rd	3	1	7,400	SB	65	9,882	1.34	30	F
15	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	4	1	9,400	NB	65	8,846	0.94	59	E
16	I-880 - SB	Decoto Rd	Stevenson Blvd	3	1	7,400	SB	65	7,908	1.07	52	F
17	I-880 - SB	Stevenson Blvd	Auto Mall Pkwy	3	1	7,400	SB	65	10,013	1.35	29	F
18	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR262)	3	1	7,400	SB	65	9,809	1.33	31	F
19	I-880 - SB	Mission Blvd (SR262)	Dixon Landing off-ramp	5	1	11,400	SB	65	10,059	0.88	61	D
20	SR 84 - EB	Thornton Ave	Ardenwood Blvd	3	0	6,000	EB	65	2,269	0.38	65	B
21	SR 84 - EB	Toll Plaza	Thornton Ave	3	0	6,000	EB	65	2,852	0.48	65	B
22	SR 84 - WB	Thornton Ave	Toll Plaza	3	1	7,400	WB	65	8,705	1.18	44	F

**2035 REDUCED CONDITIONS - ARTERIAL SEGMENT VOLUMES -- AM PEAK HOUR**

#	ACTC Roadways (Dir. Of Travel)	From	To	Number of Lanes	Capacity (800 vphpl)	Direction	Free Flow Speed (mph)	Arterial Class	2035 GROWTH TREND ALTERNATIVE				
									Link Volume	V/C	Speed	LOS	
<b>Arterial Segments -- AM Peak Hour</b>													
1	Mowry - EB	I-880	Farwell Dr	3	2,400	EB	35	II	1,287	0.54	35	A	
2	Mowry - EB	Farwell Dr	SR 84	3	2,400	EB	35	II	1,345	0.56	35	A	
3	Mowry - WB	SR 84	Farwell Dr	3	2,400	WB	35	II	2,408	1.00	30	A	
4	Mowry - WB	Farwell Dr	I-880	3	2,400	WB	35	II	3,846	1.60	7	F	
5	SR 84 / Mowry (Fre) - WB	Mission Blvd (SR 238)	Peralta Blvd	2	1,600	WB	40	I	1,467	0.92	37	A	
6	SR 84 / Peralta (Fre) - WB	Mowry Ave	Fremont Blvd	2	1,600	WB	40	I	782	0.49	40	A	
7	SR 84 / Fremont (Fre) - WB	Peralta Blvd	Thornton Ave	2	1,600	WB	35	II	1,029	0.64	35	A	
8	SR 84 / Thornton - WB	Fremont Blvd	I-880 SB	2	1,600	WB	35	II	1,484	0.93	32	A	
9	SR 84 / Thornton - EB	I-880 SB	Fremont Blvd	2	1,600	EB	35	II	1,802	1.13	26	B	
10	SR 84 / Fremont (Fre) - EB	Thornton Ave	Peralta Blvd	2	1,600	EB	35	II	1,074	0.67	35	A	
11	SR 84 / Peralta (Fre) - EB	Fremont Blvd	Mowry Ave	2	1,600	EB	40	I	727	0.45	40	A	
12	SR 84 / Mowry (Fre) - EB	Peralta Blvd	Mission Blvd (SR 238)	2	1,600	EB	40	I	1,858	1.16	28	B	
13	SR 238 (Mission) - SB	Nursery Ave	Stevenson Blvd	2	1,600	SB	40	I	2,121	1.33	19	D	
14	SR 238 (Mission) - SB	Stevenson Blvd	I-680 NB Ramp	2	1,600	SB	40	I	2,644	1.65	7	F	
15	SR 262 (Mission) - EB	I-880 NB	I-680 NB	3	2,400	EB	40	I	3,071	1.28	22	D	
16	SR 262 (Mission) - WB	I-680 NB	I-880 SB	3	2,400	WB	40	I	3,000	1.25	23	C	
17	Decoto Rd - WB	Fremont City Limit	I-880 NB Ramps	3	2,400	WB	40	II	2,467	1.03	34	B	
18	Decoto Rd - EB	I-880 NB Ramps	Fremont City Limit	3	2,400	EB	40	II	2,301	0.96	36	A	
19	SR 238 (Mission) - NB	I-680 NB Ramps	Stevenson Blvd	2	1,600	NB	45	I	3,238	2.02	2	F	
20	SR 238 (Mission) - NB	Stevenson Blvd	Nursery Ave	2	1,600	NB	45	I	3,580	2.24	1	F	

**2035 REDUCED CONDITIONS - FREEWAY SEGMENT VOLUMES -- PM PEAK HOUR**

#	ACTC Route (Dir. Of Travel)	From	To	Number of Lanes		Capacity (GP Lane = 2000) (HOV Lane = 1400)	Direction	Free Flow Speed (mph)	2035 GROWTH TREND ALTERNATIVE			
				GP	HOV				Link Volume	V/C	Speed	LOS
<b>PM PEAK HOUR</b>												
<b>Freeway Segments</b>												
1	I-680 - NB	Scott Creek Rd	Mission Blvd (SR262)	4	1	9,400	NB	65	11,583	1.23	39	F
2	I-680 - NB	Mission Blvd (SR262)	Durham Rd	4	1	9,400	NB	65	11,452	1.22	41	F
3	I-680 - NB	Durham Rd	Washington Blvd	4	1	9,400	NB	66	11,342	1.21	42	F
4	I-680 - NB	Washington Blvd	Mission Blvd (SR238)	4	1	9,400	NB	65	11,268	1.20	42	F
5	I-680 - SB	Mission Blvd (SR238)	Washington Blvd	3	1	7,400	SB	66	5,658	0.76	65	D
6	I-680 - SB	Washington Blvd	Durham Rd	4	1	9,400	SB	65	5,818	0.62	65	C
7	I-680 - SB	Durham Rd	Mission Blvd (SR262)	4	1	9,400	SB	65	6,692	0.71	64	C
8	I-680 - SB	Mission Blvd (SR262)	Scott Creek Rd	4	1	9,400	SB	65	6,669	0.71	64	C
9	I-880 - NB	Dixon Landing Rd	Mission Blvd (SR262)	5	1	11,400	NB	65	12,796	1.12	49	F
10	I-880 - NB	Mission Blvd (SR262)	Auto Mall Pkwy	3	1	7,400	NB	65	10,527	1.42	23	F
11	I-880 - NB	Auto Mall Pkwy	Stevenson Blvd	3	1	7,400	NB	65	10,883	1.47	20	F
12	I-880 - NB	Stevenson Blvd	Decoto Rd	4	1	9,400	NB	65	9,333	0.99	57	E
13	I-880 - NB	Decoto Rd	Alvarado Blvd	4	1	9,400	NB	65	10,299	1.10	51	F
14	I-880 - SB	Alvarado Blvd	Decoto Rd	3	1	7,400	SB	65	6,721	0.91	60	E
15	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	4	1	9,400	NB	65	10,298	1.10	51	F
16	I-880 - SB	Decoto Rd	Stevenson Blvd	3	1	7,400	SB	65	6,398	0.86	62	D
17	I-880 - SB	Stevenson Blvd	Auto Mall Pkwy	3	1	7,400	SB	65	5,391	0.73	64	C
18	I-880 - SB	Auto Mall Pkwy	Mission Blvd (SR262)	3	1	7,400	SB	65	4,222	0.57	65	B
19	I-880 - SB	Mission Blvd (SR262)	Dixon Landing off-ramp	5	1	11,400	SB	65	4,918	0.43	65	B
20	SR 84 - EB	Thornton Ave	Ardenwood Blvd	3	0	6,000	EB	65	6,626	1.10	50	F
21	SR 84 - EB	Toll Plaza	Thornton Ave	3	0	6,000	EB	65	8,123	1.35	29	F
22	SR 84 - WB	Thornton Ave	Toll Plaza	3	1	7,400	WB	65	3,475	0.47	65	B

**2035 REDUCED CONDITIONS - ARTERIAL SEGMENT VOLUMES -- PM PEAK HOUR**

#	ACTC Roadways (Dir. Of Travel)	From	To	Number of Lanes	Capacity (800 vphpl)	Direction	Free Flow Speed (mph)	Arterial Class	2035 GROWTH TREND ALTERNATIVE				
									Link Volume	V/C	Speed	LOS	
<b>Arterial Segments -- PM Peak Hour</b>													
1	Mowry - EB	I-880	Farwell Dr	3	2,400	EB	35	II	3,385	1.41	13	E	
2	Mowry - EB	Farwell Dr	SR 84	3	2,400	EB	35	II	3,585	1.49	10	E	
3	Mowry - WB	SR 84	Farwell Dr	3	2,400	WB	35	II	1,758	0.73	34	A	
4	Mowry - WB	Farwell Dr	I-880	3	2,400	WB	35	II	1,949	0.81	34	A	
5	SR 84 / Mowry (Fre) - WB	Mission Blvd (SR 238)	Peralta Blvd	2	1,600	WB	40	I	2,023	1.26	23	C	
6	SR 84 / Peralta (Fre) - WB	Mowry Ave	Fremont Blvd	2	1,600	WB	40	I	1,082	0.68	40	A	
7	SR 84 / Fremont (Fre) - WB	Peralta Blvd	Thornton Ave	2	1,600	WB	35	II	1,200	0.75	34	A	
8	SR 84 / Thornton - WB	Fremont Blvd	I-880 SB	2	1,600	WB	35	II	692	0.43	35	A	
9	SR 84 / Thornton - EB	I-880 SB	Fremont Blvd	2	1,600	EB	35	II	1,241	0.78	34	A	
10	SR 84 / Fremont (Fre) - EB	Thornton Ave	Peralta Blvd	2	1,600	EB	35	II	1,104	0.69	35	A	
11	SR 84 / Peralta (Fre) - EB	Fremont Blvd	Mowry Ave	2	1,600	EB	40	I	1,146	0.72	39	A	
12	SR 84 / Mowry (Fre) - EB	Peralta Blvd	Mission Blvd (SR 238)	2	1,600	EB	40	I	2,111	1.32	20	D	
13	SR 238 (Mission) - SB	Nursery Ave	Stevenson Blvd	2	1,600	SB	40	I	3,369	2.11	1	F	
14	SR 238 (Mission) - SB	Stevenson Blvd	I-680 NB Ramps	2	1,600	SB	40	I	2,170	1.36	18	D	
15	SR 262 (Mission) - EB	I-880 NB	I-680 NB	3	2,400	EB	40	I	3,868	1.61	8	F	
16	SR 262 (Mission) - WB	I-680 NB	I-880 SB	3	2,400	WB	40	I	1,761	0.73	39	A	
17	Decoto Rd - WB	Fremont City Limit	I-880 NB Ramps	3	2,400	WB	40	II	1,995	0.83	38	A	
18	Decoto Rd - EB	I-880 NB Ramps	Fremont City Limit	3	2,400	EB	40	II	3,155	1.31	20	D	
19	SR 238 (Mission) - NB	I-680 NB Ramps	Stevenson Blvd	2	1,600	NB	45	I	2,448	1.53	11	F	
20	SR 238 (Mission) - NB	Stevenson Blvd	Nursery Ave	2	1,600	NB	45	I	2,531	1.58	10	F	

**2035 Growth Trend Condition Level of Service Analysis for Freeway Segments in Santa Clara County  
A.M. Peak Hour**

Freeway	Segment		Direction	Peak Hour	Lane Type	2035 Growth Trend Alternative					
	From	To				Lanes	Average Speed	V/C	Volume	Density	LOS
I-680	Calaveras Blvd/SR 237	Jacklin Rd	NB	AM	Mixed	3	64	0.79	5472	28.5	D
I-680	Jacklin Rd	Calaveras Blvd/SR 237	SB	AM	Mixed	3	36	1.28	8832	81.8	F
					HOV	1	55	1.03	2377	43.2	D
I-680	Jacklin Rd	Scott Creek Rd	NB	AM	Mixed	4	65	0.64	5911	22.7	C
I-680	Scott Creek Rd	Jacklin Rd	SB	AM	Mixed	4	52	1.08	9913	47.7	E
					HOV	1	56	1.03	2362	42.2	D
SR-237	I-880	McCarthy Blvd	WB	AM	Mixed	4	65	0.72	6631	25.5	C
SR-237	McCarthy Blvd	I-880	EB	AM	Mixed	3	65	0.48	3335	17.1	B
					HOV	1	N/A	N/A	N/A	N/A	N/A
SR-237	McCarthy Blvd	Zanker Rd	WB	AM	Mixed	3	59	0.96	6329	35.8	D
					HOV	1	61	0.91	2013	33.0	D
SR-237	Zanker Rd	McCarthy Blvd	EB	AM	Mixed	2	63	0.81	3571	28.3	D
					HOV	1	65	0.23	509	7.8	A
SR-237	Zanker Rd	N. First St	WB	AM	Mixed	2	55	1.03	4523	41.1	D
					HOV	1	57	0.99	2180	38.2	D
SR-237	N. First St	Zanker Rd	EB	AM	Mixed	3	65	0.42	2799	14.4	B
				AM	HOV	1	65	0.24	521	8.0	A
I-880 - NB	SR 237	Dixon Landing Rd	NB	AM	Mixed	5	66	0.53	6075	18.4	C
				AM	HOV	1	67	0.57	1311	19.6	C
I-880 - SB	Dixon Landing Rd	SR 237	SB	AM	Mixed	5	42	0.73	8347	39.7	D
				AM	HOV	1	50	0.71	1624	32.5	D

Source: ACTC Model, DKS Associates, 2011

**2035 Growth Trend Condition Level of Service Analysis for Freeway Segments in Santa Clara County  
P.M. Peak Hour**

Freeway	Segment		Direction	Peak Hour	Lane Type	2035 Growth Trend Alternative					
	From	To				Lanes	Average Speed	V/C	Volume	Density	LOS
I-680	Calaveras Blvd/SR 237	Jacklin Rd	NB	PM	Mixed	4	62	0.86	7943	32.0	D
I-680	Jacklin Rd	Calaveras Blvd/SR 237	SB	PM	Mixed	4	64	0.75	6934	27.1	D
					HOV	1	65	0.07	158	2.4	A
I-680	Jacklin Rd	Scott Creek Rd	NB	PM	Mixed	4	60	0.94	8621	35.9	D
I-680	Scott Creek Rd	Jacklin Rd	SB	PM	Mixed	4	64	0.76	6947	27.1	D
					HOV	1	65	0.06	138	2.1	A
SR-237	I-880	McCarthy Blvd	WB	PM	Mixed	4	65	0.30	2721	10.5	A
SR-237	McCarthy Blvd	I-880	EB	PM	Mixed	3	62	0.87	5994	32.2	D
					HOV	1	N/A	N/A	N/A	N/A	N/A
SR-237	McCarthy Blvd	Zanker Rd	WB	PM	Mixed	3	65	0.53	3466	17.8	B
					HOV	1	65	0.25	553	8.5	A
SR-237	Zanker Rd	McCarthy Blvd	EB	PM	Mixed	2	37	1.26	5561	75.1	F
					HOV	1	50	1.11	2444	48.9	E
SR-237	Zanker Rd	N. First St	WB	PM	Mixed	2	65	0.62	2717	20.9	C
					HOV	1	65	0.25	550	8.5	A
SR-237	N. First St	Zanker Rd	EB	PM	Mixed	3	61	0.89	5906	32.3	D
				PM	HOV	1	61	0.91	2006	32.9	D
I-880 - NB	SR 237	Dixon Landing Rd	NB	PM	Mixed	5	47	0.97	11115	47.3	E
				PM	HOV	1	70	0.96	2214	31.6	D
I-880 - SB	Dixon Landing Rd	SR 237	SB	PM	Mixed	5	66	0.33	3758	11.4	B
				PM	HOV	1	70	0.45	1042	14.9	B

Source: ACTC Model, DKS Associates, 2011



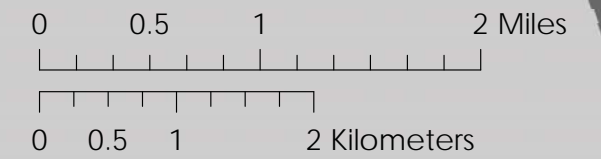
# Appendix G

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Current Bicycle Network



# FREMONT BIKEWAY MAP



### Legend

	Public Schools		Bicycle Shop
	Private Schools		Trail Head
	BART		AMTRAK - ACE/ Capitol Corridor
	Post Office		Library
	City Buildings		Hospital
	Fire Station		Transit

### RECOMMENDED BICYCLE ROUTES

	Unpaved Trails Recreational Trails		Shared Roadways Recommended Bicycle Routes Along <b>Lower</b> Traffic Streets		Bike Lanes Striped Bicycle Lanes Along <b>Lower</b> Traffic Streets		Frontage Streets Shared Roadway Along <b>Higher</b> Traffic Frontage Streets
	Shared Use Paths Off Street Pathways Closed to Motor Vehicles		Shared Roadways Recommended Bicycle Routes Along <b>Higher</b> Traffic Streets		Bike Lanes Striped Bicycle Lanes Along <b>Higher</b> Traffic Streets		Difficult Connections These areas experience high volumes of traffic and less navigable cycling conditions such as freeway on and off ramps.

UNION CITY

NILES

FREMONT

ARDENWOOD

CENTERVILLE

IRVINGTON

NEWARK

WARM SPRINGS

OHLONE COLLEGE

MILPITAS



# Appendix H

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Proposed Bicycle Network

Figure 5-2: Fremont Proposed Bicycle Network - Sheet 1 of 3

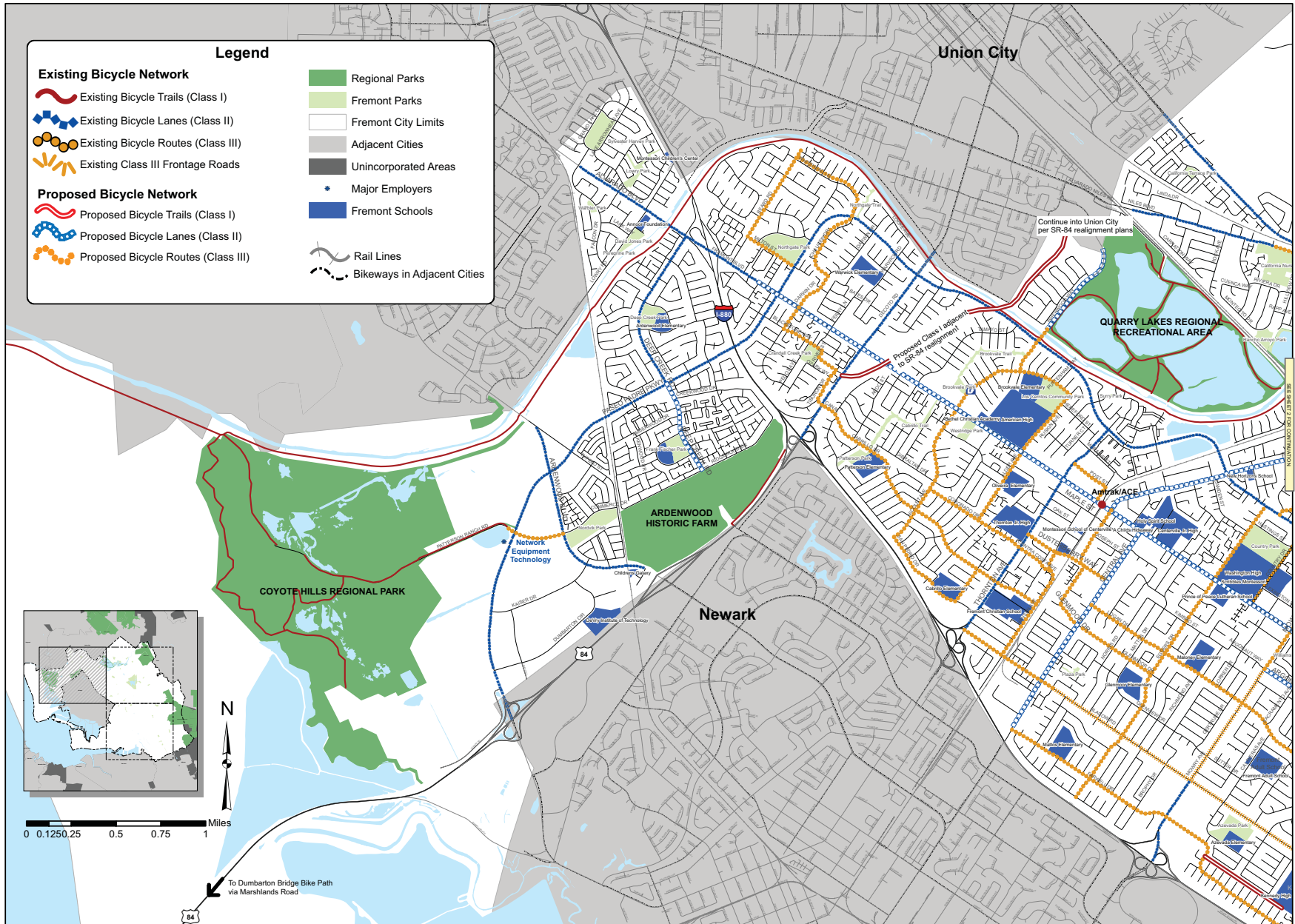


Figure 5-3: Fremont Proposed Bicycle Network - Sheet 2 of 3

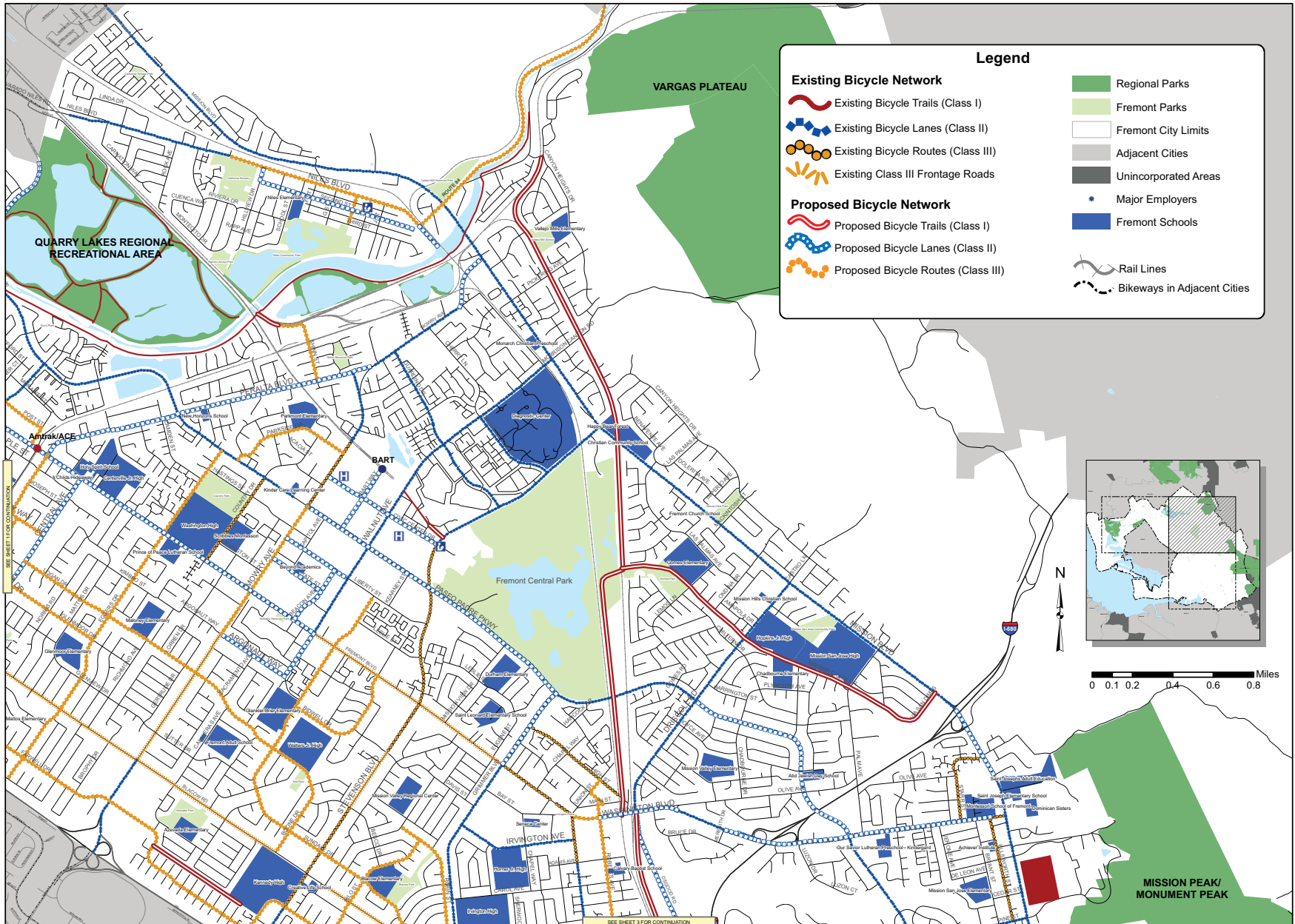
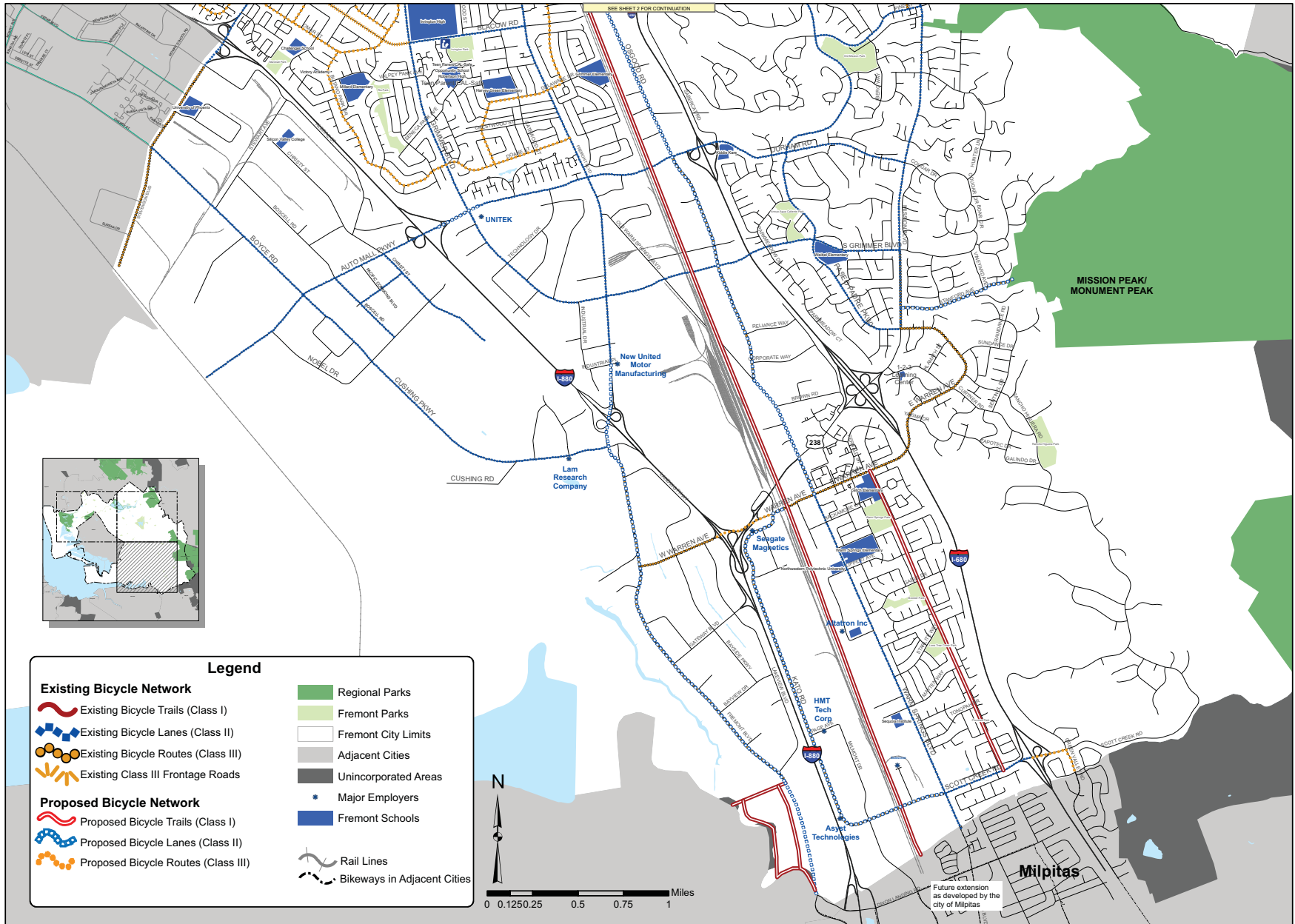


Figure 5-4: Fremont Proposed Bicycle Network - Sheet 3 of 3





# Appendix I

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Mitigation Measures

# 2035 General Plan Condition

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

\*\*\*\*\*  
Intersection #1 Alvarado Blvd / Deep Creek Rd  
\*\*\*\*\*

Cycle (sec): 140 Critical Vol./Cap. (X): 1.063  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 66.4  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name: Alvarado Blvd Deep Creek Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
Rights: Ignore Include Include Ignore  
Min. Green: 4 10 10 4 10 10 4 4 4 4 4  
Lanes: 1 0 3 0 1 0 0 2 1 0 1 0 0 0 3 2 0 1 0 1

Volume Module:  
Base Vol: 132 1436 396 0 2802 190 232 0 505 7 412 399  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 132 1436 396 0 2802 190 232 0 505 7 412 399  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 132 1436 0 0 2802 190 232 0 505 7 412 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 132 1436 0 0 2802 190 232 0 505 7 412 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
Final Volume: 132 1436 0 0 2802 190 232 0 505 7 412 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 1.00 1.00 1.00 0.99 0.99 0.95 1.00 0.85 0.95 1.00 1.00  
Lanes: 1.00 3.00 1.00 0.00 2.81 0.19 1.00 0.00 3.00 2.00 1.00 1.00  
Final Sat.: 1805 5700 1900 0 5285 358 1805 0 4845 3610 1900 1900

Capacity Analysis Module:  
Vol/Sat: 0.07 0.25 0.00 0.00 0.53 0.53 0.13 0.00 0.10 0.00 0.22 0.00  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.07 0.57 0.00 0.00 0.50 0.50 0.12 0.00 0.12 0.20 0.20 0.00  
Volume/Cap: 1.06 0.44 0.00 0.00 1.06 1.06 1.06 0.00 0.86 0.01 1.06 0.00  
Uniform Del: 65.2 17.5 0.0 0.0 35.1 35.1 61.5 0.0 60.4 44.4 55.7 0.0  
IncrementDel: 98.5 0.1 0.0 0.0 36.5 36.5 78.4 0.0 12.4 0.0 63.2 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 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00  
Delay/Veh: 163.7 17.6 0.0 0.0 71.6 71.6 140.0 0.0 72.8 44.4 119 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 0.00  
AdjDel/Veh: 163.7 17.6 0.0 0.0 71.6 71.6 140.0 0.0 72.8 44.4 119 0.0  
LOS by Move: F B A A E E F A E D F A  
HCM2kAvgQ: 10 12 0 0 54 54 15 0 10 0 25 0

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

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

\*\*\*\*\*  
Intersection #4 Paseo Padre Pkwy / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 1.195  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 82.9  
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name: Paseo Padre Pkwy Decoto Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 13 13 4 13 13 4 8 8 4 8 8  
Lanes: 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1 2 0 3 0 1

Volume Module:  
Base Vol: 972 1098 368 446 1309 116 123 1384 616 322 1502 431  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 972 1098 368 446 1309 116 123 1384 616 322 1502 431  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 972 1098 368 446 1309 116 123 1384 616 322 1502 431  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 972 1098 368 446 1309 116 123 1384 616 322 1502 431  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 972 1098 368 446 1309 116 123 1384 616 322 1502 431

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.90 0.90 0.95 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 2.76 0.24 1.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 4708 417 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:  
Vol/Sat: 0.28 0.21 0.23 0.13 0.28 0.28 0.07 0.27 0.38 0.09 0.29 0.27  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.23 0.30 0.30 0.17 0.23 0.23 0.08 0.32 0.32 0.08 0.32 0.32  
Volume/Cap: 1.20 0.71 0.76 0.76 1.20 1.20 0.90 0.84 1.20 1.20 0.90 0.83  
Uniform Del: 44.1 35.9 36.7 45.8 44.1 44.1 52.7 36.4 39.2 53.1 37.4 36.2  
IncrementDel: 99.8 1.6 7.1 6.0 96.3 96.3 49.1 3.9 105.7 118.3 7.3 11.0  
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: 144.0 37.5 43.8 51.7 140 140.5 101.8 40.3 144.8 171.4 44.7 47.2  
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: 144.0 37.5 43.8 51.7 140 140.5 101.8 40.3 144.8 171.4 44.7 47.2  
LOS by Move: F D D D F F F D F D D  
HCM2kAvgQ: 31 14 13 10 32 32 7 19 37 12 22 16

\*\*\*\*\*  
Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #5 Fremont Blvd / Decoto Rd
*****
Cycle (sec):      105      Critical Vol./Cap. (X):      1.112
Loss Time (sec):  12 (Y+R=4.0 sec) Average Delay (sec/veh):      70.7
Optimal Cycle:    180      Level Of Service:      E
*****
Street Name:      Fremont Blvd      Decoto Rd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Include      Include      Include
Min. Green:       4 10 10      4 10 10      4 10 10      4 10 10
Lanes:           2 0 3 0 1      2 0 3 0 1      2 0 2 1 0      2 0 2 0 1
-----
Volume Module:
Base Vol:         509 1448 483 206 1407 110 200 1605 312 348 2059 54
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     509 1448 483 206 1407 110 200 1605 312 348 2059 54
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      509 1448 483 206 1407 110 200 1605 312 348 2059 54
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     509 1448 483 206 1407 110 200 1605 312 348 2059 54
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     509 1448 483 206 1407 110 200 1605 312 348 2059 54
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.95 1.00 0.85 0.95 1.00 0.85 0.95 0.98 0.98 0.95 1.00 0.85
Lanes:           2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.51 0.49 2.00 2.00 1.00
Final Sat.:     3610 5700 1615 3610 5700 1615 3610 4658 905 3610 3800 1615
-----
Capacity Analysis Module:
Vol/Sat:         0.14 0.25 0.30 0.06 0.25 0.07 0.06 0.34 0.34 0.10 0.54 0.03
Crit Moves:     ****
Green/Cycle:    0.13 0.29 0.29 0.06 0.22 0.22 0.05 0.42 0.42 0.12 0.49 0.49
Volume/Cap:     1.11 0.87 1.02 1.02 1.11 0.31 1.11 0.82 0.82 0.82 1.11 0.07
Uniform Del:    45.8 35.2 37.1 49.6 40.8 34.1 49.9 27.0 27.0 45.3 26.9 14.3
IncrementDel:   76.3 5.1 46.9 69.0 62.0 0.5 100.4 2.5 2.5 12.1 58.8 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
Delay/Veh:     122.1 40.3 84.0 118.6 103 34.6 150.3 29.4 29.4 57.4 85.7 14.3
User DelAdj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:    122.1 40.3 84.0 118.6 103 34.6 150.3 29.4 29.4 57.4 85.7 14.3
LOS by Move:   F D F F F C F C C E F B
HCM2kAvgQ:     15 18 23 7 25 3 7 20 20 8 50 1
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #6 I-880 NB Ramps / Decoto Rd
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      1.147
Loss Time (sec):  6 (Y+R=4.0 sec) Average Delay (sec/veh):      73.4
Optimal Cycle:    180      Level Of Service:      E
*****
Street Name:      I-880 NB Ramps      Decoto Rd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Include      Ignore      Ignore
Min. Green:       6 0 0 6 0 0 0 0 0 17 0 0 0 17 0
Lanes:           2 0 0 0 2 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
-----
Volume Module:
Base Vol:         1787 0 404 0 0 0 0 0 1827 1434 0 2945 26
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     1787 0 404 0 0 0 0 0 1827 1434 0 2945 26
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF 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
PHF Volume:      1787 0 404 0 0 0 0 0 1827 0 0 2945 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     1787 0 404 0 0 0 0 0 1827 0 0 2945 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 0.00
MLF 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
FinalVolume:     1787 0 404 0 0 0 0 0 1827 0 0 2945 0
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.92 1.00 0.75 1.00 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00
Lanes:           2.00 0.00 2.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:     3502 0 2842 0 0 0 0 5187 1900 0 5187 1900
-----
Capacity Analysis Module:
Vol/Sat:         0.51 0.00 0.14 0.00 0.00 0.00 0.00 0.35 0.00 0.00 0.57 0.00
Crit Moves:     ****
Green/Cycle:    0.44 0.00 0.44 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.50 0.00
Volume/Cap:     1.15 0.00 0.32 0.00 0.00 0.00 0.00 0.71 0.00 0.00 1.15 0.00
Uniform Del:    27.8 0.0 18.0 0.0 0.0 0.0 0.0 19.7 0.0 0.0 25.2 0.0
IncrementDel:   74.1 0.0 0.1 0.0 0.0 0.0 0.0 1.0 0.0 0.0 71.2 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:     101.9 0.0 18.1 0.0 0.0 0.0 0.0 20.6 0.0 0.0 96.4 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:    101.9 0.0 18.1 0.0 0.0 0.0 0.0 20.6 0.0 0.0 96.4 0.0
LOS by Move:   F A B A A A A C A A F A
HCM2kAvgQ:     46 0 5 0 0 0 0 17 0 0 53 0
*****
Note: Queue reported is the number of cars per lane.
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #7 I-880 SB Ramps / Decoto Rd
*****
Cycle (sec):      75      Critical Vol./Cap. (X):      1.005
Loss Time (sec):  6 (Y+R=4.0 sec) Average Delay (sec/veh):  31.5
Optimal Cycle:    180      Level Of Service:      C
*****
Street Name:      I-880 NB Ramps      Decoto Rd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Ignore      Ignore      Ignore
Min. Green:       0 0 0 0      10 0 10      0 10 10      0 10 10
Lanes:           0 0 0 0 0      2 0 0 0 1      0 0 3 0 1      0 0 3 0 1
-----
Volume Module:
Base Vol:         0 0 0 1348 0 0      0 1926 21      0 2797 1937
Growth Adj:      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 1348 0 0      0 1926 21      0 2797 1937
User Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:      0 0 0 1348 0 0      0 1926 0      0 2797 0
Reduct Vol:      0 0 0 0 0 0      0 0 0 0 0 0 0
Reduced Vol:     0 0 0 1348 0 0      0 1926 0      0 2797 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:     0 0 0 1348 0 0      0 1926 0      0 2797 0
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      1.00 1.00 1.00 0.92 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 1.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      0 0 0 3502 0 1900      0 5187 1900      0 5187 1900
-----
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.38 0.00 0.00 0.00 0.37 0.00 0.00 0.54 0.00
Crit Moves:      ****
Green/Cycle:     0.00 0.00 0.00 0.38 0.00 0.00 0.00 0.54 0.00 0.00 0.54 0.00
Volume/Cap:      0.00 0.00 0.00 1.00 0.00 0.00 0.00 0.69 0.00 0.00 1.00 0.00
Uniform Del:     0.0 0.0 0.0 23.1 0.0 0.0 0.0 12.8 0.0 0.0 17.4 0.0
IncrementDel:    0.0 0.0 0.0 25.7 0.0 0.0 0.0 0.8 0.0 0.0 18.2 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 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Delay/Veh:       0.0 0.0 0.0 48.8 0.0 0.0 0.0 13.6 0.0 0.0 35.5 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 48.8 0.0 0.0 0.0 13.6 0.0 0.0 35.5 0.0
LOS by Move:     A A A D A A A B A A D A
HCM2kAvgQ:       0 0 0 24 0 0 0 13 0 0 33 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #11 Paseo Padre Pkwy / Isherwood Way
*****
Cycle (sec):      145      Critical Vol./Cap. (X):      1.248
Loss Time (sec):  13 (Y+R=4.0 sec) Average Delay (sec/veh):  118.6
Optimal Cycle:    180      Level Of Service:      F
*****
Street Name:      Paseo Padre Pkwy      Isherwood Way
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Split Phase      Split Phase
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           1 0 3 0 1      1 0 2 1 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:         48 1889 257      65 2758 200      88 38 63 599 85 85
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     48 1889 257      65 2758 200      88 38 63 599 85 85
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      48 1889 257      65 2758 200      88 38 63 599 85 85
Reduct Vol:      0 0 0 0 0 0      0 0 0 0 0 0 0
Reduced Vol:     48 1889 257      65 2758 200      88 38 63 599 85 85
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     48 1889 257      65 2758 200      88 38 63 599 85 85
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.95 0.91 0.85 0.95 0.90 0.90 0.93 0.93 0.93 0.95 0.95 0.95
Lanes:           1.00 3.00 1.00 1.00 2.80 0.20 0.47 0.20 0.33 0.78 0.11 0.11
Final Sat.:      1805 5187 1615 1805 4788 347 825 356 591 1404 199 199
-----
Capacity Analysis Module:
Vol/Sat:         0.03 0.36 0.16 0.04 0.58 0.58 0.11 0.11 0.11 0.43 0.43 0.43
Crit Moves:      ****
Green/Cycle:     0.02 0.44 0.44 0.04 0.46 0.46 0.09 0.09 0.09 0.34 0.34 0.34
Volume/Cap:      1.25 0.83 0.36 0.83 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25
Uniform Del:     71.0 35.8 27.1 68.8 39.0 39.0 66.3 66.3 66.3 47.7 47.7 47.7
IncrementDel:    227.2 2.7 0.3 49.2 115 115.2 154.7 155 154.7 124.7 125 124.7
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:       298.1 38.5 27.4 118.0 154 154.2 221.0 221 221.0 172.4 172 172.4
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:      298.1 38.5 27.4 118.0 154 154.2 221.0 221 221.0 172.4 172 172.4
LOS by Move:     F D C F F F F F F F F F
HCM2kAvgQ:       5 29 7 5 75 75 15 15 15 54 54 54
*****
Note: Queue reported is the number of cars per lane.
*****

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-----
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #12 Paseo Padre Pkwy / Thornton Ave
*****
Cycle (sec):      115          Critical Vol./Cap. (X):      0.972
Loss Time (sec):  17 (Y+R=4.0 sec) Average Delay (sec/veh):  39.8
Optimal Cycle:   174          Level Of Service:      D
*****
Street Name:      Paseo Padre Pkwy          Thornton Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:         Protected      Protected      Split Phase      Split Phase
Rights:          Include      Include      Ignore      Include
Min. Green:      4 10 10      4 10 10      10 10 10      10 10 10
Lanes:          2 0 1 1 0      1 0 3 0 1      1 1 1 0 1      1 0 0 1 0
-----
Volume Module:
Base Vol:        255 1711  44 23 2352  842 448 27 1051  157 102  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
Initial Bse:    255 1711  44 23 2352  842 448 27 1051  157 102  83
User Adj:       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 0.00 1.00 1.00 1.00
PHF Volume:     255 1711  44 23 2352  842 448 27 0 157 102  83
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   255 1711  44 23 2352  842 448 27 0 157 102  83
PCE Adj:        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 0.00 1.00 1.00 1.00
FinalVolume:   255 1711  44 23 2352  842 448 27 0 157 102  83
-----
Saturation Flow Module:
Sat/Lane:       1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:    0.92 0.95  0.95 0.95 0.91 0.85 0.91 0.91 1.00 0.95 0.93 0.93
Lanes:         2.00 1.95  0.05 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.55 0.45
Final Sat.:    3502 3505  90 1805 5187 1615 3448 1724 1900 1805 977 795
-----
Capacity Analysis Module:
Vol/Sat:        0.07 0.49  0.49 0.01 0.45  0.52 0.13 0.02 0.00 0.09 0.10 0.10
Crit Moves:     ****
Green/Cycle:    0.07 0.57  0.57 0.04 0.54  0.54 0.13 0.13 0.00 0.11 0.11 0.11
Volume/Cap:     0.97 0.86  0.86 0.31 0.85  0.97 0.97 0.12 0.00 0.81 0.97 0.97
Uniform Del:    53.1 20.7  20.7 53.6 22.6  25.8 49.6 43.8 0.0 50.2 51.2 51.2
IncrementDel:   47.7 3.8  3.8 2.4 2.6  23.9 33.5 0.0 0.0 22.0 56.9 56.9
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 0.00 1.00 1.00 1.00
Delay/Veh:     100.7 24.5  24.5 56.0 25.2  49.7 83.1 43.9 0.0 72.2 108 108.1
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:    100.7 24.5  24.5 56.0 25.2  49.7 83.1 43.9 0.0 72.2 108 108.1
LOS by Move:   F C C E C D F D A E F F
HCM2kAvgQ:     8 30 30  1 28 35 13 1 0 8 10 10
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #16 Fremont Blvd / Central Ave
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      1.008
Loss Time (sec):  13 (Y+R=4.0 sec) Average Delay (sec/veh):  51.7
Optimal Cycle:   180          Level Of Service:      D
*****
Street Name:      Fremont Blvd          Central Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:         Protected      Protected      Permitted      Permitted
Rights:          Include      Include      Include      Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          2 0 1 1 0      1 0 1 1 0      1 0 0 1 1      0 0 1 0 0
-----
Volume Module:
Base Vol:        905 730  9 10 632  604 361 5 343  1 3 3 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
Initial Bse:    905 730  9 10 632  604 361 5 343  1 3 3 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
PHF Adj:        1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     905 730  9 10 632  604 361 5 343  1 3 3 3
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   905 730  9 10 632  604 361 5 343  1 3 3 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
MLF Adj:        1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   905 730  9 10 632  604 361 5 343  1 3 3 3
-----
Saturation Flow Module:
Sat/Lane:       1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:    0.92 0.95  0.95 0.95 0.88 0.88 0.76 0.85 0.85 0.93 0.93 0.93
Lanes:         2.00 1.98  0.02 1.00 1.02 0.98 1.00 0.03 1.97 0.14 0.43 0.43
Final Sat.:    3502 3559  44 1805 1711 1635 1450 47 3191 252 757 757
-----
Capacity Analysis Module:
Vol/Sat:        0.26 0.21  0.21 0.01 0.37  0.37 0.25 0.11 0.11 0.00 0.00 0.00
Crit Moves:     ****
Green/Cycle:    0.26 0.61  0.61 0.02 0.37  0.37 0.25 0.25 0.25 0.25 0.25 0.25
Volume/Cap:     1.01 0.34  0.34 0.34 1.01  1.01 1.01 0.44 0.44 0.02 0.02 0.02
Uniform Del:    37.2 9.7  9.7 48.6 31.7  31.7 37.6 31.8 31.8 28.5 28.5 28.5
IncrementDel:   32.0 0.1  0.1 6.7 27.6  27.6 49.5 0.4 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 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh:     69.1 9.8  9.8 55.3 59.3  59.3 87.2 32.1 32.1 28.5 28.5 28.5
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:    69.1 9.8  9.8 55.3 59.3  59.3 87.2 32.1 32.1 28.5 28.5 28.5
LOS by Move:   E A A E E E F C C C C C
HCM2kAvgQ:     21 6 6  1 27 27 17 5 5 0 0 0
*****
Note: Queue reported is the number of cars per lane.
*****

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

\*\*\*\*\*  
Intersection #21 Paseo Padre Pkwy / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.149  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 94.8  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 1 0 2 0 3 0 1 2 0 3 0 1 2 0 3 1 0

Volume Module:  
Base Vol: 794 1261 120 368 2166 147 412 843 75 397 1520 152  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 794 1261 120 368 2166 147 412 843 75 397 1520 152  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 794 1261 120 368 2166 147 412 843 75 397 1520 152  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 794 1261 120 368 2166 147 412 843 75 397 1520 152  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 794 1261 120 368 2166 147 412 843 75 397 1520 152

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.90 0.90 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.90 0.90  
Lanes: 2.00 2.74 0.26 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.64 0.36  
Final Sat.: 3502 4675 445 3502 5187 1615 3502 5187 1615 3502 6199 620

Capacity Analysis Module:  
Vol/Sat: 0.23 0.27 0.27 0.11 0.42 0.09 0.12 0.16 0.05 0.11 0.25 0.25  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.20 0.40 0.40 0.16 0.36 0.36 0.10 0.19 0.19 0.13 0.21 0.21  
Volume/Cap: 1.15 0.67 0.67 0.67 1.15 0.25 1.15 0.87 0.25 0.87 1.15 1.15  
Uniform Del: 52.2 31.6 31.6 51.6 41.4 29.0 58.3 51.4 45.2 55.5 51.1 51.1  
IncrementDel: 83.0 0.9 0.9 3.2 73.5 0.2 94.3 8.9 0.4 16.8 75.3 75.3  
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: 135.2 32.5 32.5 54.7 115 29.2 152.7 60.3 45.6 72.3 126 126.4  
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: 135.2 32.5 32.5 54.7 115 29.2 152.7 60.3 45.6 72.3 126 126.4  
LOS by Move: F C C D F C F E D E F F  
HCM2kAvgQ: 26 17 17 8 47 4 15 15 3 11 29 29

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

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

\*\*\*\*\*  
Intersection #28 Mission Blvd / Niles Canyon Rd  
\*\*\*\*\*

Cycle (sec): 160 Critical Vol./Cap. (X): 1.354  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 195.6  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name: Mission Blvd Niles Canyon Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 5 10 10 5 10 10 5 5 5 5 5 5  
Lanes: 1 0 3 0 1 2 0 2 1 0 1 0 0 1 0 2 0 1 0 1

Volume Module:  
Base Vol: 336 2662 722 768 2448 56 45 330 409 334 121 776  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 336 2662 722 768 2448 56 45 330 409 334 121 776  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 336 2662 722 768 2448 56 45 330 409 334 121 776  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 336 2662 722 768 2448 56 45 330 409 334 121 776  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 336 2662 722 768 2448 56 45 330 409 334 121 776

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.91 0.85 0.92 0.91 0.91 0.95 0.92 0.92 0.92 1.00 0.85  
Lanes: 1.00 3.00 1.00 2.00 2.93 0.07 1.00 0.45 0.55 2.00 1.00 1.00  
Final Sat.: 1805 5187 1615 3502 5056 116 1805 778 964 3502 1900 1615

Capacity Analysis Module:  
Vol/Sat: 0.19 0.51 0.45 0.22 0.48 0.48 0.02 0.42 0.42 0.10 0.06 0.48  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.15 0.38 0.38 0.16 0.39 0.39 0.03 0.31 0.31 0.07 0.35 0.35  
Volume/Cap: 1.24 1.35 1.18 1.35 1.24 1.24 0.80 1.35 1.35 1.35 0.18 1.36  
Uniform Del: 68.0 49.7 49.7 67.0 48.7 48.7 77.0 54.9 54.9 74.4 35.8 51.8  
IncrementDel: 134.8 163 96.7 170.4 112 111.8 53.6 171 170.9 183.3 0.1 174.4  
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: 202.8 212 146.4 237.5 161 160.6 130.6 226 225.8 257.7 35.9 226.2  
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: 202.8 212 146.4 237.5 161 160.6 130.6 226 225.8 257.7 35.9 226.2  
LOS by Move: F F F F F F F F F F D F  
HCM2kAvgQ: 27 79 51 34 67 67 4 60 60 16 4 64

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

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

\*\*\*\*\*  
 Intersection #29 Mission Blvd / Mowry Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 1.175  
 Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 120.9  
 Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name:	Mission Blvd				Mowry Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	4	0	1	0

Volume Module:

Base Vol:	681	2462	6	2	1650	1626	1165	2	327	6	7	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	681	2462	6	2	1650	1626	1165	2	327	6	7	11
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:	681	2462	6	2	1650	0	1165	2	327	6	7	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	2462	6	2	1650	0	1165	2	327	6	7	11
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:	681	2462	6	2	1650	0	1165	2	327	6	7	11

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	0.91	1.00	0.92	0.85	0.85	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	4.00	1.00	2.00	0.01	0.99	0.25	0.29	0.46
Final Sat.:	1805	3601	9	1805	6916	1900	3502	10	1607	440	514	807

Capacity Analysis Module:

Vol/Sat:	0.38	0.68	0.68	0.00	0.24	0.00	0.33	0.20	0.20	0.01	0.01	0.01
Crit Moves:	****											
Green/Cycle:	0.36	0.58	0.58	0.00	0.23	0.00	0.28	0.28	0.28	0.02	0.01	0.01
Volume/Cap:	1.06	1.17	1.17	1.17	1.06	0.00	1.17	0.74	0.74	0.74	1.17	1.17
Uniform Del:	57.9	37.6	37.6	89.9	69.7	0.0	64.5	59.2	59.2	87.9	89.0	89.0
IncrementDel:	51.3	84.0	84.0	787.9	39.3	0.0	89.3	6.3	6.3	60.4	259	258.6
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	109.2	122	121.6	877.8	109	0.0	153.8	65.5	65.5	148.3	348	347.6
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:	109.2	122	121.6	877.8	109	0.0	153.8	65.5	65.5	148.3	348	347.6
LOS by Move:	F	F	F	F	F	F	A	F	E	E	F	F
HCM2kAvgQ:	46	95	95	1	32	0	46	17	17	2	3	3

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

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

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.101  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 78.1  
 Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	Blacow Rd				Stevenson Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	361	755	30	516	1910	888	135	872	298	196	1123	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	755	30	516	1910	888	135	872	298	196	1123	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	755	30	516	1910	888	135	872	298	196	1123	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	755	30	516	1910	888	135	872	298	196	1123	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	361	755	30	516	1910	888	135	872	298	196	1123	257

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	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.44	0.56
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4103	939

Capacity Analysis Module:

Vol/Sat:	0.10	0.21	0.02	0.15	0.53	0.55	0.04	0.17	0.18	0.06	0.27	0.27
Crit Moves:	****											
Green/Cycle:	0.09	0.35	0.35	0.25	0.50	0.50	0.04	0.22	0.22	0.07	0.25	0.25
Volume/Cap:	1.10	0.60	0.05	0.60	1.06	1.10	1.10	0.77	0.85	0.85	1.10	1.10
Uniform Del:	58.9	34.9	28.2	43.4	32.5	32.5	62.7	47.8	48.8	60.1	48.8	48.8
IncrementDel:	79.5	0.8	0.0	1.2	38.8	62.9	110.9	3.4	17.2	24.2	57.6	57.6
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:	138.4	35.8	28.2	44.6	71.4	95.4	173.6	51.2	66.0	84.3	106	106.5
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:	138.4	35.8	28.2	44.6	71.4	95.4	173.6	51.2	66.0	84.3	106	106.5
LOS by Move:	F	D	C	D	E	F	F	D	E	F	F	F
HCM2kAvgQ:	13	13	1	10	52	49	6	14	14	6	30	30

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #43 Grimmer Blvd / Blacow Rd
*****
Cycle (sec):      115          Critical Vol./Cap. (X):      1.155
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  70.6
Optimal Cycle:   180          Level Of Service:      E
*****
Street Name:      Grimmer Blvd          Blacow Rd
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Include          Include          Include          Include
Min. Green:       4      8      8      4      8      8      4      8      8
Lanes:            2 0 2 0 1      2 0 2 0 1      2 0 2 0 1      2 0 2 0 1
-----
Volume Module:
Base Vol:         292 574 201 319 936 321 243 1433 946 230 787 353
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     292 574 201 319 936 321 243 1433 946 230 787 353
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      292 574 201 319 936 321 243 1433 946 230 787 353
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     292 574 201 319 936 321 243 1433 946 230 787 353
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         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:     292 574 201 319 936 321 243 1433 946 230 787 353
-----
Saturation Flow Module:
Sat/Lane:        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 0.95 0.85 0.92 0.95 0.85
Lanes:           2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:     3502 3610 1615 3502 3610 1615 3502 3610 1615 3502 3610 1615
-----
Capacity Analysis Module:
Vol/Sat:         0.08 0.16 0.12 0.09 0.26 0.20 0.07 0.40 0.59 0.07 0.22 0.22
Crit Moves:      ****
Green/Cycle:     0.07 0.19 0.19 0.11 0.22 0.22 0.14 0.51 0.51 0.06 0.43 0.43
Volume/Cap:      1.15 0.84 0.66 0.84 1.15 0.89 0.51 0.78 1.15 1.15 0.51 0.51
Uniform Del:     53.3 45.0 43.2 50.3 44.6 43.2 46.1 23.2 28.3 54.2 24.0 24.1
IncrementDel:    104.9 9.4 5.3 15.6 83.5 21.9 0.9 2.3 83.3 111.7 0.3 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 1.00 1.00 1.00 1.00
Delay/Veh:       158.3 54.4 48.5 66.0 128 65.1 47.1 25.4 111.7 165.9 24.3 24.7
User DelAdj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:     158.3 54.4 48.5 66.0 128 65.1 47.1 25.4 111.7 165.9 24.3 24.7
LOS by Move:     F D D E F E D C F F C C
HCM2kAvgQ:      11 13 8 8 29 14 5 23 52 9 11 9
*****
Note: Queue reported is the number of cars per lane.
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #51 Fremont Blvd / S. Grimmer Blvd
*****
Cycle (sec):      130          Critical Vol./Cap. (X):      1.061
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  82.2
Optimal Cycle:   OPTIMIZED          Level Of Service:      F
*****
Street Name:      Fremont Blvd          S. Grimmer Blvd
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Split Phase          Split Phase
Rights:           Ignore          Include          Ignore          Include
Min. Green:       4      10      10      4      10      10      4      10      10
Lanes:            2 0 2 0 1      1 0 3 0 1      1 0 3 0 1      1 0 2 0 1
-----
Volume Module:
Base Vol:         164 433 133 49 1931 42 42 1348 1182 454 203 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:     164 433 133 49 1931 42 42 1348 1182 454 203 53
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:      164 433 0 49 1931 42 42 1348 0 454 203 53
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     164 433 0 49 1931 42 42 1348 0 454 203 53
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume:     164 433 0 49 1931 42 42 1348 0 454 203 53
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.92 0.95 1.00 0.95 0.91 0.85 0.95 0.91 1.00 0.95 0.95 0.85
Lanes:           2.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00
Final Sat.:     3502 3610 1900 1805 5187 1615 1805 5187 1900 1805 3610 1615
-----
Capacity Analysis Module:
Vol/Sat:         0.05 0.12 0.00 0.03 0.37 0.03 0.02 0.26 0.00 0.25 0.06 0.03
Crit Moves:      ****
Green/Cycle:     0.04 0.31 0.00 0.08 0.35 0.35 0.24 0.24 0.00 0.24 0.24 0.24
Volume/Cap:      1.06 0.38 0.00 0.34 1.06 0.07 0.10 1.06 0.00 1.06 0.24 0.14
Uniform Del:     62.1 34.7 0.0 56.5 42.2 28.1 37.9 49.1 0.0 49.6 40.1 39.1
IncrementDel:    89.6 0.2 0.0 1.4 39.5 0.1 0.1 43.2 0.0 60.6 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 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Delay/Veh:       151.7 34.9 0.0 57.8 81.7 28.2 38.0 92.3 0.0 110.2 40.2 39.3
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:     151.7 34.9 0.0 57.8 81.7 28.2 38.0 92.3 0.0 110.2 40.2 39.3
LOS by Move:     F C A E F C D F A F D D
HCM2kAvgQ:      7 7 0 2 38 1 1 28 0 26 3 2
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #55 Driscoll Rd / Paseo Padre Pkwy
*****
Cycle (sec):      105          Critical Vol./Cap. (X):      0.928
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  49.5
Optimal Cycle:    133          Level Of Service:      D
*****
Street Name:      Driscoll Rd          Paseo Padre Pkwy
Approach:         North Bound         South Bound         East Bound         West Bound
Movement:         L - T - R           L - T - R           L - T - R           L - T - R
-----
Control:          Protected           Protected           Protected           Protected
Rights:           Include            Include            Include            Include
Min. Green:       4      8      8      4      8      8      4      8      8
Lanes:            1 0 1 1 0      1 0 1 1 0      2 0 1 1 0      1 0 1 1 0
-----
Volume Module:
Base Vol:         50 630 230 433 1198 401 238 242 52 251 410 363
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     50 630 230 433 1198 401 238 242 52 251 410 363
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      50 630 230 433 1198 401 238 242 52 251 410 363
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     50 630 230 433 1198 401 238 242 52 251 410 363
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     50 630 230 433 1198 401 238 242 52 251 410 363
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.95 0.91 0.91 0.95 0.91 0.91 0.92 0.92 0.92 0.95 0.88 0.88
Lanes:           1.00 1.47 0.53 1.00 1.50 0.50 2.00 1.65 0.35 1.00 1.06 0.94
Final Sat.:     1805 2539 927 1805 2602 871 3502 2891 621 1805 1781 1577
-----
Capacity Analysis Module:
Vol/Sat:         0.03 0.25 0.25 0.24 0.46 0.46 0.07 0.08 0.08 0.14 0.23 0.23
Crit Moves:      ****
Green/Cycle:     0.04 0.27 0.27 0.26 0.49 0.49 0.07 0.12 0.12 0.20 0.25 0.25
Volume/Cap:      0.73 0.92 0.92 0.92 0.94 0.94 0.94 0.70 0.70 0.70 0.94 0.94
Uniform Del:     50.0 37.3 37.3 37.8 25.2 25.2 48.5 44.4 44.4 39.2 38.8 38.8
IncrementDel:    32.0 14.2 14.2 23.7 10.4 10.4 39.6 5.2 5.2 6.1 17.9 17.9
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:       81.9 51.5 51.5 61.5 35.5 35.5 88.1 49.6 49.6 45.2 56.7 56.7
User DelAdj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      81.9 51.5 51.5 61.5 35.5 35.5 88.1 49.6 49.6 45.2 56.7 56.7
LOS by Move:     F D D E D D F D D E E
HCM2kAvgQ:       3 18 18 18 30 30 7 6 6 9 17 17
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #61 Osgood-Warm Springs / S. Grimmer
*****
Cycle (sec):      105          Critical Vol./Cap. (X):      0.975
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  55.3
Optimal Cycle:    164          Level Of Service:      E
*****
Street Name:      Osgood Rd-Warm Springs Blvd S. Grimmer Blvd
Approach:         North Bound         South Bound         East Bound         West Bound
Movement:         L - T - R           L - T - R           L - T - R           L - T - R
-----
Control:          Protected           Protected           Protected           Protected
Rights:           Include            Ignore            Ignore            Include
Min. Green:       4      8      8      4      8      8      4      8      8
Lanes:            2 0 2 0 1      2 0 2 0 1      2 0 2 0 1      2 0 2 0 1
-----
Volume Module:
Base Vol:         246 256 35 18 1110 1167 957 207 1378 577 634 165
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     246 256 35 18 1110 1167 957 207 1378 577 634 165
User Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:      246 256 35 18 1110 0 957 207 0 577 634 165
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     246 256 35 18 1110 0 957 207 0 577 634 165
PCE Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume:     246 256 35 18 1110 0 957 207 0 577 634 165
-----
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 0.95 1.00 0.92 0.95 1.00 0.92 0.95 0.85
Lanes:           2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:     3502 3610 1615 3502 3610 1900 3502 3610 1900 3502 3610 1615
-----
Capacity Analysis Module:
Vol/Sat:         0.07 0.07 0.02 0.01 0.31 0.00 0.27 0.06 0.00 0.16 0.18 0.10
Crit Moves:      ****
Green/Cycle:     0.07 0.26 0.26 0.13 0.32 0.00 0.28 0.15 0.00 0.31 0.18 0.18
Volume/Cap:      0.98 0.27 0.08 0.04 0.98 0.00 0.98 0.39 0.00 0.52 0.98 0.57
Uniform Del:     48.6 31.1 29.5 40.0 35.5 0.0 37.4 40.7 0.0 29.5 42.8 39.3
IncrementDel:    49.6 0.2 0.1 0.0 20.8 0.0 22.8 0.5 0.0 0.5 29.0 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:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
Delay/Veh:       98.2 31.3 29.6 40.1 56.4 0.0 60.2 41.2 0.0 30.0 71.9 41.9
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:      98.2 31.3 29.6 40.1 56.4 0.0 60.2 41.2 0.0 30.0 71.9 41.9
LOS by Move:     F C C D E A E D A C E D
HCM2kAvgQ:       7 4 1 0 25 0 21 4 0 8 16 6
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)
*****
Cycle (sec):      165          Critical Vol./Cap. (X):      1.236
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  154.6
Optimal Cycle:    180          Level Of Service:          F
*****
Street Name:      Warm Springs Blvd      Mission Blvd (SR262)
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Ignore      Ignore      Ignore
Min. Green:       4 10 10      4 10 10      4 10 10      4 10 10
Lanes:           2 0 2 0 1      2 0 2 0 1      2 0 3 0 1      2 0 3 0 1
-----
Volume Module:
Base Vol:         1011 1360      92 63 620 1405 1144 1638 218 1064 1706 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
Initial Bse:     1011 1360      92 63 620 1405 1144 1638 218 1064 1706 301
User Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:      1011 1360      92 63 620 0 1144 1638 0 1064 1706 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    1011 1360      92 63 620 0 1144 1638 0 1064 1706 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:    1011 1360      92 63 620 0 1144 1638 0 1064 1706 0
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.92 0.95 0.85 0.92 0.95 1.00 0.92 0.91 1.00 0.92 0.91 1.00
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 1900 3502 5187 1900 3502 5187 1900
-----
Capacity Analysis Module:
Vol/Sat:         0.29 0.38 0.06 0.02 0.17 0.00 0.33 0.32 0.00 0.30 0.33 0.00
Crit Moves:      ****
Green/Cycle:     0.23 0.35 0.35 0.02 0.14 0.00 0.26 0.27 0.00 0.26 0.27 0.00
Volume/Cap:      1.24 1.08 0.16 0.74 1.24 0.00 1.24 1.17 0.00 1.17 1.24 0.00
Uniform Del:     63.2 53.8 37.2 80.0 71.0 0.0 60.7 60.2 0.0 61.0 60.5 0.0
IncrementDel:    116.6 50.5 0.1 29.2 122 0.0 115.5 83.7 0.0 87.5 113 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 0.00 1.00 1.00 0.00 1.00 1.00 0.00
Delay/Veh:       179.9 104 37.3 109.2 193 0.0 176.2 144 0.0 148.6 173 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:     179.9 104 37.3 109.2 193 0.0 176.2 144 0.0 148.6 173 0.0
LOS by Move:     F F D F F A F F A F F A
HCM2kAvgQ:       40 46 3 3 26 0 45 43 0 40 48 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #63 Warm Springs Blvd / Warren Ave
*****
Cycle (sec):      135          Critical Vol./Cap. (X):      0.775
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  37.5
Optimal Cycle:    90          Level Of Service:          D
*****
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
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Include      Include      Ignore
Min. Green:       4 10 10      4 10 10      4 10 10      4 10 10
Lanes:           2 0 1 1 0      2 0 2 0 1      2 0 2 0 1      2 0 2 0 1
-----
Volume Module:
Base Vol:         136 1562      89 42 744 482 396 38 67 589 397 556
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     136 1562      89 42 744 482 396 38 67 589 397 556
User 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
PHF 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
PHF Volume:      136 1562      89 42 744 482 396 38 67 589 397 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    136 1562      89 42 744 482 396 38 67 589 397 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 0.00
MLF 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
FinalVolume:    136 1562      89 42 744 482 396 38 67 589 397 0
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.92 0.94 0.94 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 1.00
Lanes:           2.00 1.89 0.11 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:      3502 3388 193 3502 3610 1615 3502 3610 1615 3502 3610 1900
-----
Capacity Analysis Module:
Vol/Sat:         0.04 0.46 0.46 0.01 0.21 0.30 0.11 0.01 0.04 0.17 0.11 0.00
Crit Moves:      ****
Green/Cycle:     0.07 0.57 0.57 0.03 0.53 0.53 0.14 0.07 0.07 0.21 0.14 0.00
Volume/Cap:      0.56 0.81 0.81 0.40 0.39 0.56 0.79 0.14 0.56 0.81 0.79 0.00
Uniform Del:     60.9 23.2 23.2 64.3 18.7 21.2 55.9 58.5 60.4 50.9 56.2 0.0
IncrementDel:    3.0 2.5 2.5 2.6 0.1 0.9 8.3 0.2 5.9 6.7 8.3 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 0.00
Delay/Veh:       63.9 25.7 25.7 66.9 18.9 22.1 64.2 58.7 66.3 57.7 64.5 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:     63.9 25.7 25.7 66.9 18.9 22.1 64.2 58.7 66.3 57.7 64.5 0.0
LOS by Move:     E C C E B C E E E E A
HCM2kAvgQ:       4 30 30 1 9 13 10 1 4 14 10 0
*****
Note: Queue reported is the number of cars per lane.
*****

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

\*\*\*\*\*  
 Intersection #64 Warm Springs / Kato / Scott Creek  
 \*\*\*\*\*

Cycle (sec):            150                    Critical Vol./Cap.(X):            1.292  
 Loss Time (sec):      16 (Y+R=4.0 sec)      Average Delay (sec/veh):        138.8  
 Optimal Cycle:        180                    Level Of Service:                F  
 \*\*\*\*\*

Street Name:            Warm Springs Blvd                    Kato Rd / Scott Creek Rd  
 Approach:            North Bound                    South Bound                    East Bound                    West Bound  
 Movement:            L - T - R                    L - T - R                    L - T - R                    L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	10	10	4	10	10	4	10	10	4	10	10
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:  
 Base Vol:            65 543 648 895 432 318 100 369 91 569 1597 1116  
 Growth Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse:        65 543 648 895 432 318 100 369 91 569 1597 1116  
 User Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume:        65 543 648 895 432 318 100 369 91 569 1597 1116  
 Reduct Vol:        0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol:       65 543 648 895 432 318 100 369 91 569 1597 1116  
 PCE Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj:            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:       65 543 648 895 432 318 100 369 91 569 1597 1116  
 \*\*\*\*\*

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 0.95 0.92 0.92 0.92 0.95 0.85  
 Lanes:                2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.60 0.40 2.00 2.00 1.00  
 Final Sat.:        3502 3610 1615 3502 3610 1615 1805 2809 693 3502 3610 1615  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat:            0.02 0.15 0.40 0.26 0.12 0.20 0.06 0.13 0.13 0.16 0.44 0.69  
 Crit Moves:                \*\*\*\*                    \*\*\*\*                    \*\*\*\*                    \*\*\*\*  
 Green/Cycle:        0.06 0.31 0.31 0.20 0.45 0.45 0.04 0.17 0.17 0.21 0.34 0.54  
 Volume/Cap:        0.31 0.48 1.29 1.29 0.27 0.44 1.29 0.76 0.76 0.76 1.29 1.28  
 Uniform Del:        67.4 42.0 51.7 60.2 26.0 28.5 71.8 59.2 59.2 55.5 49.3 34.5  
 IncremntDel:       0.8 0.3 145.9 142.2 0.1 0.4 199.5 5.7 5.7 4.7 138 134.6  
 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:        68.3 42.3 197.6 202.4 26.1 28.9 271.2 64.9 64.9 60.1 187 169.1  
 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:        68.3 42.3 197.6 202.4 26.1 28.9 271.2 64.9 64.9 60.1 187 169.1  
 LOS by Move:        E D F F C C F E E F F  
 HCM2kAvgQ:        2 11 49 36 6 10 9 12 12 14 63 81  
 \*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #3 Fremont Blvd / Paseo Padre Pkwy  
\*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.975  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 53.0  
Optimal Cycle: 174 Level Of Service: D  
\*\*\*\*\*

Street Name: Fremont Blvd Paseo Padre Pkwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Ignore  
Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8  
Lanes: 2 0 3 0 1 2 0 2 1 0 2 0 1 1 0 1 0 2 0 1  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 390 1241 113 721 1215 293 519 826 597 93 319 697  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 390 1241 113 721 1215 293 519 826 597 93 319 697  
User 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  
PHF 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  
PHF Volume: 390 1241 113 721 1215 293 519 826 597 93 319 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 390 1241 113 721 1215 293 519 826 597 93 319 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 0.00  
MLF 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  
FinalVolume: 390 1241 113 721 1215 293 519 826 597 93 319 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 0.95 0.97 0.97 0.95 0.94 0.94 0.95 1.00 1.00  
Lanes: 2.00 3.00 1.00 2.00 2.42 0.58 2.00 1.16 0.84 1.00 2.00 1.00  
Final Sat.: 3610 5700 1615 3610 4459 1075 3610 2067 1494 1805 3800 1900  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.11 0.22 0.07 0.20 0.27 0.27 0.14 0.40 0.40 0.05 0.08 0.00  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.12 0.22 0.22 0.20 0.31 0.31 0.29 0.41 0.41 0.05 0.17 0.00  
Volume/Cap: 0.89 0.97 0.31 0.97 0.89 0.89 0.49 0.97 0.97 0.97 0.49 0.00  
Uniform Del: 47.6 42.4 35.7 43.5 36.3 36.3 32.2 31.9 31.9 52.0 41.3 0.0  
IncrementDel: 19.4 19.4 0.5 26.9 6.2 6.2 0.4 17.8 17.8 83.7 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: 67.0 61.8 36.2 70.3 42.5 42.5 32.5 49.7 49.7 135.7 41.9 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 0.00  
AdjDel/Veh: 67.0 61.8 36.2 70.3 42.5 42.5 32.5 49.7 49.7 135.7 41.9 0.0  
LOS by Move: E E D E D D C D D F D A  
HCM2kAvgQ: 10 19 3 17 20 20 7 30 30 6 5 0  
\*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #4 Paseo Padre Pkwy / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 1.173  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 82.1  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Decoto Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 13 13 4 13 13 4 8 8 4 8 8  
Lanes: 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1 2 0 3 0 1  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 350 1149 244 439 1476 134 211 1425 826 341 1204 518  
Growth Adj: 1.00 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 1149 244 439 1476 134 211 1425 826 341 1204 518  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 1149 244 439 1476 134 211 1425 826 341 1204 518  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 350 1149 244 439 1476 134 211 1425 826 341 1204 518  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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 1149 244 439 1476 134 211 1425 826 341 1204 518  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.90 0.90 0.95 0.91 0.85 0.92 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 2.75 0.25 1.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 4698 427 1805 5187 1615 3502 5187 1615  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.10 0.22 0.15 0.13 0.31 0.31 0.12 0.27 0.51 0.10 0.23 0.32  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.09 0.23 0.23 0.13 0.27 0.27 0.14 0.44 0.44 0.08 0.38 0.38  
Volume/Cap: 1.17 0.98 0.67 0.98 1.17 1.17 0.84 0.63 1.17 1.17 0.61 0.84  
Uniform Del: 57.2 48.2 44.2 54.4 45.8 45.8 52.5 27.4 35.3 57.3 31.3 35.3  
IncrementDel: 107.5 22.1 4.8 37.9 86.0 86.0 22.1 0.6 92.5 108.1 0.6 10.3  
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: 164.7 70.3 49.0 92.3 132 131.7 74.6 28.0 127.7 165.4 31.8 45.6  
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: 164.7 70.3 49.0 92.3 132 131.7 74.6 28.0 127.7 165.4 31.8 45.6  
LOS by Move: F E D F F F F E C F F C D  
HCM2kAvgQ: 13 21 10 13 36 36 10 16 49 13 14 20  
\*\*\*\*\*

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

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

\*\*\*\*\*  
 Intersection #5 Fremont Blvd / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 1.092  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 74.0  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Fremont Blvd Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1

Volume Module:  
 Base Vol: 432 1240 405 202 1173 104 322 2231 656 462 1247 125  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 432 1240 405 202 1173 104 322 2231 656 462 1247 125  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 432 1240 405 202 1173 104 322 2231 656 462 1247 125  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 432 1240 405 202 1173 104 322 2231 656 462 1247 125  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 432 1240 405 202 1173 104 322 2231 656 462 1247 125

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.95 0.97 0.97 0.95 1.00 0.85  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.32 0.68 2.00 2.00 1.00  
 Final Sat.: 3610 5700 1615 3610 5700 1615 3610 4255 1251 3610 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.22 0.25 0.06 0.21 0.06 0.09 0.52 0.52 0.13 0.33 0.08  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.24 0.24 0.05 0.19 0.19 0.13 0.48 0.48 0.12 0.47 0.47  
 Volume/Cap: 1.09 0.89 1.03 1.03 1.09 0.34 0.70 1.09 1.09 1.09 0.70 0.16  
 Uniform Del: 51.2 42.0 43.5 54.4 46.7 40.5 48.0 29.9 29.9 50.8 24.1 17.5  
 IncrementDel: 72.2 7.7 53.0 72.0 56.0 0.7 4.7 48.2 48.2 70.8 1.2 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: 123.4 49.7 96.4 126.3 103 41.1 52.7 78.1 78.1 121.5 25.3 17.6  
 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: 123.4 49.7 96.4 126.3 103 41.1 52.7 78.1 78.1 121.5 25.3 17.6  
 LOS by Move: F D F F F D D E E F C B  
 HCM2kAvgQ: 13 17 21 7 22 3 7 48 48 14 18 2

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

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

\*\*\*\*\*  
 Intersection #6 I-880 NB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.979  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2  
 Optimal Cycle: 137 Level Of Service: C  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 6 0 6 0 0 0 0 17 0 0 17 0  
 Lanes: 2 0 0 0 2 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 59 0 1152 0 0 0 0 2539 1536 0 1714 14  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 59 0 1152 0 0 0 0 2539 1536 0 1714 14  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 59 0 1152 0 0 0 0 2539 0 0 1714 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 59 0 1152 0 0 0 0 2539 0 0 1714 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: 59 0 1152 0 0 0 0 2539 0 0 1714 0

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

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.00 0.41 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.33 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.41 0.00 0.41 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.50 0.00  
 Volume/Cap: 0.04 0.00 0.98 0.00 0.00 0.00 0.00 0.98 0.00 0.00 0.66 0.00  
 Uniform Del: 12.2 0.0 20.2 0.0 0.0 0.0 0.0 17.1 0.0 0.0 13.1 0.0  
 IncrementDel: 0.0 0.0 21.2 0.0 0.0 0.0 0.0 13.0 0.0 0.0 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 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00  
 Delay/Veh: 12.2 0.0 41.4 0.0 0.0 0.0 0.0 30.2 0.0 0.0 13.7 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: 12.2 0.0 41.4 0.0 0.0 0.0 0.0 30.2 0.0 0.0 13.7 0.0  
 LOS by Move: B A D A A A A C A A B A  
 HCM2kAvgQ: 0 0 21 0 0 0 0 27 0 0 11 0

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #11 Paseo Padre Pkwy / Isherwood Way
*****
Cycle (sec):      150          Critical Vol./Cap. (X):      1.195
Loss Time (sec):  13 (Y+R=4.0 sec) Average Delay (sec/veh):  113.9
Optimal Cycle:    180          Level Of Service:          F
*****
Street Name:      Paseo Padre Pkwy          Isherwood Way
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Split Phase          Split Phase
Rights:           Include          Include          Include          Include
Min. Green:       0 0 0          0 0 0          0 0 0          0 0 0
Lanes:            1 0 3 0 1      1 0 2 1 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:         58 2580  424  195 2543  72  143  85  106  375  51  107
Growth Adj:      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:     58 2580  424  195 2543  72  143  85  106  375  51  107
User Adj:        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:         1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:      58 2580  424  195 2543  72  143  85  106  375  51  107
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    58 2580  424  195 2543  72  143  85  106  375  51  107
PCE Adj:         1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:         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:    58 2580  424  195 2543  72  143  85  106  375  51  107
-----
Saturation Flow Module:
Sat/Lane:        1900 1900  1900  1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:      0.95 0.91  0.85  0.95 0.91  0.91 0.94 0.94  0.94 0.94 0.94  0.94
Lanes:           1.00 3.00  1.00  1.00 2.92  0.08 0.43 0.25  0.32 0.70 0.10  0.20
Final Sat.:     1805 5187  1615  1805 5024  142  762  453  565  1256  171  359
-----
Capacity Analysis Module:
Vol/Sat:         0.03 0.50  0.26  0.11 0.51  0.51 0.19 0.19  0.19 0.30 0.30  0.30
Crit Moves:      ****          ****          ****          ****
Green/Cycle:     0.03 0.42  0.42  0.09 0.48  0.48 0.16 0.16  0.16 0.25 0.25  0.25
Volume/Cap:      1.06 1.20  0.63  1.20 1.06  1.06 1.20 1.20  1.20 1.20 1.20  1.20
Uniform Del:     72.7 43.8  34.7  68.2 39.3  39.3 63.2 63.2  63.2 56.3 56.3  56.3
IncrementDel:   140.4 92.6  1.9 132.5 37.5  37.5 117.3 117 117.3  107.9 108 107.9
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:      213.2 136  36.6 200.8 76.8  76.8 180.5 181 180.5  164.2 164 164.2
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:     213.2 136  36.6 200.8 76.8  76.8 180.5 181 180.5  164.2 164 164.2
LOS by Move:    F F D F E E F F F F F F
HCM2kAvgQ:      5 64 16 15 55 55 25 25 25 37 37 37
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #12 Paseo Padre Pkwy / Thornton Ave
*****
Cycle (sec):      180          Critical Vol./Cap. (X):      1.119
Loss Time (sec):  17 (Y+R=4.0 sec) Average Delay (sec/veh):  87.1
Optimal Cycle:    180          Level Of Service:          F
*****
Street Name:      Paseo Padre Pkwy          Thornton Ave
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Split Phase          Split Phase
Rights:           Include          Include          Ignore          Include
Min. Green:       4 10 10          4 10 10          10 10 10          10 10 10
Lanes:            2 0 1 1 0      1 0 3 0 1      1 1 1 0 1      1 0 0 1 0
-----
Volume Module:
Base Vol:         795 2519  143  70 2202  927  530 144  514  37  70  38
Growth Adj:      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:     795 2519  143  70 2202  927  530 144  514  37  70  38
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:      795 2519  143  70 2202  927  530 144  0  37  70  38
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    795 2519  143  70 2202  927  530 144  0  37  70  38
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:    795 2519  143  70 2202  927  530 144  0  37  70  38
-----
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 0.91  0.85 0.91 0.91  1.00 0.95 0.95  0.95
Lanes:           2.00 1.89  0.11  1.00 3.00  1.00 2.00 1.00  1.00 1.00 0.65  0.35
Final Sat.:     3502 3389  192  1805 5187  1615 3473 1736  1900 1805 1166  633
-----
Capacity Analysis Module:
Vol/Sat:         0.23 0.74  0.74  0.04 0.42  0.57 0.15 0.08  0.00 0.02 0.06  0.06
Crit Moves:      ****          ****          ****          ****
Green/Cycle:     0.20 0.68  0.68  0.04 0.51  0.51 0.14 0.14  0.00 0.06 0.06  0.06
Volume/Cap:      1.12 1.10  1.10  1.10 0.83  1.12 1.12 0.61  0.00 0.37 1.08  1.08
Uniform Del:     71.8 28.9  28.9  86.8 37.3  44.0 77.8 73.3  0.0 82.0 85.0  85.0
IncrementDel:   72.5 50.2  50.2 141.3 2.3  70.5 75.0 1.0  0.0 2.3 113 113.4
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:      144.3 79.2  79.2 228.1 39.6  114.4 152.8 74.3  0.0 84.2 198 198.4
User DelAdj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00
AdjDel/Veh:     144.3 79.2  79.2 228.1 39.6  114.4 152.8 74.3  0.0 84.2 198 198.4
LOS by Move:    F E E F D F F E A F F F
HCM2kAvgQ:      31 93 93 7 38 65 22 9 0 2 10 10
*****
Note: Queue reported is the number of cars per lane.
*****

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

\*\*\*\*\*  
 Intersection #16 Fremont Blvd / Central Ave  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 1.107  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 75.8  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Fremont Blvd Central Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 0

Volume Module:  
 Base Vol: 464 824 5 23 725 303 792 15 614 1 17 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 464 824 5 23 725 303 792 15 614 1 17 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 464 824 5 23 725 303 792 15 614 1 17 5  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 464 824 5 23 725 303 792 15 614 1 17 5  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 464 824 5 23 725 303 792 15 614 1 17 5

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.95 0.95 0.95 0.91 0.91 0.75 0.85 0.85 0.97 0.97 0.97  
 Lanes: 2.00 1.99 0.01 1.00 1.41 0.59 1.00 0.05 1.95 0.04 0.74 0.22  
 Final Sat.: 3502 3585 22 1805 2434 1017 1423 77 3168 80 1360 400

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.23 0.23 0.01 0.30 0.30 0.56 0.19 0.19 0.01 0.01 0.01  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.37 0.37 0.02 0.27 0.27 0.50 0.50 0.50 0.50 0.50 0.50  
 Volume/Cap: 1.11 0.62 0.62 0.62 1.11 1.11 1.11 0.39 0.39 0.02 0.02 0.02  
 Uniform Del: 52.8 31.1 31.1 58.3 43.9 43.9 29.8 18.4 18.4 15.0 15.0 15.0  
 IncrementDel: 76.1 0.9 0.9 28.9 63.3 63.3 66.8 0.2 0.2 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 129.0 32.0 32.0 87.3 107 107.2 96.6 18.5 18.5 15.0 15.0 15.0  
 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: 129.0 32.0 32.0 87.3 107 107.2 96.6 18.5 18.5 15.0 15.0 15.0  
 LOS by Move: F C C F F F F B B B B B  
 HCM2kAvgQ: 15 14 14 2 30 30 42 7 7 0 0 0

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

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

\*\*\*\*\*  
 Intersection #18 Paseo Padre Pkwy / Peralta Blvd  
 \*\*\*\*\*

Cycle (sec): 155 Critical Vol./Cap. (X): 1.244  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 133.7  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Peralta Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 1 0 2 0 2 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:  
 Base Vol: 366 2533 4 300 2177 46 313 496 416 95 629 593  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 366 2533 4 300 2177 46 313 496 416 95 629 593  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 366 2533 4 300 2177 46 313 496 416 95 629 593  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 366 2533 4 300 2177 46 313 496 416 95 629 593  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 366 2533 4 300 2177 46 313 496 416 95 629 593

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 0.91 0.91 0.95 0.89 0.89 0.95 0.95 0.85  
 Lanes: 2.00 2.99 0.01 2.00 2.94 0.06 1.00 1.09 0.91 1.00 2.00 1.00  
 Final Sat.: 3502 5179 8 3502 5064 107 1805 1830 1535 1805 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.49 0.49 0.09 0.43 0.43 0.17 0.27 0.27 0.05 0.17 0.37  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.09 0.39 0.39 0.07 0.37 0.37 0.14 0.36 0.36 0.07 0.30 0.30  
 Volume/Cap: 1.16 1.24 1.24 1.24 1.16 1.16 1.24 0.74 0.74 0.74 0.59 1.24  
 Uniform Del: 70.5 47.0 47.0 72.2 48.7 48.7 66.7 43.0 43.0 70.7 46.6 54.6  
 IncrementDel: 100.0 114 114.0 139.6 76.7 76.7 138.6 2.5 2.5 21.0 0.9 126.4  
 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: 170.5 161 161.0 211.8 125 125.4 205.3 45.5 45.5 91.6 47.5 181.0  
 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: 170.5 161 161.0 211.8 125 125.4 205.3 45.5 45.5 91.6 47.5 181.0  
 LOS by Move: F F F F F F F D D F D F  
 HCM2kAvgQ: 15 67 67 13 54 54 25 21 21 6 14 44

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

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

\*\*\*\*\*  
Intersection #21 Paseo Padre Pkwy / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 1.054  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 63.6  
Optimal Cycle: 180 Level Of Service: E  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 1 0 2 0 3 0 1 2 0 3 0 1 2 0 3 1 0  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
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: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 350 1818 105 479 1728 246 409 1679 388 256 957 134  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.90 0.90 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.89 0.89  
Lanes: 2.00 2.84 0.16 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.51 0.49  
Final Sat.: 3502 4865 281 3502 5187 1615 3502 5187 1615 3502 5957 834  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.10 0.37 0.37 0.14 0.33 0.15 0.12 0.32 0.24 0.07 0.16 0.16  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.11 0.35 0.35 0.13 0.37 0.37 0.16 0.31 0.31 0.07 0.22 0.22  
Volume/Cap: 0.89 1.05 1.05 1.05 0.89 0.41 0.74 1.05 0.78 1.05 0.74 0.74  
Uniform Del: 50.4 37.1 37.1 50.0 33.9 26.7 46.1 39.8 36.3 53.5 41.9 41.9  
IncrementDel: 22.0 36.9 36.9 57.1 5.8 0.5 5.2 38.3 7.9 72.7 2.0 2.0  
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: 72.4 74.1 74.1 107.2 39.8 27.2 51.3 78.1 44.2 126.2 43.9 43.9  
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: 72.4 74.1 74.1 107.2 39.8 27.2 51.3 78.1 44.2 126.2 43.9 43.9  
LOS by Move: E E E F D C D E D F D D  
HCM2kAvgQ: 9 34 34 14 24 6 9 31 14 9 11 11  
\*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #22 Fremont Blvd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap. (X): 1.064  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 87.4  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name: Fremont Blvd Mowry Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Protected Protected Protected Protected  
Rights: Include Include Ignore Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 1 0 2 0 2 0 1 2 0 2 1 0 2 0 2 1 0  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 445 773 170 420 712 276 804 2634 601 414 1540 226  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 445 773 170 420 712 276 804 2634 601 414 1540 226  
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: 445 773 170 420 712 276 804 2634 0 414 1540 226  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 445 773 170 420 712 276 804 2634 0 414 1540 226  
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: 445 773 170 420 712 276 804 2634 0 414 1540 226  
-----|-----|-----|-----|

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 0.95 0.85 0.92 0.91 0.91 0.92 0.89 0.89  
Lanes: 2.00 2.46 0.54 2.00 2.00 1.00 2.00 3.00 0.00 2.00 2.62 0.38  
Final Sat.: 3502 4137 910 3502 3610 1615 3502 5187 0 3502 4437 651  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.13 0.19 0.19 0.12 0.20 0.17 0.23 0.51 0.00 0.12 0.35 0.35  
Crit Moves: \*\*\*\* \*  
Green/Cycle: 0.12 0.19 0.19 0.12 0.19 0.19 0.23 0.48 0.00 0.11 0.35 0.35  
Volume/Cap: 1.06 1.01 1.01 1.01 1.06 0.92 0.98 1.06 0.00 1.06 0.98 0.98  
Uniform Del: 66.0 61.1 61.1 66.1 61.1 60.0 57.1 39.2 0.0 66.7 47.9 47.9  
IncrementDel: 62.0 31.0 31.0 45.6 53.0 32.3 26.4 37.9 0.0 63.6 16.6 16.6  
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: 128.0 92.0 92.0 111.7 114 92.3 83.5 77.1 0.0 130.2 64.5 64.5  
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: 128.0 92.0 92.0 111.7 114 92.3 83.5 77.1 0.0 130.2 64.5 64.5  
LOS by Move: F F F F F F F E A F E E  
HCM2kAvgQ: 16 21 21 14 24 16 24 55 0 15 35 35  
\*\*\*\*\*

Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #28 Mission Blvd / Niles Canyon Rd
*****
Cycle (sec):      145          Critical Vol./Cap. (X):      1.319
Loss Time (sec):  12 (Y+R=4.0 sec) Average Delay (sec/veh):  183.6
Optimal Cycle:    180          Level Of Service:          F
*****
Street Name:      Mission Blvd          Niles Canyon Rd
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Include          Include          Include          Include
Min. Green:       5 10 10          5 10 10          5 5 5          5 5 5
Lanes:            1 0 3 0 1          2 0 2 1 0          1 0 0 1 0          2 0 1 0 1
-----
Volume Module:
Base Vol:         307 1858  421  941 2628  29  8 152 248  954 231  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:     307 1858  421  941 2628  29  8 152 248  954 231  843
User Adj:        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:         1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:      307 1858  421  941 2628  29  8 152 248  954 231  843
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     307 1858  421  941 2628  29  8 152 248  954 231  843
PCE Adj:         1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:         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:     307 1858  421  941 2628  29  8 152 248  954 231  843
-----
Saturation Flow Module:
Sat/Lane:        1900 1900  1900  1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:      0.95 0.91  0.85  0.92 0.91  0.91 0.95 0.91  0.91 0.92 1.00  0.85
Lanes:           1.00 3.00  1.00  2.00 2.97  0.03 1.00 0.38  0.62 2.00 1.00  1.00
Final Sat.:     1805 5187  1615  3502 5120  57 1805 655  1068 3502 1900  1615
-----
Capacity Analysis Module:
Vol/Sat:         0.17 0.36  0.26  0.27 0.51  0.51 0.00 0.23  0.23 0.27 0.12  0.52
Crit Moves:      ****          ****          ****          ****
Green/Cycle:     0.12 0.29  0.29  0.21 0.38  0.38 0.03 0.19  0.19 0.23 0.38  0.38
Volume/Cap:      1.37 1.25  0.91  1.25 1.37  1.37 0.13 1.21  1.21 1.21 0.32  1.37
Uniform Del:     63.5 51.8  50.0  56.9 45.2  45.2 67.9 58.6  58.6 56.2 31.5  44.8
IncrementDel:    190.3 119  22.2 124.6 168 167.8  0.9 120 119.6 106.5 0.3 174.7
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:       253.8 171  72.2 181.5 213 213.1 68.8 178 178.2 162.7 31.7 219.5
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:     253.8 171  72.2 181.5 213 213.1 68.8 178 178.2 162.7 31.7 219.5
LOS by Move:     F F E F F F E F F C F
HCM2kAvgQ:       26 49 22 36 75 75 0 29 29 35 7 65
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #29 Mission Blvd / Mowry Ave
*****
Cycle (sec):      175          Critical Vol./Cap. (X):      1.138
Loss Time (sec):  22 (Y+R=4.0 sec) Average Delay (sec/veh):  108.3
Optimal Cycle:    180          Level Of Service:          F
*****
Street Name:      Mission Blvd          Mowry Ave
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Include          Ignore          Include          Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            1 0 1 1 0 1 0 4 0 1 2 0 0 1 0 0 0 0 1 0 0
-----
Volume Module:
Base Vol:         316 1071  5  21 2161 1537 1726  4 434  9 11  6
Growth Adj:      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:     316 1071  5  21 2161 1537 1726  4 434  9 11  6
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:      316 1071  5  21 2161  0 1726  4 434  9 11  6
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     316 1071  5  21 2161  0 1726  4 434  9 11  6
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:     316 1071  5  21 2161  0 1726  4 434  9 11  6
-----
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 0.91  1.00 0.92 0.85  0.85 0.95 0.95  0.95
Lanes:           1.00 1.99  0.01  1.00 4.00  1.00 2.00 0.01  0.99 0.35 0.42  0.23
Final Sat.:     1805 3590  17 1805 6916  1900 3502 15 1602  626 766  418
-----
Capacity Analysis Module:
Vol/Sat:         0.18 0.30  0.30  0.01 0.31  0.00 0.49 0.27  0.27 0.01 0.01  0.01
Crit Moves:      ****          ****          ****          ****
Green/Cycle:     0.15 0.41  0.41  0.02 0.27  0.00 0.43 0.42  0.42 0.02 0.01  0.01
Volume/Cap:      1.14 0.72  0.72  0.72 1.14  0.00 1.14 0.64  0.64 0.64 1.14  1.14
Uniform Del:     74.0 43.1  43.1  85.7 63.5  0.0 49.6 39.9  39.9 84.8 86.4  86.4
IncrementDel:    96.4 1.8  1.8  62.0 69.1  0.0 70.6 2.0  2.0 29.5 234 234.2
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:       170.5 44.8  44.8 147.7 133  0.0 120.2 42.0  42.0 114.4 321 320.6
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:     170.5 44.8  44.8 147.7 133  0.0 120.2 42.0  42.0 114.4 321 320.6
LOS by Move:     F D D F F A F D D F F F
HCM2kAvgQ:       24 25 25 2 43 0 62 19 19 2 3 3
*****
Note: Queue reported is the number of cars per lane.
*****

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

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 1.202  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 89.2  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Blacow Rd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 3 0 1 2 0 2 1 0

Volume Module:  
 Base Vol: 394 1080 138 453 989 734 511 2116 704 158 855 88  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 394 1080 138 453 989 734 511 2116 704 158 855 88  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 394 1080 138 453 989 734 511 2116 704 158 855 88  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 394 1080 138 453 989 734 511 2116 704 158 855 88  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 394 1080 138 453 989 734 511 2116 704 158 855 88

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 0.90 0.90  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 2.72 0.28  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 5187 1615 3502 4637 477

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.30 0.09 0.13 0.27 0.45 0.15 0.41 0.44 0.05 0.18 0.18  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.09 0.33 0.33 0.14 0.38 0.38 0.18 0.36 0.36 0.04 0.22 0.22  
 Volume/Cap: 1.20 0.91 0.26 0.91 0.72 1.20 0.83 1.12 1.20 1.20 0.83 0.83  
 Uniform Del: 56.6 40.1 30.7 52.8 33.3 38.9 49.6 39.8 39.8 60.2 46.2 46.2  
 IncremntDel: 116.4 10.3 0.3 20.4 2.0 105.9 8.9 63.7 106.5 142.7 5.0 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: 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: 173.0 50.4 31.0 73.2 35.2 144.8 58.5 104 146.3 202.9 51.3 51.3  
 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: 173.0 50.4 31.0 73.2 35.2 144.8 58.5 104 146.3 202.9 51.3 51.3  
 LOS by Move: F D C E D F E F D D  
 HCM2kAvgQ: 15 24 4 12 18 45 12 44 44 7 15 15

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

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

\*\*\*\*\*  
 Intersection #42 Fremont Blvd / Grimmer Blvd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.955  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5  
 Optimal Cycle: 115 Level Of Service: D  
 \*\*\*\*\*

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

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 8 8 8 8 8 8  
 Lanes: 2 0 2 1 0 1 0 2 0 1 2 0 1 1 0 2 0 1 1 0

Volume Module:  
 Base Vol: 265 924 159 33 862 236 580 910 405 372 504 37  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 265 924 159 33 862 236 580 910 405 372 504 37  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 265 924 159 33 862 236 580 910 405 372 504 37  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 265 924 159 33 862 236 580 910 405 372 504 37  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 265 924 159 33 862 236 580 910 405 372 504 37

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.89 0.89 0.95 0.95 0.85 0.92 0.91 0.91 0.92 0.94 0.94  
 Lanes: 2.00 2.56 0.44 1.00 2.00 1.00 2.00 1.38 0.62 2.00 1.86 0.14  
 Final Sat.: 3502 4328 745 1805 3610 1615 3502 2383 1061 3502 3329 244

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.21 0.21 0.02 0.24 0.15 0.17 0.38 0.38 0.11 0.15 0.15  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.08 0.26 0.26 0.07 0.25 0.25 0.27 0.40 0.40 0.11 0.24 0.24  
 Volume/Cap: 0.96 0.81 0.81 0.28 0.96 0.58 0.62 0.96 0.96 0.96 0.62 0.62  
 Uniform Del: 34.4 25.9 25.9 33.3 27.7 24.7 24.2 21.9 21.9 33.1 25.3 25.3  
 IncremntDel: 41.8 3.8 3.8 1.3 19.9 2.2 1.3 14.9 14.9 34.1 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: 76.2 29.7 29.7 34.6 47.6 26.9 25.4 36.8 36.8 67.2 26.6 26.6  
 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: 76.2 29.7 29.7 34.6 47.6 26.9 25.4 36.8 36.8 67.2 26.6 26.6  
 LOS by Move: E C C C D C C D D E C C  
 HCM2kAvgQ: 7 11 11 1 16 6 7 22 22 8 7 7

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

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

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 0.965  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.5  
 Optimal Cycle: 144 Level Of Service: D  
 \*\*\*\*\*

Street Name: Grimmer Blvd Blacow Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 4 8 4 8 4 8  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1

Volume Module:  
 Base Vol: 563 1061 176 271 416 265 640 1203 191 305 897 130  
 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: 563 1061 176 271 416 265 640 1203 191 305 897 130  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 563 1061 176 271 416 265 640 1203 191 305 897 130  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 563 1061 176 271 416 265 640 1203 191 305 897 130  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 563 1061 176 271 416 265 640 1203 191 305 897 130

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 0.95 0.85 0.92 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.29 0.11 0.08 0.12 0.16 0.18 0.33 0.12 0.09 0.25 0.08  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.19 0.30 0.30 0.08 0.19 0.19 0.19 0.35 0.35 0.09 0.26 0.26  
 Volume/Cap: 0.84 0.97 0.36 0.97 0.59 0.84 0.97 0.94 0.33 0.94 0.97 0.31  
 Uniform Del: 37.1 32.5 25.8 43.6 34.8 36.9 38.2 29.7 22.5 42.8 34.8 28.5  
 IncrementDel: 9.7 19.2 0.4 44.0 1.4 18.5 26.4 13.4 0.3 34.7 21.4 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: 46.8 51.8 26.2 87.6 36.2 55.4 64.6 43.1 22.8 77.5 56.2 28.9  
 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: 46.8 51.8 26.2 87.6 36.2 55.4 64.6 43.1 22.8 77.5 56.2 28.9  
 LOS by Move: D D C F D E E D C E E C  
 HCM2kAvgQ: 11 22 4 8 7 10 14 23 4 8 19 3

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

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

\*\*\*\*\*  
 Intersection #44 Grimmer Blvd / Auto Mall Pkwy  
 \*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap. (X): 1.156  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 77.7  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: 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

Control: Protected Protected Protected Protected  
 Rights: Include Ignore Ignore Include  
 Min. Green: 0 0 0 0 0 0 0 0  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1 1 0 3 0 1

Volume Module:  
 Base Vol: 745 1317 240 278 188 196 765 2474 172 119 1527 754  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 745 1317 240 278 188 196 765 2474 172 119 1527 754  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 745 1317 240 278 188 0 765 2474 0 119 1527 754  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 745 1317 240 278 188 0 765 2474 0 119 1527 754  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 FinalVolume: 745 1317 240 278 188 0 765 2474 0 119 1527 754

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

Capacity Analysis Module:  
 Vol/Sat: 0.21 0.25 0.15 0.08 0.04 0.00 0.22 0.48 0.00 0.07 0.29 0.47  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.25 0.22 0.22 0.07 0.04 0.00 0.19 0.52 0.00 0.07 0.40 0.40  
 Volume/Cap: 0.86 1.16 0.68 1.16 0.86 0.00 1.16 0.92 0.00 0.92 0.73 1.16  
 Uniform Del: 48.7 52.7 48.3 62.9 64.3 0.0 54.7 29.6 0.0 62.2 34.0 40.2  
 IncrementDel: 9.0 80.3 5.1 106.5 28.0 0.0 86.4 5.5 0.0 53.7 1.3 86.6  
 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 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
 Delay/Veh: 57.7 133 53.4 169.4 92.3 0.0 141.1 35.1 0.0 116.0 35.3 126.8  
 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: 57.7 133 53.4 169.4 92.3 0.0 141.1 35.1 0.0 116.0 35.3 126.8  
 LOS by Move: E F D F F A F D A F D F  
 HCM2kAvgQ: 18 31 10 11 5 0 26 38 0 8 20 46

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #55 Driscoll Rd / Paseo Padre Pkwy
*****
Cycle (sec):      80          Critical Vol./Cap. (X):      0.909
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  38.4
Optimal Cycle:   104          Level Of Service:         D
*****
Street Name:      Driscoll Rd          Paseo Padre Pkwy
Approach:         North Bound         South Bound         East Bound         West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected           Protected           Protected           Protected
Rights:           Include            Include            Include            Include
Min. Green:       4      8      8      4      8      8      4      8      8      4      8      8
Lanes:            1  0  1  1  0      1  0  1  1  0      2  0  1  1  0      1  0  1  1  0
-----
Volume Module:
Base Vol:         67 752      64 228 952 333 446 244 55 113 323 319
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     67 752      64 228 952 333 446 244 55 113 323 319
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      67 752      64 228 952 333 446 244 55 113 323 319
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    67 752      64 228 952 333 446 244 55 113 323 319
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:    67 752      64 228 952 333 446 244 55 113 323 319
-----
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 0.91 0.91 0.92 0.92 0.92 0.95 0.88 0.88
Lanes:           1.00 1.84 0.16 1.00 1.48 0.52 2.00 1.63 0.37 1.00 1.01 0.99
Final Sat.:     1805 3287 280 1805 2570 899 3502 2863 645 1805 1680 1659
-----
Capacity Analysis Module:
Vol/Sat:         0.04 0.23 0.23 0.13 0.37 0.37 0.13 0.09 0.09 0.06 0.19 0.19
Crit Moves:      ****
Green/Cycle:     0.05 0.29 0.29 0.16 0.40 0.40 0.14 0.21 0.21 0.13 0.21 0.21
Volume/Cap:      0.74 0.78 0.78 0.78 0.92 0.92 0.92 0.40 0.40 0.47 0.92 0.92
Uniform Del:     37.5 26.0 26.0 32.2 22.7 22.7 34.0 27.0 27.0 32.0 31.0 31.0
IncrementDel:    27.8 4.0 4.0 13.1 10.1 10.1 22.8 0.3 0.3 1.4 17.4 17.4
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:       65.3 30.0 30.0 45.3 32.8 32.8 56.8 27.4 27.4 33.5 48.4 48.4
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 30.0 30.0 45.3 32.8 32.8 56.8 27.4 27.4 33.5 48.4 48.4
LOS by Move:     E C C D C C E C C C D D
HCM2kAvgQ:       3 12 12 8 20 20 9 4 4 3 12 12
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #61 Osgood-Warm Springs / S. Grimmer
*****
Cycle (sec):      135          Critical Vol./Cap. (X):      0.998
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  62.9
Optimal Cycle:   180          Level Of Service:         E
*****
Street Name:      Osgood Rd-Warm Springs Blvd          S. Grimmer Blvd
Approach:         North Bound         South Bound         East Bound         West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected           Protected           Protected           Protected
Rights:           Include            Ignore            Ignore            Include
Min. Green:       4      8      8      4      8      8      4      8      8
Lanes:            2  0  2  0  1      2  0  2  0  1      2  0  2  0  1      2  0  2  0  1
-----
Volume Module:
Base Vol:         879 866 378 43 412 1008 1660 543 93 62 146 34
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     879 866 378 43 412 1008 1660 543 93 62 146 34
User Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:      879 866 378 43 412 0 1660 543 0 62 146 34
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    879 866 378 43 412 0 1660 543 0 62 146 34
PCE Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume:    879 866 378 43 412 0 1660 543 0 62 146 34
-----
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 1.00 0.92 0.95 1.00 0.92 0.95 0.85
Lanes:           2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:     3502 3610 1615 3502 3610 1900 3502 3610 1900 3502 3610 1615
-----
Capacity Analysis Module:
Vol/Sat:         0.25 0.24 0.23 0.01 0.11 0.00 0.47 0.15 0.00 0.02 0.04 0.02
Crit Moves:      ****
Green/Cycle:     0.25 0.32 0.32 0.04 0.11 0.00 0.46 0.44 0.00 0.09 0.06 0.06
Volume/Cap:      1.02 0.75 0.74 0.31 1.02 0.00 1.02 0.34 0.00 0.21 0.68 0.36
Uniform Del:     50.9 41.3 40.9 63.1 60.0 0.0 36.1 25.1 0.0 57.4 62.3 61.0
IncrementDel:    36.0 2.9 5.5 1.3 50.1 0.0 27.7 0.1 0.0 0.3 8.7 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 0.00 1.00 1.00 1.00
Delay/Veh:       86.9 44.1 46.4 64.4 110 0.0 63.8 25.3 0.0 57.7 71.0 63.3
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:      86.9 44.1 46.4 64.4 110 0.0 63.8 25.3 0.0 57.7 71.0 63.3
LOS by Move:     F D D E F A E C A E E E
HCM2kAvgQ:       25 18 15 1 14 0 44 8 0 1 4 2
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)
*****
Cycle (sec):      150          Critical Vol./Cap. (X):      1.390
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  174.4
Optimal Cycle:   180          Level Of Service:          F
*****
Street Name:      Warm Springs Blvd      Mission Blvd (SR262)
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Ignore      Ignore      Ignore
Min. Green:       4 10 10      4 10 10      4 10 10      4 10 10
Lanes:            2 0 2 0 1      2 0 2 0 1      2 0 3 0 1      2 0 3 0 1
-----
Volume Module:
Base Vol:         1001 1036 475 542 1159 1733 962 2321 585 657 969 135
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     1001 1036 475 542 1159 1733 962 2321 585 657 969 135
User Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:      1001 1036 475 542 1159 0 962 2321 0 657 969 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     1001 1036 475 542 1159 0 962 2321 0 657 969 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:     1001 1036 475 542 1159 0 962 2321 0 657 969 0
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.92 0.95 0.85 0.92 0.95 1.00 0.92 0.91 1.00 0.92 0.91 1.00
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 1900 3502 5187 1900 3502 5187 1900
-----
Capacity Analysis Module:
Vol/Sat:         0.29 0.29 0.29 0.15 0.32 0.00 0.27 0.45 0.00 0.19 0.19 0.00
Crit Moves:     ****
Green/Cycle:     0.21 0.29 0.29 0.15 0.23 0.00 0.27 0.32 0.00 0.13 0.18 0.00
Volume/Cap:      1.39 1.00 1.03 1.03 1.39 0.00 1.01 1.39 0.00 1.39 1.01 0.00
Uniform Del:     59.6 53.5 53.5 63.7 57.7 0.0 54.6 50.9 0.0 64.9 61.1 0.0
IncrementDel:    184.1 28.8 49.3 46.6 183 0.0 31.7 179 0.0 188.3 31.6 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 0.00 1.00 1.00 0.00 1.00 1.00 0.00
Delay/Veh:       243.7 82.4 102.9 110.3 241 0.0 86.4 230 0.0 253.2 92.8 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:      243.7 82.4 102.9 110.3 241 0.0 86.4 230 0.0 253.2 92.8 0.0
LOS by Move:     F F F F F A F F A F F A
HCM2kAvgQ:       43 31 28 18 50 0 29 68 0 29 22 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #64 Warm Springs / Kato / Scott Creek
*****
Cycle (sec):      145          Critical Vol./Cap. (X):      1.323
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  147.2
Optimal Cycle:   OPTIMIZED          Level Of Service:          F
*****
Street Name:      Warm Springs Blvd      Kato Rd / Scott Creek Rd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Include      Include      Include
Min. Green:       4 10 10      4 10 10      4 10 10      4 10 10
Lanes:            2 0 2 0 1      2 0 2 0 1      1 0 1 1 0      2 0 2 0 1
-----
Volume Module:
Base Vol:         24 555 588 795 885 116 180 1230 132 709 309 631
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     24 555 588 795 885 116 180 1230 132 709 309 631
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      24 555 588 795 885 116 180 1230 132 709 309 631
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     24 555 588 795 885 116 180 1230 132 709 309 631
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         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:     24 555 588 795 885 116 180 1230 132 709 309 631
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.92 0.95 0.85 0.92 0.95 0.85 0.95 0.94 0.94 0.92 0.95 0.85
Lanes:           2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.81 0.19 2.00 2.00 1.00
Final Sat.:      3502 3610 1615 3502 3610 1615 1805 3211 345 3502 3610 1615
-----
Capacity Analysis Module:
Vol/Sat:         0.01 0.15 0.36 0.23 0.25 0.07 0.10 0.38 0.38 0.20 0.09 0.39
Crit Moves:     ****
Green/Cycle:     0.05 0.28 0.28 0.17 0.40 0.40 0.09 0.29 0.29 0.15 0.35 0.35
Volume/Cap:      0.15 0.56 1.32 1.32 0.61 0.18 1.11 1.32 1.32 1.32 0.24 1.11
Uniform Del:     66.5 45.0 52.5 60.1 34.4 28.0 66.0 51.5 51.5 61.4 33.2 46.9
IncrementDel:    0.4 0.7 160.2 156.5 0.8 0.1 102.4 152 152.0 157.8 0.1 70.8
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:       67.0 45.7 212.7 216.6 35.1 28.1 168.4 203 203.5 219.2 33.3 117.7
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:      67.0 45.7 212.7 216.6 35.1 28.1 168.4 203 203.5 219.2 33.3 117.7
LOS by Move:     E D F F D C F F F F C F
HCM2kAvgQ:       1 11 45 32 16 3 13 54 54 29 5 39
*****
Note: Queue reported is the number of cars per lane.
*****

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# 2035 Growth Trend Alternative Condition

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

\*\*\*\*\*  
 Intersection #1 Alvarado Blvd / Deep Creek Rd  
 \*\*\*\*\*

Cycle (sec): 140 Critical Vol./Cap. (X): 1.005  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): 50.9  
 Optimal Cycle: 180 Level Of Service: D  
 \*\*\*\*\*

Street Name: Alvarado Blvd Deep Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
 Rights: Ignore Include Include Ignore  
 Min. Green: 4 10 10 4 10 10 4 4 4 4 4 4  
 Lanes: 1 0 3 0 1 0 0 2 1 0 1 0 0 3 2 0 1 0 1

Volume Module:  
 Base Vol: 120 1518 391 0 2735 215 268 0 431 4 303 343  
 Growth Adj: 1.00 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 1518 391 0 2735 215 268 0 431 4 303 343  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 120 1518 0 0 2735 215 268 0 431 4 303 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 120 1518 0 0 2735 215 268 0 431 4 303 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 120 1518 0 0 2735 215 268 0 431 4 303 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 0.99 0.99 0.95 1.00 0.85 0.95 1.00 1.00  
 Lanes: 1.00 3.00 1.00 0.00 2.78 0.22 1.00 0.00 3.00 2.00 1.00 1.00  
 Final Sat.: 1805 5700 1900 0 5226 411 1805 0 4845 3610 1900 1900

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.27 0.00 0.00 0.52 0.52 0.15 0.00 0.09 0.00 0.16 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.07 0.59 0.00 0.00 0.52 0.52 0.15 0.00 0.15 0.16 0.16 0.00  
 Volume/Cap: 1.01 0.45 0.00 0.00 1.01 1.01 1.01 0.00 0.60 0.01 1.01 0.00  
 Uniform Del: 65.4 16.3 0.0 0.0 33.6 33.6 59.7 0.0 55.8 49.6 58.9 0.0  
 IncremntDel: 83.8 0.1 0.0 0.0 17.9 17.9 56.5 0.0 1.5 0.0 53.2 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 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00  
 Delay/Veh: 149.2 16.4 0.0 0.0 51.5 51.5 116.2 0.0 57.3 49.6 112 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 0.00  
 AdjDel/Veh: 149.2 16.4 0.0 0.0 51.5 51.5 116.2 0.0 57.3 49.6 112 0.0  
 LOS by Move: F B A A D D F A E D F A  
 HCM2kAvgQ: 9 12 0 0 50 50 16 0 7 0 18 0

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

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

\*\*\*\*\*  
 Intersection #4 Paseo Padre Pkwy / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 1.136  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 73.7  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Paseo Padre Pkwy Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 13 13 4 13 13 4 8 8 4 8 8  
 Lanes: 2 0 3 0 1 2 0 2 1 0 1 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 939 949 325 451 1222 128 125 1441 592 278 1537 395  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 939 949 325 451 1222 128 125 1441 592 278 1537 395  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 939 949 325 451 1222 128 125 1441 592 278 1537 395  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 939 949 325 451 1222 128 125 1441 592 278 1537 395  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 939 949 325 451 1222 128 125 1441 592 278 1537 395

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.91 0.85 0.92 0.90 0.90 0.95 0.91 0.85 0.92 0.91 0.85  
 Lanes: 2.00 3.00 1.00 2.00 2.72 0.28 1.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3502 5187 1615 3502 4629 485 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:  
 Vol/Sat: 0.27 0.18 0.20 0.13 0.26 0.26 0.07 0.28 0.37 0.08 0.30 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.24 0.29 0.29 0.18 0.23 0.23 0.07 0.32 0.32 0.07 0.32 0.32  
 Volume/Cap: 1.14 0.64 0.70 0.70 1.14 1.14 0.93 0.86 1.14 1.14 0.93 0.77  
 Uniform Del: 43.9 35.9 36.7 44.1 44.1 44.1 52.9 36.5 38.9 53.5 38.0 35.4  
 IncremntDel: 75.9 1.0 4.9 3.6 72.0 72.0 57.0 4.8 82.6 99.2 10.0 6.9  
 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: 119.9 36.9 41.6 47.7 116 116.2 109.9 41.3 121.6 152.7 47.9 42.3  
 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: 119.9 36.9 41.6 47.7 116 116.2 109.9 41.3 121.6 152.7 47.9 42.3  
 LOS by Move: F D D D F F F D F D D  
 HCM2kAvgQ: 28 11 11 9 28 28 7 20 33 10 24 14

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

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

\*\*\*\*\*  
Intersection #5 Fremont Blvd / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 1.097  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 73.5  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	Fremont Blvd				Decoto Rd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	3	0	1	2	0	2	1	0

Volume Module:

Base Vol:	446	1552	433	234	1295	122	243	1634	257	295	2104	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	1552	433	234	1295	122	243	1634	257	295	2104	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	1552	433	234	1295	122	243	1634	257	295	2104	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	1552	433	234	1295	122	243	1634	257	295	2104	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	446	1552	433	234	1295	122	243	1634	257	295	2104	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.59	0.41	2.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	4827	759	3610	3800	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.27	0.27	0.06	0.23	0.08	0.07	0.34	0.34	0.08	0.55	0.04
Crit Moves:	****											
Green/Cycle:	0.11	0.26	0.26	0.06	0.21	0.21	0.06	0.46	0.46	0.11	0.50	0.50
Volume/Cap:	1.10	1.05	1.04	1.05	1.10	0.36	1.10	0.74	0.74	0.74	1.10	0.08
Uniform Del:	46.6	38.9	38.9	49.3	41.6	35.7	49.3	23.5	23.5	45.3	26.0	13.4
IncrementDel:	73.5	39.3	54.3	75.5	56.9	0.7	88.9	1.2	1.2	7.4	52.5	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	120.1	78.2	93.3	124.8	98.6	36.4	138.1	24.7	24.7	52.6	78.5	13.5
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:	120.1	78.2	93.3	124.8	98.6	36.4	138.1	24.7	24.7	52.6	78.5	13.5
LOS by Move:	F	E	F	F	F	D	F	C	C	D	E	B
HCM2kAvgQ:	13	25	21	8	23	4	8	18	18	6	49	1

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

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

\*\*\*\*\*  
Intersection #6 I-880 NB Ramps / Decoto Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 1.102  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 61.0  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	I-880 NB Ramps				Decoto Rd													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R									
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Include		Ignore		Ignore											
Min. Green:	6	0	6	0	0	0	17	0	0	17	0							
Lanes:	2	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1

Volume Module:

Base Vol:	1772	0	398	0	0	0	0	1769	1429	0	2749	35	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1772	0	398	0	0	0	0	1769	1429	0	2749	35	
User Adj:	1.00	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	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1772	0	398	0	0	0	0	1769	0	0	2749	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1772	0	398	0	0	0	0	1769	0	0	2749	0	
PCE Adj:	1.00	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	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1772	0	398	0	0	0	0	1769	0	0	2749	0	

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.51	0.00	0.14	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.53	0.00
Crit Moves:	****											
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.48	0.00
Volume/Cap:	1.10	0.00	0.30	0.00	0.00	0.00	0.00	0.71	0.00	0.00	1.10	0.00
Uniform Del:	27.0	0.0	17.0	0.0	0.0	0.0	0.0	20.4	0.0	0.0	26.0	0.0
IncrementDel:	55.9	0.0	0.1	0.0	0.0	0.0	0.0	1.0	0.0	0.0	52.8	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:	82.9	0.0	17.1	0.0	0.0	0.0	0.0	21.4	0.0	0.0	78.7	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:	82.9	0.0	17.1	0.0	0.0	0.0	0.0	21.4	0.0	0.0	78.7	0.0
LOS by Move:	F	A	B	A	A	A	A	C	A	A	E	A
HCM2kAvgQ:	43	0	4	0	0	0	0	16	0	0	46	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #7 I-880 SB Ramps / Decoto Rd
*****
Cycle (sec):      75      Critical Vol./Cap. (X):      0.946
Loss Time (sec):  6 (Y+R=4.0 sec) Average Delay (sec/veh):  24.0
Optimal Cycle:   111      Level Of Service:      C
*****
Street Name:      I-880 NB Ramps      Decoto Rd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Ignore      Ignore      Ignore
Min. Green:       0 0 0 0      10 0 10      0 10 10      0 10 10
Lanes:            0 0 0 0 0      2 0 0 0 1      0 0 3 0 1      0 0 3 0 1
-----
Volume Module:
Base Vol:         0 0 0 1339 0 0      0 1854 16      0 2533 1876
Growth Adj:      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 1339 0 0      0 1854 16      0 2533 1876
User Adj:        1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:      0 0 0 1339 0 0      0 1854 0      0 2533 0
Reduct Vol:      0 0 0 0 0 0      0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 1339 0 0      0 1854 0      0 2533 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:    0 0 0 1339 0 0      0 1854 0      0 2533 0
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      1.00 1.00 1.00 0.92 1.00 1.00 1.00 0.91 1.00 1.00 0.91 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 1.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      0 0 0 3502 0 1900      0 5187 1900      0 5187 1900
-----
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.38 0.00 0.00 0.00 0.36 0.00 0.00 0.49 0.00
Crit Moves:      ****
Green/Cycle:     0.00 0.00 0.00 0.40 0.00 0.00 0.00 0.52 0.00 0.00 0.52 0.00
Volume/Cap:      0.00 0.00 0.00 0.95 0.00 0.00 0.00 0.69 0.00 0.00 0.95 0.00
Uniform Del:     0.0 0.0 0.0 21.6 0.0 0.0 0.0 13.7 0.0 0.0 17.2 0.0
IncrementDel:    0.0 0.0 0.0 13.3 0.0 0.0 0.0 0.8 0.0 0.0 8.1 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 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Delay/Veh:       0.0 0.0 0.0 34.8 0.0 0.0 0.0 14.5 0.0 0.0 25.3 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 34.8 0.0 0.0 0.0 14.5 0.0 0.0 25.3 0.0
LOS by Move:     A A A C A A A B A A C A
HCM2kAvgQ:       0 0 0 21 0 0 0 13 0 0 26 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #11 Paseo Padre Pkwy / Isherwood Way
*****
Cycle (sec):      145      Critical Vol./Cap. (X):      1.164
Loss Time (sec):  13 (Y+R=4.0 sec) Average Delay (sec/veh):  93.9
Optimal Cycle:   180      Level Of Service:      F
*****
Street Name:      Paseo Padre Pkwy      Isherwood Way
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Split Phase      Split Phase
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:            1 0 3 0 1      1 0 2 1 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:         20 1946 209      84 2786 136      113 39 50 498 47 114
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     20 1946 209      84 2786 136      113 39 50 498 47 114
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 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 1946 209      84 2786 136      113 39 50 498 47 114
Reduct Vol:      0 0 0 0 0 0      0 0 0 0 0 0 0 0
Reduced Vol:     20 1946 209      84 2786 136      113 39 50 498 47 114
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         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:    20 1946 209      84 2786 136      113 39 50 498 47 114
-----
Saturation Flow Module:
Sat/Lane:        1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:      0.95 0.91 0.85 0.95 0.90 0.90 0.94 0.94 0.94 0.94 0.94 0.94
Lanes:           1.00 3.00 1.00 1.00 2.86 0.14 0.56 0.19 0.25 0.76 0.07 0.17
Final Sat.:      1805 5187 1615 1805 4911 240 1000 345 442 1352 128 310
-----
Capacity Analysis Module:
Vol/Sat:         0.01 0.38 0.13 0.05 0.57 0.57 0.11 0.11 0.11 0.37 0.37 0.37
Crit Moves:      ****
Green/Cycle:     0.01 0.44 0.44 0.05 0.49 0.49 0.10 0.10 0.10 0.32 0.32 0.32
Volume/Cap:      1.16 0.85 0.29 0.85 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16
Uniform Del:     71.8 36.1 25.9 67.9 37.2 37.2 65.5 65.5 65.5 49.6 49.6 49.6
IncrementDel:    274.0 3.2 0.2 46.1 78.6 78.6 119.3 119.3 119.3 91.9 91.9 91.9
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:       345.8 39.3 26.2 114.0 116 115.7 184.8 185 184.8 141.5 141 141.5
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:      345.8 39.3 26.2 114.0 116 115.7 184.8 185 184.8 141.5 141 141.5
LOS by Move:     F D C F F F F F F F F F
HCM2kAvgQ:       3 30 6 6 67 67 15 15 15 43 43 43
*****
Note: Queue reported is the number of cars per lane.
*****

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

\*\*\*\*\*  
Intersection #12 Paseo Padre Pkwy / Thornton Ave  
\*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 0.991  
Loss Time (sec): 17 (Y+R=4.0 sec) Average Delay (sec/veh): 40.7  
Optimal Cycle: 180 Level Of Service: D  
\*\*\*\*\*

Street Name: Paseo Padre Pkwy Thornton Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase							
Rights:	Include			Include			Ignore			Include							
Min. Green:	4	10	10	4	10	10	10	10	10	10	10	10					
Lanes:	2	0	1	1	0	3	0	1	1	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	284	1616	44	21	2228	859	440	29	1131	156	109	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1616	44	21	2228	859	440	29	1131	156	109	76
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:	284	1616	44	21	2228	859	440	29	0	156	109	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1616	44	21	2228	859	440	29	0	156	109	76
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:	284	1616	44	21	2228	859	440	29	0	156	109	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.91	0.85	0.91	0.91	1.00	0.95	0.94	0.94
Lanes:	2.00	1.95	0.05	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.59	0.41
Final Sat.:	3502	3500	95	1805	5187	1615	3448	1724	1900	1805	1050	732

Capacity Analysis Module:

Vol/Sat:	0.08	0.46	0.46	0.01	0.43	0.53	0.13	0.02	0.00	0.09	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.58	0.58	0.04	0.54	0.54	0.13	0.13	0.00	0.10	0.10	0.10
Volume/Cap:	0.99	0.80	0.80	0.27	0.80	0.99	0.99	0.13	0.00	0.83	0.99	0.99
Uniform Del:	52.8	19.3	19.3	53.2	21.6	26.4	50.0	44.4	0.0	50.4	51.4	51.4
IncrementDel:	50.5	2.4	2.4	1.8	1.7	28.2	38.9	0.0	0.0	24.6	63.1	63.1
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	0.00	1.00	1.00	1.00
Delay/Veh:	103.3	21.6	21.6	55.1	23.4	54.6	88.9	44.4	0.0	75.1	114	114.5
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:	103.3	21.6	21.6	55.1	23.4	54.6	88.9	44.4	0.0	75.1	114	114.5
LOS by Move:	F	C	C	E	C	D	F	D	A	E	F	F
HCM2kAvgQ:	9	26	26	1	25	37	13	1	0	8	11	11

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

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

\*\*\*\*\*  
Intersection #16 Fremont Blvd / Central Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 1.013  
Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 51.9  
Optimal Cycle: 180 Level Of Service: D  
\*\*\*\*\*

Street Name: Fremont Blvd Central Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	2	0	1	1	0	1	1	0	1	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	933	698	9	10	590	607	364	5	347	1	3	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:	933	698	9	10	590	607	364	5	347	1	3	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:	933	698	9	10	590	607	364	5	347	1	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	933	698	9	10	590	607	364	5	347	1	3	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	933	698	9	10	590	607	364	5	347	1	3	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.88	0.88	0.76	0.85	0.85	0.93	0.93	0.93
Lanes:	2.00	1.97	0.03	1.00	1.00	1.00	1.00	0.03	1.97	0.14	0.43	0.43
Final Sat.:	3502	3557	46	1805	1668	1668	1450	46	3192	252	757	757

Capacity Analysis Module:

Vol/Sat:	0.27	0.20	0.20	0.01	0.35	0.36	0.25	0.11	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.61	0.61	0.02	0.36	0.36	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	1.01	0.32	0.32	0.32	0.98	1.01	1.01	0.44	0.44	0.02	0.02	0.02
Uniform Del:	36.9	9.7	9.7	48.6	31.8	32.0	37.6	31.7	31.7	28.4	28.4	28.4
IncrementDel:	33.0	0.1	0.1	6.0	22.1	29.5	50.9	0.4	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.8	9.8	9.8	54.6	53.9	61.5	88.5	32.1	32.1	28.4	28.4	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:	69.8	9.8	9.8	54.6	53.9	61.5	88.5	32.1	32.1	28.4	28.4	28.4
LOS by Move:	E	A	A	D	D	E	F	C	C	C	C	C
HCM2kAvgQ:	22	6	6	1	25	27	17	5	5	0	0	0

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Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #28 Mission Blvd / Niles Canyon Rd
*****
Cycle (sec):      160          Critical Vol./Cap. (X):      1.345
Loss Time (sec):  12 (Y+R=4.0 sec) Average Delay (sec/veh):  183.5
Optimal Cycle:   180          Level Of Service:          F
*****
Street Name:      Mission Blvd          Niles Canyon Rd
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Include          Include          Include          Include
Min. Green:       5 10 10          5 10 10          5 5 5          5 5 5
Lanes:           1 0 3 0 1          2 0 2 1 0          1 0 0 1 0          2 0 1 0 1
-----
Volume Module:
Base Vol:        338 2639 695 819 2305 63 49 354 387 275 118 745
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    338 2639 695 819 2305 63 49 354 387 275 118 745
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     338 2639 695 819 2305 63 49 354 387 275 118 745
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   338 2639 695 819 2305 63 49 354 387 275 118 745
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        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:    338 2639 695 819 2305 63 49 354 387 275 118 745
-----
Saturation Flow Module:
Sat/Lane:       1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:     0.95 0.91 0.85 0.92 0.91 0.91 0.95 0.92 0.92 0.92 1.00 0.85
Lanes:          1.00 3.00 1.00 2.00 2.92 0.08 1.00 0.48 0.52 2.00 1.00 1.00
Final Sat.:    1805 5187 1615 3502 5029 137 1805 837 915 3502 1900 1615
-----
Capacity Analysis Module:
Vol/Sat:        0.19 0.51 0.43 0.23 0.46 0.46 0.03 0.42 0.42 0.08 0.06 0.46
Crit Moves:     ****
Green/Cycle:    0.16 0.38 0.38 0.17 0.39 0.39 0.03 0.31 0.31 0.06 0.34 0.34
Volume/Cap:     1.17 1.35 1.14 1.35 1.17 1.17 0.87 1.35 1.35 1.35 0.18 1.35
Uniform Del:    67.2 49.7 49.7 66.1 48.6 48.6 77.2 54.8 54.8 75.3 37.0 52.7
IncrementDel: 106.9 159 80.7 166.1 81.9 81.9 74.0 167 167.1 184.2 0.1 169.4
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:     174.0 209 130.4 232.1 131 130.5 151.2 222 222.0 259.5 37.1 222.0
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:    174.0 209 130.4 232.1 131 130.5 151.2 222 222.0 259.5 37.1 222.0
LOS by Move:   F F F F F F F F F F D F
HCM2kAvgQ:     25 77 47 35 59 59 4 60 60 13 4 61
*****
Note: Queue reported is the number of cars per lane.
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #29 Mission Blvd / Mowry Ave
*****
Cycle (sec):      180          Critical Vol./Cap. (X):      1.162
Loss Time (sec):  22 (Y+R=4.0 sec) Average Delay (sec/veh):  107.9
Optimal Cycle:   180          Level Of Service:          F
*****
Street Name:      Mission Blvd          Mowry Ave
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:           Include          Ignore          Include          Include
Min. Green:       0 0 0 0          0 0 0 0          0 0 0 0          0 0 1 0 0
Lanes:           1 0 1 1 0          1 0 4 0 1          2 0 0 1 0          0 0 1 0 0
-----
Volume Module:
Base Vol:        548 2347 5 3 1375 1688 1233 2 235 5 7 13
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    548 2347 5 3 1375 1688 1233 2 235 5 7 13
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:     548 2347 5 3 1375 0 1233 2 235 5 7 13
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   548 2347 5 3 1375 0 1233 2 235 5 7 13
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:    548 2347 5 3 1375 0 1233 2 235 5 7 13
-----
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 0.91 1.00 0.92 0.85 0.85 0.92 0.92 0.92
Lanes:          1.00 1.99 0.01 1.00 4.00 1.00 2.00 0.01 0.99 0.20 0.28 0.52
Final Sat.:    1805 3602 8 1805 6916 1900 3502 14 1603 350 490 910
-----
Capacity Analysis Module:
Vol/Sat:        0.30 0.65 0.65 0.00 0.20 0.00 0.35 0.15 0.15 0.01 0.01 0.01
Crit Moves:     ****
Green/Cycle:    0.34 0.56 0.56 0.00 0.22 0.00 0.30 0.29 0.29 0.03 0.01 0.01
Volume/Cap:     0.89 1.16 1.16 1.16 0.89 0.00 1.16 0.51 0.51 0.51 1.16 1.16
Uniform Del:    56.3 39.5 39.5 89.9 67.9 0.0 62.7 53.5 53.5 86.3 88.9 88.9
IncrementDel:  15.4 78.6 78.6 641.0 7.1 0.0 83.3 0.9 0.9 8.7 249 248.6
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 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh:     71.8 118 118.1 730.9 75.0 0.0 146.1 54.5 54.5 94.9 337 337.5
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:    71.8 118 118.1 730.9 75.0 0.0 146.1 54.5 54.5 94.9 337 337.5
LOS by Move:   E F F F E A F D D F F F
HCM2kAvgQ:     31 89 89 1 23 0 48 11 11 2 3 3
*****
Note: Queue reported is the number of cars per lane.
*****

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

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.064  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 72.9  
 Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	Blacow Rd				Stevenson Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	0	1	2	0	2	0	1

-----

Volume Module:	Blacow Rd				Stevenson Blvd							
Base Vol:	424	848	43	575	1842	808	110	905	268	207	1120	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	848	43	575	1842	808	110	905	268	207	1120	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	848	43	575	1842	808	110	905	268	207	1120	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	848	43	575	1842	808	110	905	268	207	1120	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	424	848	43	575	1842	808	110	905	268	207	1120	245

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Saturation Flow Module:	Blacow Rd				Stevenson Blvd							
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	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.46	0.54
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4141	906

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Capacity Analysis Module:	Blacow Rd				Stevenson Blvd							
Vol/Sat:	0.12	0.23	0.03	0.16	0.51	0.50	0.03	0.17	0.17	0.06	0.27	0.27
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.35	0.35	0.24	0.48	0.48	0.03	0.21	0.21	0.07	0.25	0.25
Volume/Cap:	1.07	0.67	0.08	0.67	1.07	1.04	1.02	0.82	0.78	0.82	1.07	1.07
Uniform Del:	57.6	36.0	28.3	44.5	33.9	33.9	63.0	48.8	48.3	59.5	48.5	48.5
IncrementDel:	63.7	1.5	0.1	2.1	41.6	44.7	92.4	5.0	11.0	18.9	44.7	44.7
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:	121.3	37.5	28.4	46.6	75.5	78.6	155.4	53.9	59.3	78.4	93.2	93.2
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:	121.3	37.5	28.4	46.6	75.5	78.6	155.4	53.9	59.3	78.4	93.2	93.2
LOS by Move:	F	D	C	D	E	E	F	D	E	E	F	F
HCM2kAvgQ:	14	16	1	12	50	42	5	15	12	6	28	28

\*\*\*\*\*

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

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

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 1.178  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 75.2  
 Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	Grimmer Blvd				Blacow Rd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	8	8	4	8	8	4	8	8	
Lanes:	2	0	2	0	1	2	0	2	0	1

-----

Volume Module:	Grimmer Blvd				Blacow Rd							
Base Vol:	353	447	268	305	880	278	146	1476	959	264	830	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	447	268	305	880	278	146	1476	959	264	830	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	447	268	305	880	278	146	1476	959	264	830	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	447	268	305	880	278	146	1476	959	264	830	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	353	447	268	305	880	278	146	1476	959	264	830	240

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Saturation Flow Module:	Grimmer Blvd				Blacow Rd							
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	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	3610	1615	3502	3610	1615

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Capacity Analysis Module:	Grimmer Blvd				Blacow Rd							
Vol/Sat:	0.10	0.12	0.17	0.09	0.24	0.17	0.04	0.41	0.59	0.08	0.23	0.15
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.19	0.19	0.10	0.21	0.21	0.09	0.50	0.50	0.06	0.48	0.48
Volume/Cap:	1.18	0.65	0.86	0.86	1.18	0.83	0.48	0.81	1.18	1.18	0.48	0.31
Uniform Del:	52.6	42.9	45.0	50.9	45.6	43.7	50.0	23.9	28.5	53.8	20.1	18.2
IncrementDel:	109.1	2.1	21.5	19.4	93.6	16.0	1.2	2.9	92.6	116.5	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:	161.7	45.0	66.5	70.3	139	59.7	51.2	26.8	121.1	170.3	20.3	18.4
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:	161.7	45.0	66.5	70.3	139	59.7	51.2	26.8	121.1	170.3	20.3	18.4
LOS by Move:	F	D	E	E	F	E	D	C	F	F	C	B
HCM2kAvgQ:	13	9	12	8	28	12	3	24	54	10	10	5

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #51 Fremont Blvd / S. Grimmer Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.963  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5  
Optimal Cycle: 148 Level Of Service: D  
\*\*\*\*\*

Street Name: Fremont Blvd S. Grimmer Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase  
Rights: Ignore Include Ignore Include  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 0 1 1 0 3 0 1 1 0 3 0 1 2 0 2 0 1

Volume Module:  
Base Vol: 164 433 133 49 1931 42 42 1348 1182 454 203 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: 164 433 133 49 1931 42 42 1348 1182 454 203 53  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Volume: 164 433 0 49 1931 42 42 1348 0 454 203 53  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 164 433 0 49 1931 42 42 1348 0 454 203 53  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
FinalVolume: 164 433 0 49 1931 42 42 1348 0 454 203 53

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

Capacity Analysis Module:  
Vol/Sat: 0.05 0.12 0.00 0.03 0.37 0.03 0.02 0.26 0.00 0.13 0.06 0.03  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.05 0.33 0.00 0.11 0.39 0.39 0.27 0.27 0.00 0.13 0.13 0.13  
Volume/Cap: 0.96 0.37 0.00 0.25 0.96 0.07 0.09 0.96 0.00 0.96 0.42 0.24  
Uniform Del: 47.5 25.8 0.0 40.8 30.0 19.3 27.3 36.0 0.0 43.0 39.7 38.7  
IncrementDel: 57.7 0.2 0.0 0.7 12.5 0.0 0.1 16.0 0.0 31.9 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 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
Delay/Veh: 105.2 26.0 0.0 41.5 42.4 19.4 27.4 52.0 0.0 74.9 40.3 39.3  
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: 105.2 26.0 0.0 41.5 42.4 19.4 27.4 52.0 0.0 74.9 40.3 39.3  
LOS by Move: F C A D B C D A E D D  
HCM2kAvgQ: 5 5 0 2 27 1 1 20 0 11 3 2

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

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

\*\*\*\*\*  
Intersection #55 Driscoll Rd / Paseo Padre Pkwy  
\*\*\*\*\*

Cycle (sec): 105 Critical Vol./Cap. (X): 0.920  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.5  
Optimal Cycle: 129 Level Of Service: D  
\*\*\*\*\*

Street Name: Driscoll Rd Paseo Padre Pkwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected Protected  
Rights: Include Include Include Include Include  
Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8  
Lanes: 1 0 1 1 0 1 0 1 1 0 2 0 1 1 0 1 0 1 1 0

Volume Module:  
Base Vol: 59 609 267 389 1137 370 302 369 84 277 441 316  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 59 609 267 389 1137 370 302 369 84 277 441 316  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 59 609 267 389 1137 370 302 369 84 277 441 316  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 59 609 267 389 1137 370 302 369 84 277 441 316  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 59 609 267 389 1137 370 302 369 84 277 441 316

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 0.91 0.91 0.92 0.92 0.92 0.95 0.89 0.89  
Lanes: 1.00 1.39 0.61 1.00 1.51 0.49 2.00 1.63 0.37 1.00 1.17 0.83  
Final Sat.: 1805 2394 1050 1805 2623 854 3502 2858 651 1805 1971 1412

Capacity Analysis Module:  
Vol/Sat: 0.03 0.25 0.25 0.22 0.43 0.43 0.09 0.13 0.13 0.15 0.22 0.22  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.04 0.28 0.28 0.23 0.47 0.47 0.09 0.15 0.15 0.18 0.24 0.24  
Volume/Cap: 0.79 0.92 0.92 0.92 0.92 0.92 0.92 0.84 0.84 0.84 0.92 0.92  
Uniform Del: 49.9 36.9 36.9 39.2 26.1 26.1 47.2 43.2 43.2 41.4 38.7 38.7  
IncrementDel: 42.5 13.7 13.7 25.2 9.2 9.2 30.0 11.1 11.1 17.0 15.4 15.4  
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: 92.3 50.6 50.6 64.4 35.3 35.3 77.2 54.3 54.3 58.4 54.1 54.1  
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: 92.3 50.6 50.6 64.4 35.3 35.3 77.2 54.3 54.3 58.4 54.1 54.1  
LOS by Move: F D D E D D E D D E D D  
HCM2kAvgQ: 4 19 19 16 28 28 8 10 10 11 17 17

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



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

\*\*\*\*\*  
Intersection #63 Warm Springs Blvd / Warren Ave  
\*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap. (X): 0.786  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.9  
Optimal Cycle: 92 Level Of Service: D  
\*\*\*\*\*

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

Control: Protected Protected Protected Protected  
Rights: Include Include Include Ignore  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 1 1 0 2 0 2 0 1 2 0 2 0 1

Volume Module:  
Base Vol: 125 1458 87 42 688 446 505 51 84 564 380 541  
Growth Adj: 1.00 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 1458 87 42 688 446 505 51 84 564 380 541  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 125 1458 87 42 688 446 505 51 84 564 380 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 125 1458 87 42 688 446 505 51 84 564 380 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: 125 1458 87 42 688 446 505 51 84 564 380 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.92 0.95 0.85 0.92 0.95 1.00  
Lanes: 2.00 1.89 0.11 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 3502 3379 202 3502 3610 1615 3502 3610 1615 3502 3610 1900

Capacity Analysis Module:  
Vol/Sat: 0.04 0.43 0.43 0.01 0.19 0.28 0.14 0.01 0.05 0.16 0.11 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.07 0.54 0.54 0.03 0.50 0.50 0.18 0.10 0.10 0.21 0.13 0.00  
Volume/Cap: 0.55 0.80 0.80 0.40 0.38 0.55 0.80 0.14 0.53 0.75 0.80 0.00  
Uniform Del: 61.2 25.1 25.1 64.3 20.5 22.9 53.0 55.7 57.9 49.7 56.9 0.0  
IncrementDel: 2.8 2.5 2.5 2.6 0.1 0.8 7.1 0.2 3.3 4.3 9.3 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: 64.0 27.6 27.6 66.9 20.6 23.7 60.1 55.9 61.2 54.1 66.2 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: 64.0 27.6 27.6 66.9 20.6 23.7 60.1 55.9 61.2 54.1 66.2 0.0  
LOS by Move: E C C E C C E E E D E A  
HCM2kAvgQ: 3 28 28 1 9 13 12 1 4 13 10 0

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

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

\*\*\*\*\*  
Intersection #64 Warm Springs / Kato / Scott Creek  
\*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap. (X): 1.340  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 131.6  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Street Name: Warm Springs Blvd Kato Rd / Scott Creek Rd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Include Include Ovl  
Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
Lanes: 2 0 2 0 1 2 0 2 0 1 1 0 1 1 0 2 0 2 0 1

Volume Module:  
Base Vol: 111 649 694 773 448 440 128 422 125 458 1718 836  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 111 649 694 773 448 440 128 422 125 458 1718 836  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 111 649 694 773 448 440 128 422 125 458 1718 836  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 111 649 694 773 448 440 128 422 125 458 1718 836  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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: 111 649 694 773 448 440 128 422 125 458 1718 836

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 0.95 0.92 0.92 0.92 0.95 0.85  
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.54 0.46 2.00 2.00 1.00  
Final Sat.: 3502 3610 1615 3502 3610 1615 1805 2690 797 3502 3610 1615

Capacity Analysis Module:  
Vol/Sat: 0.03 0.18 0.43 0.22 0.12 0.27 0.07 0.16 0.16 0.13 0.48 0.52  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.05 0.32 0.32 0.16 0.43 0.43 0.05 0.22 0.22 0.19 0.36 0.52  
Volume/Cap: 0.63 0.56 1.34 1.34 0.29 0.63 1.34 0.71 0.71 0.71 1.34 1.00  
Uniform Del: 69.8 42.2 51.0 62.6 27.4 32.9 71.0 53.8 53.8 57.2 48.4 35.9  
IncrementDel: 6.9 0.6 165.8 164.5 0.1 1.8 207.8 3.0 3.0 3.5 158 30.0  
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: 76.7 42.8 216.7 227.2 27.5 34.7 278.8 56.7 56.7 60.8 207 65.8  
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: 76.7 42.8 216.7 227.2 27.5 34.7 278.8 56.7 56.7 60.8 207 65.8  
LOS by Move: E D F F C C F E E E F E  
HCM2kAvgQ: 4 13 54 32 7 16 12 13 13 11 70 45

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #3 Fremont Blvd / Paseo Padre Pkwy
*****
Cycle (sec):      110      Critical Vol./Cap. (X):      0.917
Loss Time (sec):  12 (Y+R=4.0 sec) Average Delay (sec/veh):  47.5
Optimal Cycle:   124      Level Of Service:      D
*****
Street Name:      Fremont Blvd      Paseo Padre Pkwy
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Include      Include      Ignore
Min. Green:       4      8      4      8      4      8      4      8
Lanes:            2 0 3 0 1      2 0 2 1 0      2 0 1 1 0      1 0 2 0 1
-----
Volume Module:
Base Vol:         420 1211      98 596 1182      302 524 740 628      81 295 584
Growth Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:     420 1211      98 596 1182      302 524 740 628      81 295 584
User Adj:        1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00
PHF Adj:         1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00
PHF Volume:     420 1211      98 596 1182      302 524 740 628      81 295 0
Reduct Vol:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:    420 1211      98 596 1182      302 524 740 628      81 295 0
PCE Adj:        1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00
MLF Adj:        1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00
FinalVolume:    420 1211      98 596 1182      302 524 740 628      81 295 0
-----
Saturation Flow Module:
Sat/Lane:        1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment:      0.95 1.00      0.85 0.95 0.97      0.97 0.95 0.93      0.93 0.95 1.00
Lanes:           2.00 3.00      1.00 2.00 2.39      0.61 2.00 1.08      0.92 1.00 2.00
Final Sat.:     3610 5700      1615 3610 4399      1124 3610 1914      1624 1805 3800
-----
Capacity Analysis Module:
Vol/Sat:         0.12 0.21      0.06 0.17 0.27      0.27 0.15 0.39      0.39 0.04 0.08      0.00
Crit Moves:      ****
Green/Cycle:     0.13 0.24      0.24 0.18 0.29      0.29 0.31 0.42      0.42 0.05 0.16      0.00
Volume/Cap:      0.92 0.90      0.26 0.90 0.92      0.92 0.47 0.92      0.92 0.92 0.47      0.00
Uniform Del:     47.4 40.7      34.1 43.9 37.6      37.6 30.9 30.0      30.0 52.1 41.7      0.0
IncrementDel:    23.1 8.4      0.4 15.2 8.6      8.6 0.3 9.2      9.2 68.6 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 0.00
Delay/Veh:       70.6 49.1      34.5 59.1 46.2      46.2 31.2 39.2      39.2 120.7 42.2      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
AdjDel/Veh:     70.6 49.1      34.5 59.1 46.2      46.2 31.2 39.2      39.2 120.7 42.2      0.0
LOS by Move:     E D C E D D C D D F D A
HCM2kAvgQ:       10 17 3 13 20 20 7 26 26 5 5 0
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #4 Paseo Padre Pkwy / Decoto Rd
*****
Cycle (sec):      125      Critical Vol./Cap. (X):      1.208
Loss Time (sec):  16 (Y+R=4.0 sec) Average Delay (sec/veh):  84.9
Optimal Cycle:   180      Level Of Service:      F
*****
Street Name:      Paseo Padre Pkwy      Decoto Rd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Protected      Protected      Protected      Protected
Rights:           Include      Include      Include      Include
Min. Green:       4 13 13      4 13 13      4 8 8      4 8 8
Lanes:            2 0 3 0 1      2 0 2 1 0      1 0 3 0 1      2 0 3 0 1
-----
Volume Module:
Base Vol:         422 1083      255 389 1375      137 191 1429      870 344 1335      449
Growth Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:     422 1083      255 389 1375      137 191 1429      870 344 1335      449
User Adj:        1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:         1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:     422 1083      255 389 1375      137 191 1429      870 344 1335      449
Reduct Vol:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:    422 1083      255 389 1375      137 191 1429      870 344 1335      449
PCE Adj:        1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:        1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:    422 1083      255 389 1375      137 191 1429      870 344 1335      449
-----
Saturation Flow Module:
Sat/Lane:        1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment:      0.92 0.91      0.85 0.92 0.90      0.90 0.95 0.91      0.85 0.92 0.91
Lanes:           2.00 3.00      1.00 2.00 2.73      0.27 1.00 3.00      1.00 2.00 3.00
Final Sat.:     3502 5187      1615 3502 4651      463 1805 5187      1615 3502 5187
-----
Capacity Analysis Module:
Vol/Sat:         0.12 0.21      0.16 0.11 0.30      0.30 0.11 0.28      0.54 0.10 0.26      0.28
Crit Moves:      ****
Green/Cycle:     0.10 0.22      0.22 0.12 0.24      0.24 0.15 0.45      0.45 0.08 0.38      0.38
Volume/Cap:      1.21 0.93      0.70 0.93 1.21      1.21 0.73 0.62      1.21 1.21 0.67      0.73
Uniform Del:     56.3 47.5      44.6 54.5 47.2      47.2 51.0 26.5      34.6 57.4 32.1      33.1
IncrementDel:    117.3 12.7      6.1 26.9 101 101.2      9.8 0.5 106.2      121.7 0.9 4.4
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
Delay/Veh:       173.6 60.1      50.6 81.4 148 148.4      60.9 27.0 140.9      179.1 33.1 37.4
User DelAdj:     1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
AdjDel/Veh:     173.6 60.1      50.6 81.4 148 148.4      60.9 27.0 140.9      179.1 33.1 37.4
LOS by Move:     F E D F F F E C F C D
HCM2kAvgQ:       16 19 10 11 35 35 8 15 54 13 16 16
*****
Note: Queue reported is the number of cars per lane.
*****

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

\*\*\*\*\*  
 Intersection #5 Fremont Blvd / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 115 Critical Vol./Cap. (X): 1.099  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 75.4  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Street Name: Fremont Blvd Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1

Volume Module:  
 Base Vol: 436 1229 432 189 1098 92 297 2209 649 524 1339 132  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 436 1229 432 189 1098 92 297 2209 649 524 1339 132  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 436 1229 432 189 1098 92 297 2209 649 524 1339 132  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 436 1229 432 189 1098 92 297 2209 649 524 1339 132  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 436 1229 432 189 1098 92 297 2209 649 524 1339 132

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.95 0.97 0.97 0.95 1.00 0.85  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.32 0.68 2.00 2.00 1.00  
 Final Sat.: 3610 5700 1615 3610 5700 1615 3610 4256 1250 3610 3800 1615

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.22 0.27 0.05 0.19 0.06 0.08 0.52 0.52 0.15 0.35 0.08  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.11 0.24 0.24 0.05 0.18 0.18 0.11 0.47 0.47 0.13 0.49 0.49  
 Volume/Cap: 1.08 0.89 1.10 1.10 1.08 0.32 0.72 1.10 1.10 1.10 0.72 0.17  
 Uniform Del: 51.0 42.0 43.5 54.8 47.2 41.1 49.1 30.3 30.3 49.9 23.1 16.3  
 IncrementDel: 66.7 7.2 74.7 97.5 51.2 0.6 6.0 51.1 51.1 70.8 1.4 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Delay/Veh: 117.8 49.2 118.2 152.2 98.4 41.7 55.2 81.4 81.4 120.7 24.5 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: 117.8 49.2 118.2 152.2 98.4 41.7 55.2 81.4 81.4 120.7 24.5 16.4  
 LOS by Move: F D F F F D E F F C B  
 HCM2kAvgQ: 13 17 24 7 20 3 7 48 48 16 19 3

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

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

\*\*\*\*\*  
 Intersection #6 I-880 NB Ramps / Decoto Rd  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.958  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3  
 Optimal Cycle: 116 Level Of Service: C  
 \*\*\*\*\*

Street Name: I-880 NB Ramps Decoto Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Ignore Ignore  
 Min. Green: 6 0 6 0 0 0 0 17 0 0 17 0  
 Lanes: 2 0 0 0 2 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:  
 Base Vol: 63 0 1116 0 0 0 0 2507 1552 0 1827 15  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 63 0 1116 0 0 0 0 2507 1552 0 1827 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: 63 0 1116 0 0 0 0 2507 0 0 1827 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 63 0 1116 0 0 0 0 2507 0 0 1827 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: 63 0 1116 0 0 0 0 2507 0 0 1827 0

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

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.00 0.39 0.00 0.00 0.00 0.00 0.48 0.00 0.00 0.35 0.00  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.41 0.00 0.41 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.50 0.00  
 Volume/Cap: 0.04 0.00 0.96 0.00 0.00 0.00 0.00 0.96 0.00 0.00 0.70 0.00  
 Uniform Del: 12.4 0.0 20.1 0.0 0.0 0.0 0.0 16.6 0.0 0.0 13.3 0.0  
 IncrementDel: 0.0 0.0 17.2 0.0 0.0 0.0 0.0 9.7 0.0 0.0 0.8 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: 12.4 0.0 37.3 0.0 0.0 0.0 0.0 26.3 0.0 0.0 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: 12.4 0.0 37.3 0.0 0.0 0.0 0.0 26.3 0.0 0.0 14.1 0.0  
 LOS by Move: B A D A A A A C A A B A  
 HCM2kAvgQ: 0 0 19 0 0 0 0 26 0 0 12 0

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



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

\*\*\*\*\*  
 Intersection #11 Paseo Padre Pkwy / Isherwood Way  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap. (X): 1.051  
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 69.8  
 Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	Paseo Padre Pkwy				Isherwood Way					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0

-----

Volume Module:	Paseo Padre Pkwy				Isherwood Way							
Base Vol:	63	2409	453	179	2426	67	104	70	91	323	43	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	2409	453	179	2426	67	104	70	91	323	43	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	2409	453	179	2426	67	104	70	91	323	43	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2409	453	179	2426	67	104	70	91	323	43	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:	63	2409	453	179	2426	67	104	70	91	323	43	77

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Saturation Flow Module:	Paseo Padre Pkwy				Isherwood Way							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.91	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	2.92	0.08	0.40	0.26	0.34	0.73	0.10	0.17
Final Sat.:	1805	5187	1615	1805	5027	139	698	470	611	1306	174	311

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Capacity Analysis Module:	Paseo Padre Pkwy				Isherwood Way							
Vol/Sat:	0.03	0.46	0.28	0.10	0.48	0.48	0.15	0.15	0.15	0.25	0.25	0.25
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.44	0.44	0.09	0.50	0.50	0.14	0.14	0.14	0.24	0.24	0.24
Volume/Cap:	0.96	1.05	0.63	1.05	0.96	0.96	1.05	1.05	1.05	1.05	1.05	1.05
Uniform Del:	72.2	41.9	32.5	67.9	36.2	36.2	64.4	64.4	64.4	57.4	57.4	57.4
IncrementDel:	98.7	33.9	1.9	83.1	10.8	10.8	70.7	70.7	70.7	57.9	57.9	57.9
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:	170.9	75.8	34.4	151.0	47.0	47.0	135.1	135	135.1	115.2	115	115.2
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:	170.9	75.8	34.4	151.0	47.0	47.0	135.1	135	135.1	115.2	115	115.2
LOS by Move:	F	E	C	F	D	D	F	F	F	F	F	F
HCM2kAvgQ:	5	50	16	13	46	46	18	18	18	27	27	27

\*\*\*\*\*

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

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

\*\*\*\*\*  
 Intersection #12 Paseo Padre Pkwy / Thornton Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap. (X): 1.103  
 Loss Time (sec): 17 (Y+R=4.0 sec) Average Delay (sec/veh): 80.4  
 Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name:	Paseo Padre Pkwy				Thornton Ave					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Include		Include		Ignore		Include			
Min. Green:	4	10	10	4	10	10	10	10	10	
Lanes:	2	0	1	1	0	1	0	3	0	1

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Volume Module:	Paseo Padre Pkwy				Thornton Ave							
Base Vol:	745	2457	140	73	1984	934	506	138	423	33	71	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:	745	2457	140	73	1984	934	506	138	423	33	71	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	745	2457	140	73	1984	934	506	138	0	33	71	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	2457	140	73	1984	934	506	138	0	33	71	40
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:	745	2457	140	73	1984	934	506	138	0	33	71	40

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Saturation Flow Module:	Paseo Padre Pkwy				Thornton Ave							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.91	0.85	0.91	0.91	1.00	0.95	0.95	0.95
Lanes:	2.00	1.89	0.11	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.64	0.36
Final Sat.:	3502	3388	193	1805	5187	1615	3473	1736	1900	1805	1150	648

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Capacity Analysis Module:	Paseo Padre Pkwy				Thornton Ave							
Vol/Sat:	0.21	0.73	0.73	0.04	0.38	0.58	0.15	0.08	0.00	0.02	0.06	0.06
Crit Moves:	****				****				****			
Green/Cycle:	0.19	0.68	0.68	0.04	0.52	0.52	0.13	0.13	0.00	0.06	0.06	0.06
Volume/Cap:	1.10	1.07	1.07	1.07	0.73	1.10	1.10	0.60	0.00	0.33	1.10	1.10
Uniform Del:	72.6	28.8	28.8	86.6	33.0	42.8	78.1	73.6	0.0	81.7	85.0	85.0
IncrementDel:	66.2	39.3	39.3	128.6	1.0	63.0	68.5	1.0	0.0	1.9	120	120.1
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	0.00	1.00	1.00	1.00
Delay/Veh:	138.8	68.1	68.1	215.1	34.0	105.8	146.6	74.6	0.0	83.6	205	205.1
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:	138.8	68.1	68.1	215.1	34.0	105.8	146.6	74.6	0.0	83.6	205	205.1
LOS by Move:	F	E	E	F	C	F	F	E	A	F	F	F
HCM2kAvgQ:	29	88	88	7	30	64	21	8	0	2	10	10

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

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

\*\*\*\*\*  
Intersection #18 Paseo Padre Pkwy / Peralta Blvd  
\*\*\*\*\*

Cycle (sec): 155 Critical Vol./Cap. (X): 1.138  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 90.5  
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name:	Paseo Padre Pkwy				Peralta Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	1	0	2	0	2	1	0

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Volume Module:	Paseo Padre Pkwy				Peralta Blvd							
Base Vol:	346	2494	6	321	1859	35	254	534	358	84	504	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	2494	6	321	1859	35	254	534	358	84	504	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	2494	6	321	1859	35	254	534	358	84	504	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	2494	6	321	1859	35	254	534	358	84	504	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	346	2494	6	321	1859	35	254	534	358	84	504	494

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Saturation Flow Module:	Paseo Padre Pkwy				Peralta Blvd							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.91	0.91	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	2.00	2.99	0.01	2.00	2.94	0.06	1.00	1.20	0.80	1.00	2.00	1.00
Final Sat.:	3502	5175	12	3502	5076	96	1805	2031	1362	1805	3610	1615

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Capacity Analysis Module:	Paseo Padre Pkwy				Peralta Blvd							
Vol/Sat:	0.10	0.48	0.48	0.09	0.37	0.37	0.14	0.26	0.26	0.05	0.14	0.31
Crit Moves:	****				****							
Green/Cycle:	0.11	0.42	0.42	0.08	0.40	0.40	0.12	0.33	0.33	0.06	0.27	0.27
Volume/Cap:	0.92	1.14	1.14	1.14	0.92	0.92	1.14	0.79	0.79	0.79	0.52	1.14
Uniform Del:	68.6	44.7	44.7	71.3	44.5	44.5	67.9	46.7	46.7	72.0	48.2	56.7
IncrementDel:	27.8	68.1	68.1	96.0	7.5	7.5	102.3	3.8	3.8	31.4	0.5	86.5
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:	96.4	113	112.8	167.2	52.0	52.0	170.2	50.5	50.5	103.3	48.7	143.2
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:	96.4	113	112.8	167.2	52.0	52.0	170.2	50.5	50.5	103.3	48.7	143.2
LOS by Move:	F	F	F	F	D	D	F	D	D	F	D	F
HCM2kAvgQ:	11	59	59	13	35	35	19	21	21	6	11	34

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #22 Fremont Blvd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap. (X): 1.008  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 70.7  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	Fremont Blvd				Mowry Ave					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Ignore		Include			
Min. Green:	4	10	10	4	10	10	4	10	10	
Lanes:	2	0	2	1	0	2	0	2	1	0

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Volume Module:	Fremont Blvd				Mowry Ave							
Base Vol:	413	730	112	312	759	287	886	2033	666	389	1412	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	730	112	312	759	287	886	2033	666	389	1412	211
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:	413	730	112	312	759	287	886	2033	0	389	1412	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	730	112	312	759	287	886	2033	0	389	1412	211
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:	413	730	112	312	759	287	886	2033	0	389	1412	211

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Saturation Flow Module:	Fremont Blvd				Mowry Ave							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.95	0.85	0.92	0.91	0.91	0.92	0.89	0.89
Lanes:	2.00	2.60	0.40	2.00	2.00	1.00	2.00	3.00	0.00	2.00	2.61	0.39
Final Sat.:	3502	4407	676	3502	3610	1615	3502	5187	0	3502	4427	662

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Capacity Analysis Module:	Fremont Blvd				Mowry Ave							
Vol/Sat:	0.12	0.17	0.17	0.09	0.21	0.18	0.25	0.39	0.00	0.11	0.32	0.32
Crit Moves:	****				****							
Green/Cycle:	0.12	0.21	0.21	0.11	0.21	0.21	0.25	0.44	0.00	0.13	0.32	0.32
Volume/Cap:	1.01	0.78	0.78	0.78	1.01	0.85	1.01	0.89	0.00	0.89	1.01	1.01
Uniform Del:	66.2	55.8	55.8	64.6	59.4	57.1	56.2	38.4	0.0	64.5	51.3	51.3
IncrementDel:	46.4	3.8	3.8	9.7	34.7	18.4	32.2	4.6	0.0	19.0	24.3	24.3
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:	112.6	59.6	59.6	74.3	94.0	75.5	88.4	43.0	0.0	83.6	75.6	75.6
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:	112.6	59.6	59.6	74.3	94.0	75.5	88.4	43.0	0.0	83.6	75.6	75.6
LOS by Move:	F	E	E	E	F	E	F	D	A	F	E	E
HCM2kAvgQ:	14	15	15	9	24	15	27	34	0	12	34	34

\*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #28 Mission Blvd / Niles Canyon Rd  
\*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap. (X): 1.332  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 194.5  
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name:	Mission Blvd				Niles Canyon Rd			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	5 10 10	5 10 10	5 5 5	5 5 5	5 5 5	5 5 5	5 5 5	5 5 5
Lanes:	1 0 3 0 1	2 0 2 1 0	1 0 0 1 0	2 0 1 0 1	1 0 0 1 0	2 0 1 0 1	1 0 0 1 0	2 0 1 0 1

Volume Module:

Base Vol:	263 1760 326	942 2380 32	11 183 271	816 242 975
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	263 1760 326	942 2380 32	11 183 271	816 242 975
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	263 1760 326	942 2380 32	11 183 271	816 242 975
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	263 1760 326	942 2380 32	11 183 271	816 242 975
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	263 1760 326	942 2380 32	11 183 271	816 242 975

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.91 0.85	0.92 0.91 0.91	0.95 0.91 0.91	0.92 1.00 0.85
Lanes:	1.00 3.00 1.00	2.00 2.96 0.04	1.00 0.40 0.60	2.00 1.00 1.00
Final Sat.:	1805 5187 1615	3502 5108 69	1805 697 1032	3502 1900 1615

Capacity Analysis Module:

Vol/Sat:	0.15 0.34 0.20	0.27 0.47 0.47	0.01 0.26 0.26	0.23 0.13 0.60
Crit Moves:	****	****	****	****
Green/Cycle:	0.11 0.25 0.25	0.20 0.34 0.34	0.03 0.25 0.25	0.22 0.44 0.44
Volume/Cap:	1.38 1.37 0.81	1.37 1.38 1.38	0.18 1.05 1.05	1.05 0.29 1.38
Uniform Del:	64.8 54.5 51.4	58.3 48.0 48.0	68.0 54.3 54.3	56.4 26.2 40.7
IncrementDel:	198.9 171 12.1	175.4 173 173.2	1.4 56.3 56.3	45.5 0.2 178.4
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:	263.7 226 63.5	233.6 221 221.2	69.4 111 110.6	101.9 26.4 219.1
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:	263.7 226 63.5	233.6 221 221.2	69.4 111 110.6	101.9 26.4 219.1
LOS by Move:	F F E	F F F	E F F	F C F
HCM2kAvgQ:	22 51 16	39 69 69	1 27 27	25 7 76

\*\*\*\*\*

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

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

\*\*\*\*\*  
Intersection #29 Mission Blvd / Mowry Ave  
\*\*\*\*\*

Cycle (sec): 175 Critical Vol./Cap. (X): 1.114  
Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 103.8  
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name:	Mission Blvd				Mowry Ave			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Ignore	Protected	Protected
Rights:	Include	Include	Ignore	Include	Include	Ignore	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 4 0 1	2 0 0 1 0	0 0 1 0 0	1 0 1 1 0	1 0 4 0 1	2 0 0 1 0	0 0 1 0 0

Volume Module:

Base Vol:	413 1020 7	18 2076 1293	1511 5 595	10 11 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:	413 1020 7	18 2076 1293	1511 5 595	10 11 4
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:	413 1020 7	18 2076 0	1511 5 595	10 11 4
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	413 1020 7	18 2076 0	1511 5 595	10 11 4
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:	413 1020 7	18 2076 0	1511 5 595	10 11 4

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 0.91 1.00	0.92 0.85 0.85	0.96 0.96 0.96
Lanes:	1.00 1.99 0.01	1.00 4.00 1.00	2.00 0.01 0.99	0.40 0.44 0.16
Final Sat.:	1805 3582 25	1805 6916 1900	3502 13 1603	728 801 291

Capacity Analysis Module:

Vol/Sat:	0.23 0.28 0.28	0.01 0.30 0.00	0.43 0.37 0.37	0.01 0.01 0.01
Crit Moves:	****	****	****	****
Green/Cycle:	0.21 0.46 0.46	0.02 0.27 0.00	0.39 0.39 0.39	0.01 0.01 0.01
Volume/Cap:	1.11 0.62 0.62	0.62 1.11 0.00	1.11 0.96 0.96	0.96 1.11 1.11
Uniform Del:	69.5 35.9 35.9	85.6 63.9 0.0	53.6 52.6 52.6	86.2 86.4 86.4
IncrementDel:	81.4 0.7 0.7	34.9 59.6 0.0	62.1 27.0 27.0	160.1 228 227.9
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:	150.9 36.6 36.6	120.5 123 0.0	115.8 79.6 79.6	246.3 314 314.4
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:	150.9 36.6 36.6	120.5 123 0.0	115.8 79.6 79.6	246.3 314 314.4
LOS by Move:	F D D	F F A	F E E	F F F
HCM2kAvgQ:	30 21 21	2 41 0	54 36 36	3 3 3

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #37 Blacow Rd / Stevenson Blvd  
 \*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 1.253  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 100.8  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Blacow Rd Stevenson Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 3 0 1 2 0 2 1 0

Volume Module:  
 Base Vol: 435 1039 137 437 950 784 497 2134 707 157 949 85  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 435 1039 137 437 950 784 497 2134 707 157 949 85  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 435 1039 137 437 950 784 497 2134 707 157 949 85  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 435 1039 137 437 950 784 497 2134 707 157 949 85  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 435 1039 137 437 950 784 497 2134 707 157 949 85

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 0.90 0.90  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 2.75 0.25  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 5187 1615 3502 4703 421

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.29 0.08 0.12 0.26 0.49 0.14 0.41 0.44 0.04 0.20 0.20  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.10 0.34 0.34 0.15 0.39 0.39 0.16 0.35 0.35 0.04 0.23 0.23  
 Volume/Cap: 1.25 0.85 0.25 0.85 0.68 1.25 0.89 1.18 1.25 1.25 0.89 0.89  
 Uniform Del: 56.3 38.3 29.8 51.9 31.8 38.3 51.5 40.7 40.7 60.3 46.9 46.9  
 IncremntDel: 135.3 5.7 0.2 12.4 1.4 126.5 16.5 85.9 127.7 163.3 9.0 9.0  
 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: 191.6 44.0 30.0 64.4 33.2 164.8 68.0 127 168.4 223.5 55.8 55.8  
 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: 191.6 44.0 30.0 64.4 33.2 164.8 68.0 127 168.4 223.5 55.8 55.8  
 LOS by Move: F D C E C F E F F E E  
 HCM2kAvgQ: 17 22 4 11 16 51 13 47 46 7 17 17

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

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

\*\*\*\*\*  
 Intersection #43 Grimmer Blvd / Blacow Rd  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 0.885  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.4  
 Optimal Cycle: 107 Level Of Service: D  
 \*\*\*\*\*

Street Name: Grimmer Blvd Blacow Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 4 8 8 4 8 8 4 8 8 4 8 8  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1

Volume Module:  
 Base Vol: 540 1034 179 217 370 200 552 1081 190 308 769 114  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 540 1034 179 217 370 200 552 1081 190 308 769 114  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 1034 179 217 370 200 552 1081 190 308 769 114  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 540 1034 179 217 370 200 552 1081 190 308 769 114  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 540 1034 179 217 370 200 552 1081 190 308 769 114

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 0.95 0.85 0.92 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3610 1615 3502 3610 1615 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.29 0.11 0.06 0.10 0.12 0.16 0.30 0.12 0.09 0.21 0.07  
 Crit Moves: \*\*\*\* \*  
 Green/Cycle: 0.22 0.32 0.32 0.07 0.18 0.18 0.19 0.34 0.34 0.10 0.25 0.25  
 Volume/Cap: 0.71 0.88 0.34 0.88 0.58 0.71 0.85 0.88 0.35 0.88 0.85 0.28  
 Uniform Del: 34.3 30.4 24.4 43.8 36.0 36.9 37.3 29.7 23.6 42.2 33.8 28.6  
 IncremntDel: 3.0 8.3 0.4 29.4 1.4 7.9 10.0 8.0 0.4 22.6 7.4 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: 37.3 38.8 24.8 73.2 37.4 44.8 47.4 37.7 23.9 64.8 41.3 29.0  
 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: 37.3 38.8 24.8 73.2 37.4 44.8 47.4 37.7 23.9 64.8 41.3 29.0  
 LOS by Move: D D C E D D D D C E D C  
 HCM2kAvgQ: 9 19 4 6 6 7 11 19 4 7 14 3

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

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

\*\*\*\*\*  
Intersection #44 Grimmer Blvd / Auto Mall Pkwy  
\*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap. (X): 1.071  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 66.0  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	Grimmer Blvd				Auto Mall Pkwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ignore		Ignore		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	831	1259	232	250	169	205	748	2443	170	108	1593	673
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	831	1259	232	250	169	205	748	2443	170	108	1593	673
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	831	1259	232	250	169	0	748	2443	0	108	1593	673
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	831	1259	232	250	169	0	748	2443	0	108	1593	673
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	831	1259	232	250	169	0	748	2443	0	108	1593	673

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.92	0.91	1.00	0.95	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	3502	5187	1900	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.14	0.07	0.03	0.00	0.21	0.47	0.00	0.06	0.31	0.42
Crit Moves:	****											
Green/Cycle:	0.26	0.23	0.23	0.07	0.04	0.00	0.20	0.52	0.00	0.07	0.39	0.39
Volume/Cap:	0.92	1.07	0.63	1.07	0.92	0.00	1.07	0.90	0.00	0.90	0.79	1.07
Uniform Del:	48.8	52.2	47.2	63.0	64.9	0.0	54.0	29.2	0.0	62.6	36.4	41.2
IncrementDel:	14.4	47.6	3.6	79.1	44.3	0.0	54.8	4.7	0.0	53.1	2.2	56.6
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	63.1	99.9	50.8	142.1	109	0.0	108.9	33.8	0.0	115.7	38.6	97.8
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:	63.1	99.9	50.8	142.1	109	0.0	108.9	33.8	0.0	115.7	38.6	97.8
LOS by Move:	E	F	D	F	F	A	F	C	A	F	D	F
HCM2kAvgQ:	21	27	9	9	5	0	23	36	0	7	23	38

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

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

\*\*\*\*\*  
Intersection #61 Osgood-Warm Springs / S. Grimmer  
\*\*\*\*\*

Cycle (sec): 135 Critical Vol./Cap. (X): 0.998  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 62.9  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Street Name:	Osgood Rd-Warm Springs Blvd				S. Grimmer Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ignore		Ignore		Include			
Min. Green:	4	8	8	4	8	8	4	8	8	
Lanes:	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	879	866	378	43	412	1008	1660	543	93	62	146	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	879	866	378	43	412	1008	1660	543	93	62	146	34
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	879	866	378	43	412	0	1660	543	0	62	146	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	879	866	378	43	412	0	1660	543	0	62	146	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	879	866	378	43	412	0	1660	543	0	62	146	34

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	1.00	0.92	0.95	1.00	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1900	3502	3610	1900	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.25	0.24	0.23	0.01	0.11	0.00	0.47	0.15	0.00	0.02	0.04	0.02
Crit Moves:	****											
Green/Cycle:	0.25	0.32	0.32	0.04	0.11	0.00	0.46	0.44	0.00	0.09	0.06	0.06
Volume/Cap:	1.02	0.75	0.74	0.31	1.02	0.00	1.02	0.34	0.00	0.21	0.68	0.36
Uniform Del:	50.9	41.3	40.9	63.1	60.0	0.0	36.1	25.1	0.0	57.4	62.3	61.0
IncrementDel:	36.0	2.9	5.5	1.3	50.1	0.0	27.7	0.1	0.0	0.3	8.7	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	0.00	1.00	1.00	1.00
Delay/Veh:	86.9	44.1	46.4	64.4	110	0.0	63.8	25.3	0.0	57.7	71.0	63.3
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:	86.9	44.1	46.4	64.4	110	0.0	63.8	25.3	0.0	57.7	71.0	63.3
LOS by Move:	F	D	D	E	F	A	E	C	A	E	E	E
HCM2kAvgQ:	25	18	15	1	14	0	44	8	0	1	4	2

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

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

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 Intersection #62 Warm Springs Blvd / Mission Blvd (SR262)  
 \*\*\*\*\*

Cycle (sec): 150 Critical Vol./Cap. (X): 1.390  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 174.4  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Mission Blvd (SR262)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: include ignore ignore ignore  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:  
 Base Vol: 1001 1036 475 542 1159 1733 962 2321 585 657 969 135  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 1001 1036 475 542 1159 1733 962 2321 585 657 969 135  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 1001 1036 475 542 1159 0 962 2321 0 657 969 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 1001 1036 475 542 1159 0 962 2321 0 657 969 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 FinalVolume: 1001 1036 475 542 1159 0 962 2321 0 657 969 0

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 1.00 0.92 0.91 1.00 0.92 0.91 1.00  
 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 1900 3502 5187 1900 3502 5187 1900

Capacity Analysis Module:  
 Vol/Sat: 0.29 0.29 0.29 0.15 0.32 0.00 0.27 0.45 0.00 0.19 0.19 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.21 0.29 0.29 0.15 0.23 0.00 0.27 0.32 0.00 0.13 0.18 0.00  
 Volume/Cap: 1.39 1.00 1.03 1.03 1.39 0.00 1.01 1.39 0.00 1.39 1.01 0.00  
 Uniform Del: 59.6 53.5 53.5 63.7 57.7 0.0 54.6 50.9 0.0 64.9 61.1 0.0  
 IncrementDel: 184.1 28.8 49.3 46.6 183 0.0 31.7 179 0.0 188.3 31.6 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 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Delay/Veh: 243.7 82.4 102.9 110.3 241 0.0 86.4 230 0.0 253.2 92.8 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: 243.7 82.4 102.9 110.3 241 0.0 86.4 230 0.0 253.2 92.8 0.0  
 LOS by Move: F F F F F A F F A F F A  
 HCM2kAvgQ: 43 31 28 18 50 0 29 68 0 29 22 0

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

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

\*\*\*\*\*  
 Intersection #64 Warm Springs / Kato / Scott Creek  
 \*\*\*\*\*

Cycle (sec): 145 Critical Vol./Cap. (X): 1.230  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 127.6  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Street Name: Warm Springs Blvd Kato Rd / Scott Creek Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: include include include include  
 Min. Green: 4 10 10 4 10 10 4 10 10 4 10 10  
 Lanes: 2 0 2 0 1 2 0 2 0 1 1 0 1 1 0 2 0 2 0 1

Volume Module:  
 Base Vol: 30 547 561 759 730 147 166 1091 101 662 441 707  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 30 547 561 759 730 147 166 1091 101 662 441 707  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 30 547 561 759 730 147 166 1091 101 662 441 707  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 547 561 759 730 147 166 1091 101 662 441 707  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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: 30 547 561 759 730 147 166 1091 101 662 441 707

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 0.95 0.94 0.94 0.92 0.95 0.85  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.83 0.17 2.00 2.00 1.00  
 Final Sat.: 3502 3610 1615 3502 3610 1615 1805 3261 302 3502 3610 1615

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.15 0.35 0.22 0.20 0.09 0.09 0.33 0.33 0.19 0.12 0.44  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.06 0.28 0.28 0.18 0.40 0.40 0.07 0.28 0.28 0.16 0.36 0.36  
 Volume/Cap: 0.16 0.54 1.23 1.23 0.50 0.23 1.23 1.22 1.22 1.22 0.34 1.23  
 Uniform Del: 65.3 44.0 52.0 59.7 32.3 28.4 67.1 52.5 52.5 61.2 34.2 46.7  
 IncrementDel: 0.4 0.6 121.3 117.1 0.3 0.2 151.9 106 106.3 112.9 0.2 118.0  
 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: 65.7 44.6 173.3 176.8 32.6 28.5 218.9 159 158.9 174.1 34.4 164.7  
 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: 65.7 44.6 173.3 176.8 32.6 28.5 218.9 159 158.9 174.1 34.4 164.7  
 LOS by Move: E D F F C C F F F F C F  
 HCM2kAvgQ: 1 11 40 29 13 4 14 43 43 25 7 49

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