

**APPENDIX E:  
TRAFFIC IMPACT ANALYSIS**

**Revised Draft**

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**Traffic Impact Study  
for the  
East Garrison Development**

**In Monterey County**

September 7, 2004

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## INTRODUCTION AND SUMMARY

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### **Introduction**

This report presents the results of TJKM's traffic impact analysis of the proposed East Garrison Development, to be located on Reservation Road in Monterey County. The purpose of this traffic study is to evaluate the potential traffic impacts, to determine potential mitigation measures, and to identify any critical traffic issues that should be addressed in the draft Environmental Impact Report (EIR).

### **Summary**

The proposed East Garrison development with 1,470 homes is expected to generate approximately a total of 13,690 daily trips with 1,290 trips occurring during the a.m. peak hour and 1,379 trips occurring during the p.m. peak hour. With an additional 1,417 homes proposed for a total of 2,887 homes, the proposed project is expected to generate approximately a total of 24,480 daily trips with 2,322 trips occurring during the a.m. peak hour and 2,467 trips occurring during the p.m. peak hour.

### *Existing Conditions*

Currently, all the study intersections operate at acceptable levels of service during both the a.m. and p.m. peak hours except for the following five study intersections:

- Davis Road/Blanco Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Reservation Road (LOS F during the a.m. peak hour)
- Reservation Road/Davis Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during the a.m. peak hour)

Currently, the following five roadway segments operate at unacceptable levels of service under Existing Conditions:

- Blanco Road between Salinas River Bridge and Reservation Road (LOS E during the a.m. and p.m. peak hours)
- Blanco Road between Salinas River Bridge and Davis Road (LOS E during the a.m. and p.m. peak hours)
- Davis Road between Ambrose and Central Avenue (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Portola Drive and Highway 68 (LOS D during the p.m. peak hour)
- Highway 183 between Cooper Road and Espinosa Road (LOS D and LOS E during the a.m. and p.m. peak hours, respectively)

### *Existing plus Project (1,470 Homes) Conditions*

Under the Existing plus Project (1,470 Homes) Conditions, the five study intersections that operate unacceptably under Existing conditions are expected to continue to operate at unacceptable service levels.

Under the Existing plus Project (1,470 Homes) Conditions, the five study roadway segments that operate unacceptably under Existing conditions are expected to continue to operate at unacceptable service levels and the corresponding mitigations recommended under Existing Conditions are expected to improve the levels of service to acceptable levels at the same. Additionally, the following roadway segments are also expected to operate at unacceptable levels of service under Existing plus project Conditions:

- Davis Road between Reservation Road and Salinas River Bridge (LOS D during the p.m. peak hour)
- Reservation Road between Watkin's Gate and Davis Road (LOS D during the p.m. peak hour)

### *Cumulative (Year 2020) Conditions*

Under the Cumulative (Year 2020) Conditions, the following intersections are expected to operate at unacceptable levels of service:

- Davis Road/Blanco Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Reservation Road (LOS F during both the a.m. and p.m. peak hours)
- Reservation Road/Del Monte Boulevard (LOS E during the p.m. peak hour)
- Reservation Road/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Reservation Road/Blanco Road (LOS F during the a.m. peak hour)
- Reservation Road/Davis Road/"The Bluffs" (LOS F during both the a.m. and p.m. peak hours)
- Highway 68 Westbound Ramps/Reservation Road (LOS F during the p.m. peak hour)
- Highway 1 Southbound Ramps/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Northbound Ramps/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Light Fighter Drive/1<sup>st</sup> Avenue (LOS F during the p.m. peak hour)
- Light Fighter Drive/2<sup>nd</sup> Avenue (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Northbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)

Under the Cumulative (Year 2020) Conditions, the five study roadway segments that operate unacceptably under Existing conditions are expected to continue to operate at unacceptable service levels. Additionally, the following roadway segments are also expected to operate at unacceptable levels of service under Cumulative (Year 2020) Conditions:

- Davis Road between Reservation Road and Salinas River Bridge (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Watkin's Gate and Davis Road (LOS F during the a.m. and p.m. peak hours)
- Reservation Road between Watkin's Gate and Central Entrance (LOS F during the a.m. and p.m. peak hours)
- Highway 1 between Light Fighter I/C and Freemont I/C (LOS E during the p.m. peak hour)

*Cumulative (Year 2020) plus Project (1,470 Homes) Conditions*

Under the Cumulative (Year 2020) plus Project (1,470 Homes) Conditions, the study intersections (same as Cumulative (Year 2020) Conditions) are expected to continue to operate at unacceptable service levels. Additionally, the following study intersection is also expected to operate at unacceptable levels of service under Cumulative (Year 2020) Conditions:

- InterGarrison Road/New Collector (LOS F during the p.m. peak hour)

Under the Cumulative (Year 2020) plus Project (1,470 Homes) Conditions, the study roadway segments that operate unacceptably under Cumulative (Year 2020) conditions are expected to continue to operate at unacceptable service levels. Additionally, the following roadway segments are also expected to operate at unacceptable levels of service under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions:

- InterGarrison Road between Abrams and 7<sup>th</sup> Avenue (LOS D during the p.m. peak hour)
- InterGarrison Road between West Camp Road and Abrams (LOS D and LOS E during the a.m. and p.m. peak hours, respectively)

*Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions*

Under the Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions, the study intersections with unacceptable levels of service under Cumulative (Year 2020) plus Project (1,470 Homes) are expected to continue to operate unacceptably. The same mitigation measures recommended under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions are expected to improve the levels of service at these intersections to acceptable service levels under Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions.

Under the Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions, the study segments with unacceptable levels of service under Cumulative (Year 2020) plus Project (1,470 Homes) are expected to continue to operate unacceptably.

The recommended mitigations to improve the intersection and segment levels of service to acceptable service levels under Existing, Existing plus Project (1,470 Homes), Cumulative (Year 2020), Cumulative (Year 2020) plus Project (1,470 Homes), and Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions are provided in this report.

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## LEVEL OF SERVICE ANALYSIS METHODOLOGY

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Level of service is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The level of service generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience and safety. The operational levels of service (LOS) are given letter designations from “A” to “F,” with “A” representing the best operating conditions (free-flow) and “F” the worst (severely congested flow with high delays). Intersections generally dictate traffic conditions on arterial and collector streets.

### **Signalized Intersections**

The operating condition at the signalized study intersections were evaluated using the 2000 Highway Capacity Manual Operations Method as incorporated into the standard traffic engineering software package TRAFFIX. Peak hour intersection conditions are reported as average delay per vehicle with corresponding levels of service for the intersection as a whole. LOS “A” indicates free flow conditions with little or no delay, while LOS “F” indicates jammed conditions with excessive delay and long back-ups. The methodology is described in detail in Appendix A.

### **Unsignalized Intersections**

The operating conditions at the study intersections with the minor approaches STOP controlled were evaluated using the 2000 Highway Capacity Manual (HCM) Unsignalized Method, also contained in the standard software package TRAFFIX. For two-way stop controlled intersections, LOS is based on and reported for the worst case turning movement in any one lane. For all-way stop controlled intersections, LOS is based on the average control delay experienced on all approaches. The methods rank level of service on an “A” through “F” scale (similar to that used for signalized intersections) to describe travel delay and congestion. The methodologies for unsignalized intersections are also presented in Appendix A.

### **Roadway Segments**

The traffic conditions on the roadway segments were evaluated using the methodologies provided in the 2000 Highway Capacity Manual (HCM). Levels of service criteria for the multi-lane roadway segments (with more than two lanes) were based on the typical speed-flow, and density-flow relationships provided in Chapter 20 in the 2000 HCM. A density less than or equal to 11 vehicles per mile per lane (vpml) corresponds to LOS A indicating free flow conditions and a density greater than or equal to 45 vpml corresponds to LOS F indicating severely congested flows with comparatively lower speeds. Levels of service criteria for two-lane roadway segments (subdivided into Class I and Class II highways) were based on the average travel speed of the vehicles and the percent time-spent-following. Class I highways are two-lane highways that are considered major intercity routes, primary arterials connecting major traffic generators, daily commuter routes, or primary links in state or national highway networks. The motorists are expected to travel at relatively high speeds on Class I highways. Class II highways are considered access routes to Class I facilities, serve as scenic or recreational routes that are not primary arterials, or pass through rugged terrain. The motorists are not necessarily expected to travel at high speeds on Class II highways. For Class I highways, where mobility is paramount, LOS is defined in terms of both average travel speed and

percent time-spent-following. For class II highways, mobility is less critical, and LOS is defined only in terms of percent time-spent-following, without consideration of average travel speed. The methodologies used to analyze roadway segments are presented in Appendix A.

## **Impact Criteria**

The County of Monterey and the City of Seaside consider a peak hour LOS “C” to be the limit of acceptable service for the intersections and roadway segments under its jurisdiction, while the City of Marina and City of Salinas has adopted LOS “D” as the minimum acceptable level of service for city intersections and roadway segments. LOS “D” is the minimum threshold for acceptable operations for freeway ramp intersections and roadway segments within the State (Caltrans) right-of-way. The study intersections that fall below the corresponding service threshold are considered impacted and should be considered for mitigation.

## **Study Intersections**

The study focused on evaluating conditions at 28 study intersections that may potentially be impacted by the proposed project (see Figure 1):

1. Highway 1 Southbound Ramps/Del Monte Boulevard (Unsignalized)
2. Highway 1 Northbound Ramps/Del Monte Boulevard (Unsignalized)
3. South Davis Road/West Blanco Road (Signalized)
4. Highway 1 Southbound Ramps/Reservation Road (Unsignalized)
5. Highway 1 Northbound Ramps/Reservation Road (Unsignalized)
6. Reservation Road/Del Monte Boulevard (Signalized)
7. Reservation Road/Vista Del Camino (Signalized)
8. Reservation Road/Seacrest Avenue (Signalized)
9. Reservation Road/De Forest Road (Signalized)
10. Reservation Road/Crescent Avenue (Signalized)
11. Reservation Road/Imjin Parkway (Signalized)
12. Reservation Road/Blanco Road (Signalized)
13. Reservation Road/Western Project Access (Future intersection with a signal)
14. Inter-Garrison Road/New Collector that connects with Reservation Road (Future intersection with a roundabout)
15. Reservation Road/Central (Main) Project Access (Future intersection with a signal)
16. Reservation Road/Eastern Project Access (Future intersection with a signal)
17. Reservation Road/South Davis Road/Driveway to “The Bluffs” (Unsignalized)
18. Highway 68 Westbound Ramps/Reservation Road (Signalized)
19. Highway 68 Eastbound Ramps/Reservation Road (Signalized)
20. Highway 1 Southbound Ramps/Imjin Parkway (Unsignalized)
21. Highway 1 Northbound Ramps/Imjin Parkway (Unsignalized)
22. 3<sup>rd</sup> Street/4<sup>th</sup> Avenue (All-way Stop)
23. Light Fighter Drive/1<sup>st</sup> Avenue (Signalized)
24. Light Fighter Drive/2<sup>nd</sup> Avenue (Unsignalized)
25. Light Fighter Drive/General Jim Moore Boulevard (Signalized)
26. Highway 1 Southbound Ramps/ Canyon Del Rey Boulevard (Unsignalized)
27. Highway 1 Northbound Ramps/Canyon Del Rey Boulevard (Unsignalized)
28. General Jim Moore Boulevard/Canyon Del Rey Boulevard (Signalized)



LEGEND	
●	Study Intersection



Monterey County  
East Garrison Development  
**Vicinity Map**

Figure  
**1**





Five analysis scenarios were evaluated as part of this study:

- *Existing Conditions* - Current (2003) traffic volumes and roadway conditions
- *Existing plus Project (1,470 Homes) Conditions* - Existing turning movement volumes with the addition of the trips generated by the proposed project and a funding constrained regional road network.
- *Cumulative (Year 2020) Conditions* – Year 2020 buildout traffic volumes based on county-cities land use forecast and a funding constrained regional road network.
- *Cumulative (Year 2020) plus Project (1,470 Homes) Conditions* – Year 2020 buildout traffic volumes with the addition of traffic generated by the proposed project and a funding constrained regional road network.
- *Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions* – Year 2020 buildout traffic volumes with the addition of traffic generated by full buildout of the proposed project and a funding constrained regional road network.

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## EXISTING CONDITIONS

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### Existing Roadway System

Reservation Road is a major east-west two-to-four-lane arterial extended westerly from Marina State Beach to Highway 68. It has variable speed limits ranging from 35 miles per hour (mph) in the city setting to 65 mph east of Blanco Road. Reservation Road is fronted by business and commercial centers and a few residential developments from Del Monte Boulevard to Seacrest Avenue and open space and farmlands east of Imjin Parkway to South Davis Road.

During the afternoon peak, cyclists park their vehicles in front of the closed East Garrison Road exit to Reservation Road. Cyclists are only allowed access to Inter Garrison Road through the small gate opening. No equestrian facilities were observed on the Reservation Road corridor. Adequately spaced transit bus stops were observed on both sides of Reservation Road. Monterey County transit and school buses use the Reservation Road.

The relatively low vertical grades and horizontal alignments of Reservation Road segments provide good sight distance to motorists. Sight distance of more than 1000 feet was observed for most roadway segments with design speeds up to 55 mph. However, a substantial vertical curve exists east of the proposed Main Project Access.

Del Monte Boulevard is a north and south four lanes arterial that carry heavy traffic volumes to and from Reservation Road during the morning and afternoon peak periods. Del Monte Boulevard is fronted on the east by small business and commercial properties and on the west by recreational trails and parks. Monterey County transit service operates on Del Monte Boulevard.

Vista Del Camino is a two lane roadway that forms a Tee – Intersection with Reservation Road. The land use along Vista Camino is mainly residential and commercial.

Seacrest Avenue and Crescent Avenue are two lane roadways with residential and commercial adjacent land usage.

Imjin Parkway is bounded on the south by 8<sup>th</sup> Street and on the north by the Monterey Bay Education Science and Technology Center of U.C. Santa Cruz (UCMBEST) facility. Low traffic volumes were observed to originate from the university facility during most times of the day.

Blanco Road and South Davis Road are two lane rural roadways that provide access between the cities of Salinas and Marina. The land use fronting the two corridors are farmlands and open spaces.

3<sup>rd</sup> Street and 4<sup>th</sup> Avenue are local two lane access streets within the Monterey Bay Campus of California State University. The streets are mainly controlled by stop signs due to the low peak period traffic volumes.

Light Fighter Drive serves as a major four-lane collector street that carries moderate traffic to/from the Monterey Bay Campus of California State University and the surrounding land uses. The posted speed limit is 35 mph.

General Jim Moore Boulevard is an undulating two lane roadway bounded on the north by Light Fighter Drive and on the south by Canyon Del Rey Road. The posted speed limit varies from 35 mph to 45 mph. General Jim Moore Boulevard is fronted on the west by a few residential properties and on the east by open space and carries moderate traffic.

Canyon Del Rey Boulevard (State Route 218) is bounded on the north by Highway 1 and merges into Highway 68 on the south. The roadway provides access to Monterey County cities and is fronted by recreational parks and sparse residential developments.

### **Level of Service Analysis Results (Existing Conditions)**

Turning movement counts at all study intersections were collected in June of 2003. Figure 2 shows the intersection lane geometry at the study intersections. Figure 3 illustrates the existing peak hour turning movement volumes at the study intersections. Table I summarizes the results of the intersection analysis under Existing Conditions. The detailed LOS calculations are contained in Appendix B.

Currently, all the study intersections operate at acceptable levels of service during both the a.m. and p.m. peak hours except for the following five study intersections:

- Davis Road/Blanco Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Reservation Road (LOS F during the a.m. peak hour)
- Reservation Road/Davis Road/The Bluffs (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during the a.m. peak hour)

Although the calculations indicate that Highway 1 Southbound ramps/Reservation Road operates at LOS F during the a.m. peak hour, no excessive delays were observed for drivers trying to turn left from the off-ramp (which is stop-controlled) onto eastbound Reservation Road. The adjacent signal to the east at Beach Road/Reservation Road creates gaps in westbound Reservation Road traffic so that drivers can turn left from the Highway 1 southbound off-ramp.

Similarly, although the calculations indicate that Reservation Road/Davis Road/The Bluffs operates at LOS F during the a.m. and p.m. peak hours, no excessive delays were observed for drivers trying to turn left from southbound Davis Road (which is stop-controlled) onto eastbound Reservation Road. The adjacent signal to the east at Highway 68 Westbound Ramps/Reservation Road creates gaps in westbound Reservation Road traffic so that drivers can turn left from Davis Road.

## **Mitigation Measures for Existing Conditions**

### *Davis Road/Blanco Road*

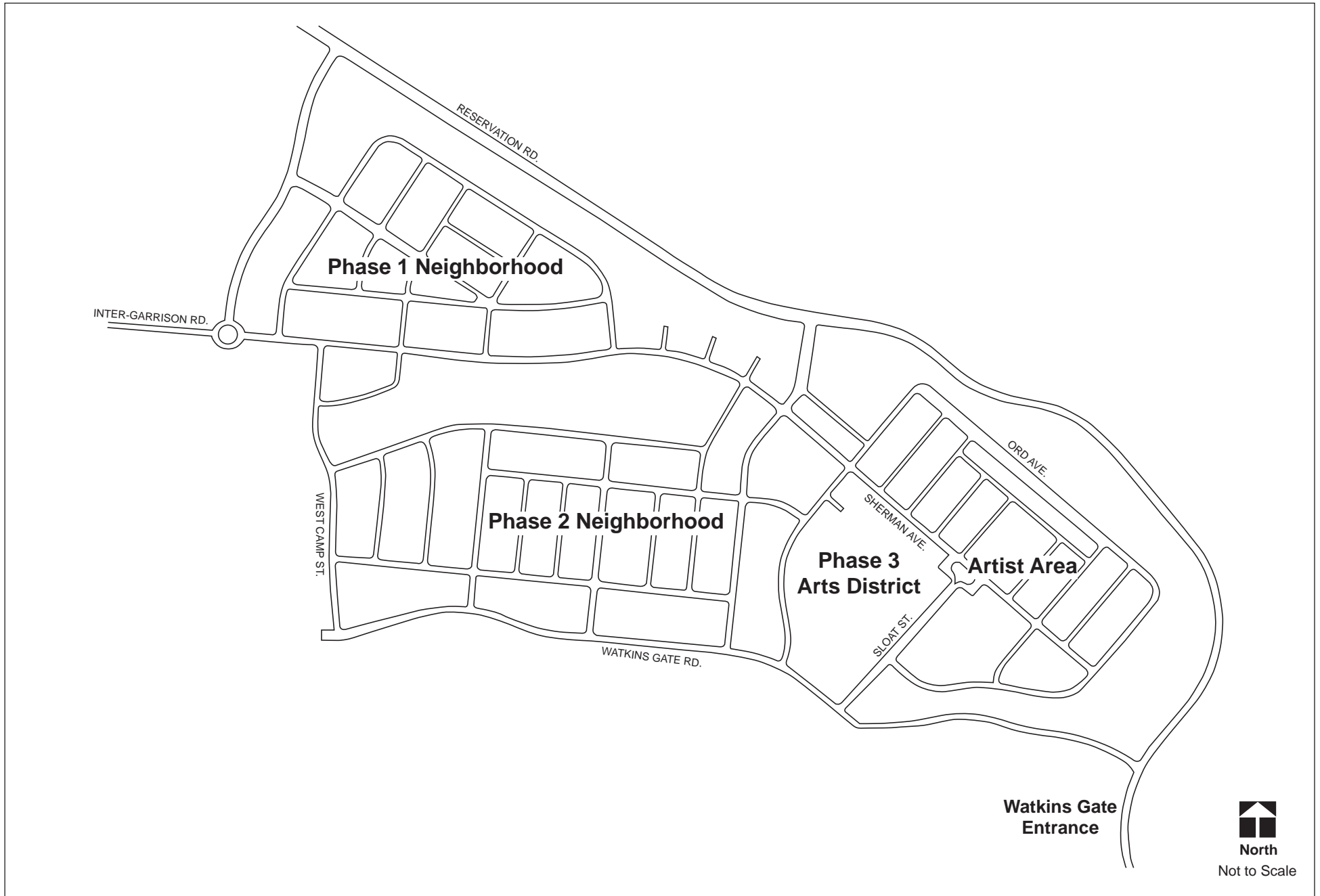
- Add a left turn lane and a right turn lane on the southbound Davis Road approach
- Add a left turn lane on the eastbound Blanco Road approach
- Utilize “Overlap” phasing for right turns from westbound Blanco Road approach and southbound Davis Road approach

### *Highway 1 Southbound Ramps/Reservation Road*

- Install a traffic signal

### *Reservation Road/Davis Road/”The Bluffs”*

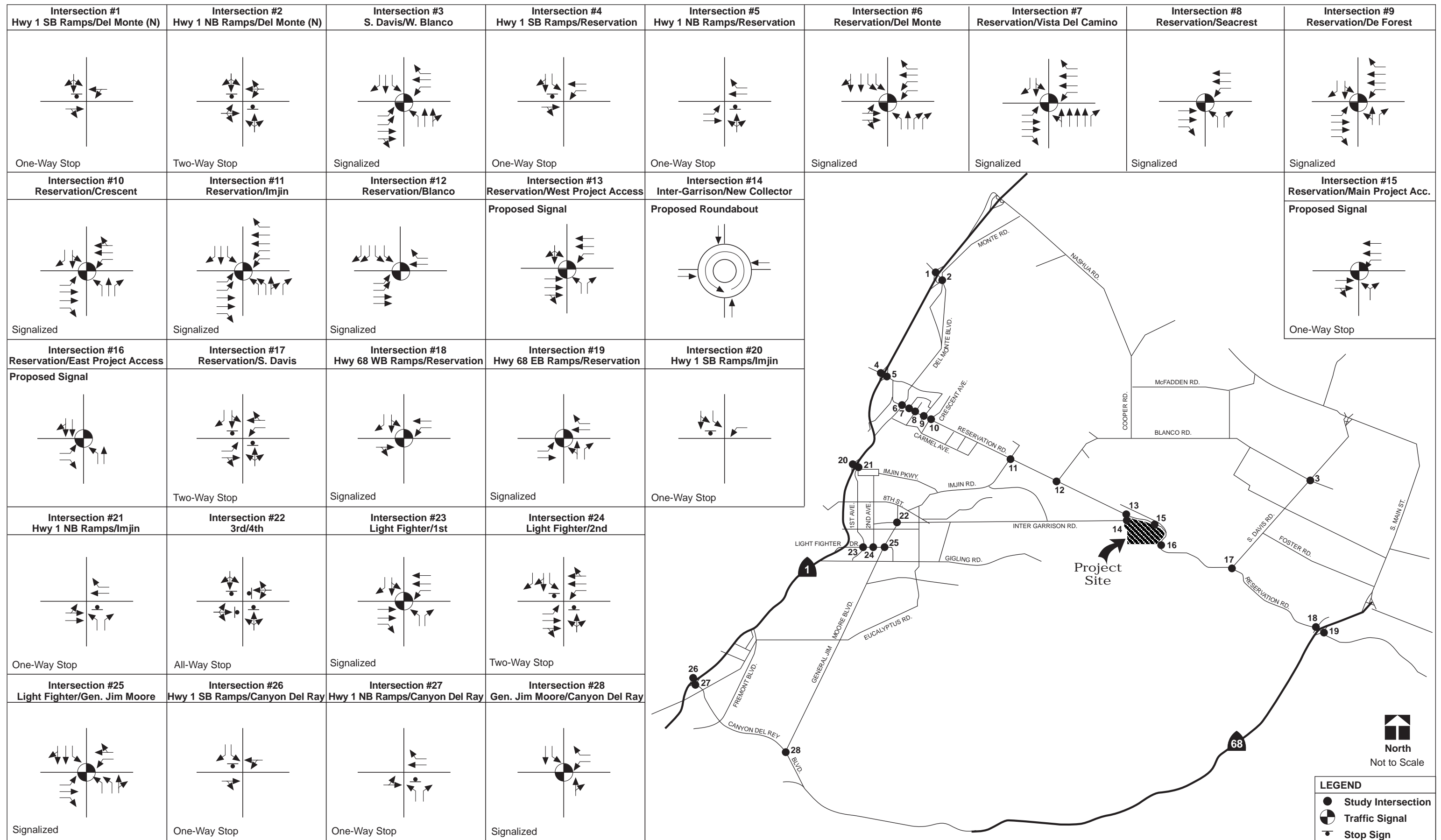
- Install a traffic signal



Monterey County  
East Garrison Development  
**Proposed Site Plan**

Figure  
**2**





Monterey County  
East Garrison Development  
**Intersection Lane Configuration**

**TABLE I: EXISTING LEVELS OF SERVICE**

Intersection		Control	A.M. Peak		P.M. Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Hwy 1 SB Ramps/Del Monte Blvd (N) <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	8.9 (10.3)	A (B)	8.2 (9.8)	A (A)
2	Hwy 1 NB Ramps/Del Monte Blvd (N) <sup>1</sup> - SB Monte Road Approach	1-Way STOP	5.3 (13.2)	A (B)	6.3 (16.5)	A (C)
3	Davis Road/Blanco Road <sup>2</sup>	Signal	120+	F	102.3	F
	Mit: Add a SB LT, a SB RT, a EB LT, and utilize "overlap" for WB RT and SB RT	Signal	34.9	C	29.4	C
4	Hwy 1 SB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	41.2 (120+)	E (F)	9.6 (18.4)	A (C)
	Mit: Install a Traffic Signal	Signal	17.0	B	22.9	C
5	Hwy 1 NB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	1.2 (10.8)	A (B)	3.7 (12.3)	A (B)
6	Reservation Rd/Del Monte Blvd <sup>3</sup>	Signal	25.7	C	27.4	C
7	Reservation Rd/Vista Del Camino <sup>3</sup>	Signal	8.5	A	13.6	B
8	Reservation Rd/Seacrest Ave <sup>3</sup>	Signal	7.9	A	14.6	B
9	Reservation Rd/De Forest Rd <sup>3</sup>	Signal	8.4	A	9.8	A
10	Reservation Rd/Crescent Ave <sup>3</sup>	Signal	11.0	B	12.7	B
11	Reservation Rd/Imjin Rd <sup>3</sup>	Signal	25.4	C	28.2	C
12	Reservation Rd/Blanco Rd <sup>2</sup>	Signal	19.5	B	22.4	C
13	Reservation Rd/InterGarrison Rd <sup>2</sup>	N/A	Future Intersection			
14	Inter-Garrison Rd/New Collector <sup>2</sup>	N/A	Future Intersection			
15	Reservation Rd/Main Project Access <sup>2</sup>	N/A	Future Intersection			
16	Reservation Rd/Eastern Project Access <sup>2</sup>	N/A	Future Intersection			
17	Reservation Rd/Davis Rd./ "The Bluffs" <sup>2</sup> - SB Davis Road Approach	2-Way STOP	38.8 (120+)	E (F)	119.6 (120+)	F (F)
	Mit: Install a Traffic Signal	Signal	25.2	C	26.2	C
18	Hwy 68 WB Ramps/Reservation Rd <sup>1</sup>	Signal	13.8	B	30.5	C
19	Hwy 68 EB Ramps/Reservation Rd <sup>1</sup>	Signal	20.5	C	15.2	B
20	Hwy 1 SB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	11.4 (13.4)	B (B)	10.1 (10.9)	B (B)
21	Hwy 1 NB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	0.2 (10.4)	A (B)	0.5 (10.4)	A (B)
22	3 <sup>rd</sup> Street/4 <sup>th</sup> Avenue <sup>3</sup>	ALL-Way STOP	8.8	A	10.1	B
23	Light Fighter Dr/1 <sup>st</sup> Ave <sup>3</sup>	Signal	7.4	A	9.3	A
24	Light Fighter Dr/2 <sup>nd</sup> Ave <sup>3</sup> - NB 2 <sup>nd</sup> Avenue Approach	2-Way STOP	1.8 (19.7)	A (C)	2.6 (22.9)	A (C)

25	Light Fighter Dr/Gen. Jim Moore Blvd <sup>3</sup>	Signal	17.6	B	21.4	C
26	Hwy 1 SB Ramps/Canyon Del Rey Blvd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	<b>120+</b> <b>(120+)</b>	<b>F</b> <b>(F)</b>	<b>117.2</b> <b>(120+)</b>	<b>F</b> <b>(F)</b>
	Mit: Construct a Roundabout	Roundabout	4.2	A	5.4	A
27	Hwy 1 NB Ramps/Canyon Del Rey Blvd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	3.4 (17.5)	A (C)	6.8 (25.3)	A (D)
28	Gen. Jim Moore Blvd/Canyon Del Rey Blvd <sup>1</sup>	Signal	<b>80.8</b>	<b>F</b>	37.3	D
	Mit: Change EB Protected left turn phasing into Permitted left turn phasing		24.4	C	13.2	B

Notes:

Analysis is performed using the software TRAFFIX based on the 2000 Highway Capacity Manual methodologies.

<sup>1</sup>Intersection is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>2</sup>Monterey County Intersection (Minimum acceptable level of service = C)

<sup>3</sup>City of Marina Intersection (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.

*Highway 1 Southbound Ramps/Canyon Del Rey Boulevard*

- Construct a roundabout instead of a signal because there is a Frontage Road that runs parallel to the Highway 1 Southbound Ramps in the close proximity of the intersection (making it roughly a five-legged intersection)

*General Jim Moore Boulevard/Canyon Del Rey Boulevard*

- Utilize permitted left turn phasing (currently protected left turn phasing) for vehicles turning left from eastbound Canyon Del Rey Boulevard approach onto northbound General Jim Moore Boulevard.



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## EXISTING PLUS PROJECT (1,470 HOMES)

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This Scenario is similar to the Existing Conditions, but with the addition of traffic generated by the proposed 1,470 homes in the East Garrison development.

### **Project Description**

Initially, the proposed project is assumed to consist of 1,470 homes. At full buildout, the project is expected to consist of a total of 2,887 homes. The project site is located on the south side of Reservation Road, with the Inter Garrison Road connecting to the western side of the project site (see Figure 1). The project will have three access points on Reservation Road: western project access, main project access, and eastern project access. A street connection is proposed to connect Inter Garrison Road with Reservation Road on the western side of the project. Watkins Gate Road at Reservation Road will be the eastern project access. The main project access is proposed to be located approximately midway between western and eastern project access on Reservation Road. Figure 4 shows the proposed project site plan.

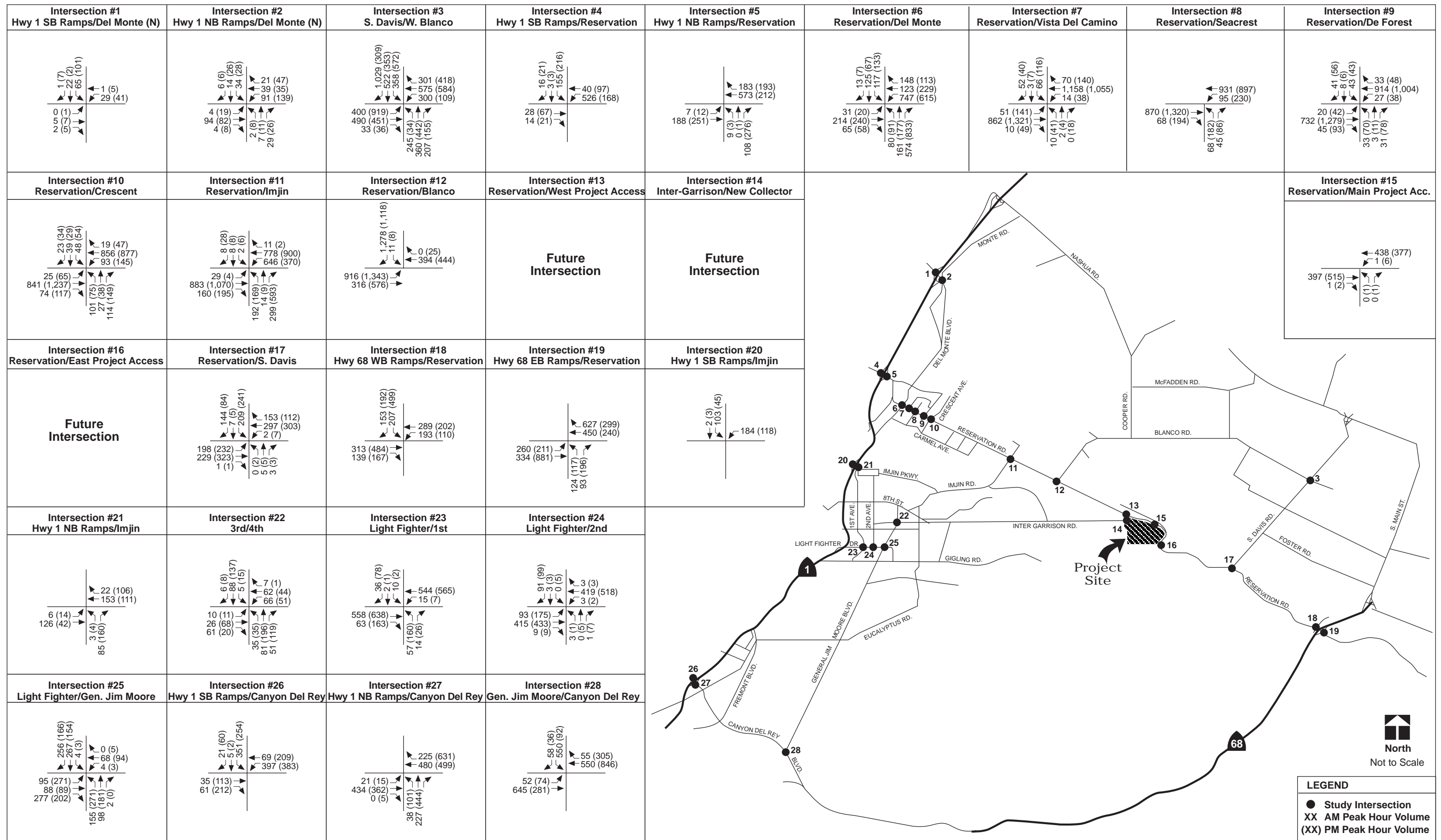
### **Model Description**

The East Garrison modeling and traffic study is based on the regional traffic model that has been used by Caltrans, the Cities of Salinas, Monterey, and Seaside, and Monterey County for corridor and general plan updates. Recently, the model was updated with year 2000 land use and network information in these jurisdictions to better represent the existing conditions and more accurately estimate traffic forecasts. The model's geographic study area spans three counties and the cities of: Monterey, Santa Cruz and San Benito counties.

The traffic model is a set of custom made tools that operates in MINUTP software. The model operates on a desktop computer with Windows 98 or Windows NT. The model uses state of the art enhancements including cross-classification trip generation that uses persons per dwelling unit and income per dwelling unit as independent predictors of trip generation. In the mode choice component, person trips choose between nine modes of travel based on economic criteria. An iterative, capacity constrained traffic assignment is used for AM, PM and off-Peak periods. The traffic model has been used for traffic and land use studies since 1998 including three air quality conformity analyses and four major corridor studies.

### **Project Trip Generation**

The proposed East Garrison development with 1,470 homes is expected to generate a total of approximately 13,692 daily trips with 1,290 trips occurring during the a.m. peak hour and 1,379 trips occurring during the p.m. peak hour. With an additional 1,417 homes proposed for a total of 2,887 homes, the proposed project is expected to generate a total of 24,476 daily trips with 2,322 trips occurring during the a.m. peak hour and 2,467 trips occurring during the p.m. peak hour. Table II summarizes the project trip generation by traffic zones in the model.



Monterey County  
East Garrison Development  
**Existing Turning Movement Volumes**

**LEGEND**  
● Study Intersection  
XX AM Peak Hour Volume  
(XX) PM Peak Hour Volume

**TABLE II: PROJECT TRIP GENERATION FROM THE MODEL**

Zone	East Garrison with 1,470 Homes						East Garrison with 2,887 Homes					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
436	29	53	82	53	33	86	29	53	82	53	33	86
437	46	80	126	80	49	129	46	80	126	80	49	129
438	44	81	125	81	49	130	44	81	125	81	49	130
439	0	0	0	0	0	0	369	663	1,032	678	410	1,088
440	42	73	115	72	44	116	42	73	115	72	44	116
441	41	72	113	72	45	117	41	72	113	72	45	117
442	34	63	97	64	38	102	34	63	97	64	38	102
443	41	70	111	71	45	116	41	70	111	71	45	116
444	46	82	128	83	49	132	46	82	128	83	49	132
445	51	92	143	92	56	148	51	92	143	92	56	148
446	6	2	8	2	6	8	6	2	8	2	6	8
1092	122	120	242	144	151	295	122	120	242	144	151	295
<b>Total</b>	<b>502</b>	<b>788</b>	<b>1,290</b>	<b>814</b>	<b>565</b>	<b>1,379</b>	<b>871</b>	<b>1,451</b>	<b>2,322</b>	<b>1,492</b>	<b>975</b>	<b>2,467</b>

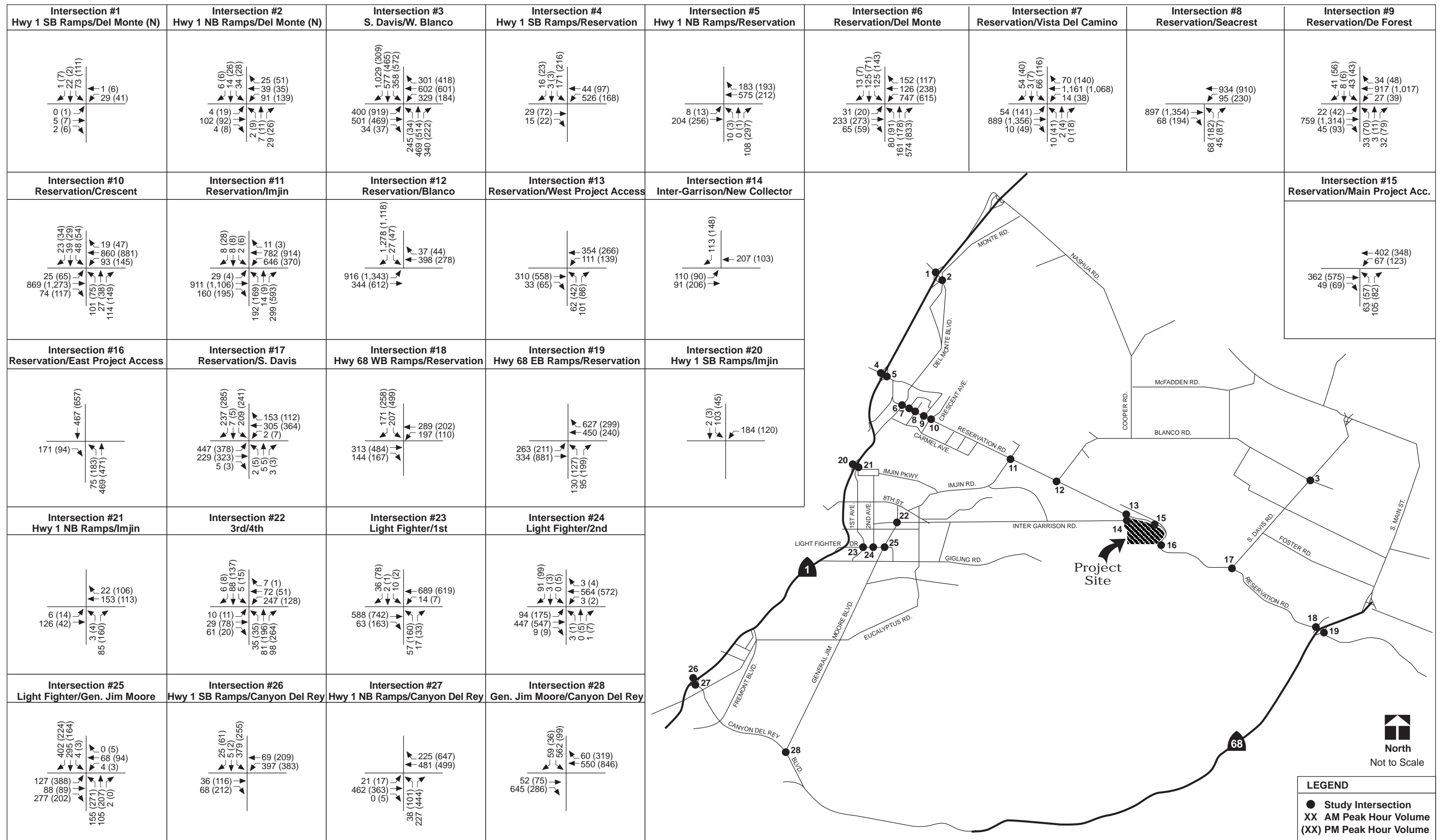
Table III summarizes the various land uses that are proposed for the East Garrison site. In general, the model assumes that the project will house 4,491 people in 1,470 dwelling units and a total of 164 jobs.

**TABLE III: PROJECT LAND USE ASSUMPTIONS**

<i>Land Use</i>	<i>Acres</i>	<i>Percentage</i>
Residential	111	46%
Commercial	8	3%
Institutional	10	4%
Open Space/Parks	45	18%
Streets and Miscellaneous	70	29%
<b>Total</b>	<b>244</b>	<b>100%</b>

**Level of Service Analysis Results (Existing + Project (1,470 Homes))**

Project traffic for 1,470 homes was generated by the model and was added to the existing volumes to obtain the expected turning movement volumes for the Existing plus Project (1,470 Homes) scenario. This scenario estimates traffic conditions as if the project would be fully occupied in the very near future, while in reality full occupancy probably would not occur until 2012. Figure 5 shows the forecasted Existing plus Project peak hour turning movement volumes. The LOS analysis results are summarized in Table IV. Detailed calculation sheets are contained in Appendix C.



Monterey County  
 East Garrison Development  
**Existing + Project (1470 Homes) Peak Hour Turning Movement Volumes**

**LEGEND**  
 ● Study Intersection  
 XX AM Peak Hour Volume  
 (XX) PM Peak Hour Volume

**TABLE IV: EXISTING PLUS PROJECT (1,470 HOMES) LEVELS OF SERVICE**

	<i>Intersection</i>	<i>Control</i>	<i>A.M. Peak</i>		<i>P.M. Peak</i>	
			<i>Delay (sec/veh)</i>	<i>LOS</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
1	Hwy 1 SB Ramps/Del Monte Blvd (N) <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	9.1 (10.4)	A (B)	8.3 (9.9)	A (A)
2	Hwy 1 NB Ramps/Del Monte Blvd (N) <sup>1</sup> - SB Monte Road Approach	1-Way STOP	5.1 (13.3)	A (B)	6.2 (16.8)	A (C)
3	Davis Road/Blanco Road <sup>2</sup>	Signal	120+	F	113.0	F
	Mit: Add a SB LT, a SB RT, a EB LT, a WB LT, and utilize "overlap" for WB RT and SB RT	Signal	31.5	C	34.5	C
4	Hwy 1 SB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	53.4 (120+)	F (F)	9.6 (18.5)	A (C)
	Mit: Same as that of Existing conditions (Install a Traffic Signal)	Signal	17.8	B	23.1	C
5	Hwy 1 NB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	1.3 (11.0)	A (B)	4.0 (12.7)	A (B)
6	Reservation Rd/Del Monte Blvd <sup>3</sup>	Signal	25.9	C	28.0	C
7	Reservation Rd/Vista Del Camino <sup>3</sup>	Signal	8.5	A	13.5	B
8	Reservation Rd/Seacrest Ave <sup>3</sup>	Signal	7.9	A	14.9	B
9	Reservation Rd/De Forest Rd <sup>3</sup>	Signal	8.5	A	9.9	A
10	Reservation Rd/Crescent Ave <sup>3</sup>	Signal	11.0	B	12.8	B
11	Reservation Rd/Imjin Rd <sup>3</sup>	Signal	25.9	C	28.8	C
12	Reservation Rd/Blanco Rd <sup>2</sup>	Signal	19.5	B	16.5	B
13	Reservation Rd/InterGarrison Rd <sup>2</sup>	Signal	18.1	B	16.6	B
14	Inter-Garrison Rd/New Collector <sup>2</sup>	Roundabout	3.8	A	3.9	A
15	Reservation Rd/Main Project Access <sup>2</sup>	Signal	18.9	B	17.5	B
16	Reservation Rd/Eastern Project Access <sup>2</sup>	Signal	5.2	A	9.3	A
17	Reservation Rd/S. Davis Rd./ "The Bluffs" <sup>2</sup> - SB Davis Road Approach	2-Way STOP	120+ (120+)	F (F)	120+ (120+)	F (F)
	Mit: Same as that of Existing Conditions (Install a Traffic Signal)	Signal	32.6	C	32.9	C
18	Hwy 68 WB Ramps/Reservation Rd <sup>1</sup>	Signal	14.1	B	30.3	C
19	Hwy 68 EB Ramps/Reservation Rd <sup>1</sup>	Signal	20.8	C	15.4	B
20	Hwy 1 SB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	11.4 (13.4)	B (B)	10.1 (11.0)	B (B)
21	Hwy 1 NB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	0.2 (10.4)	A (A)	0.5 (10.4)	A (B)
22	3 <sup>rd</sup> Street/4 <sup>th</sup> Avenue <sup>3</sup>	ALL-Way STOP	12.0	B	13.9	B

23	Light Fighter Dr/1 <sup>st</sup> Ave <sup>3</sup>	Signal	7.2	A	9.7	A
24	Light Fighter Dr/2 <sup>nd</sup> Ave <sup>3</sup> - NB 2 <sup>nd</sup> Avenue Approach	2-Way STOP	1.7 (23.1)	A (C)	2.4 (28.2)	A (D)
25	Light Fighter Dr/Gen. Jim Moore Blvd <sup>3</sup>	Signal	20.2	C	41.8	D
26	Hwy 1 SB Ramps/Canyon Del Rey Blvd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	<b>120+</b> <b>(120+)</b>	<b>F</b> <b>(F)</b>	<b>119.0</b> <b>(120+)</b>	<b>F</b> <b>(F)</b>
	Mit: Same as that of Existing Conditions (Construct a Roundabout)	Roundabout	4.2	A	5.4	A
27	Hwy 1 NB Ramps/Canyon Del Rey Blvd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	3.5 (18.4)	A (C)	6.8 (25.6)	A (D)
28	Gen. Jim Moore Blvd/Canyon Del Rey Blvd <sup>1</sup>	Signal	<b>85.7</b>	<b>F</b>	40.5	D
	Mit: Same as that of Existing Conditions (Change EB Protected left turn phasing into Permitted left turn phasing)		25.8	C	14.5	B

Notes:

Analysis is performed using the software TRAFFIX based on the 2000 Highway Capacity Manual methodologies.

<sup>1</sup>Intersection is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>2</sup>Monterey County Intersection (Minimum acceptable level of service = C)

<sup>3</sup>City of Marina Intersection (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.

Under the Existing plus Project (1,470 Homes) scenario, the following five study intersections (same as that of Existing Conditions) are expected to continue to operate at unacceptable service levels:

- Davis Road/Blanco Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Reservation Road (LOS F during the a.m. peak hour)
- Reservation Road/Davis Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during the a.m. peak hour)

**FORA Improvements for Existing plus Project (1,470 Homes) Conditions**

Based on the Capital Improvement Program (CIP) on the Fort Ord Reuse Authority (FORA) website, the following improvements are assumed to be included in FORA CIP. The corresponding FORA CIP Project Number is included in parenthesis:

*Davis Road/Blanco Road (FORA Project Number 1 and 3b)*

- Same set of mitigations recommended under Existing Conditions (see Page 10), and
- Add a left turn lane on the westbound Blanco Road approach

*Highway 1 Southbound Ramps/Reservation Road (FO1)*

- Same as Existing Conditions (Install a traffic signal)

*Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (R3)*

- Same as Existing Conditions (Construct a roundabout)

*General Jim Moore Boulevard/Canyon Del Rey Boulevard (R9)*

- Same as Existing Conditions (Utilize permitted left turn phasing (currently protected left turn phasing) for vehicles turning left from eastbound Canyon Del Rey Boulevard approach onto northbound General Jim Moore Boulevard)

The project sponsor should get credit for improving the above intersections through payment of the FORA fees for 1,470 homes. However, the signalization needed to improve the intersection of Reservation Road/Davis Road/"The Bluffs" is not included in the FORA CIP. Therefore, the project sponsor should be responsible for paying (in addition to the FORA fees) its fair share (see Table V) to signalize the intersection.

**Project Fair Share Analysis (Existing plus Project Conditions)**

Prior to the issuance of the first building permit, the project sponsor (in consultation with the Monterey County Public Works Department) is expected to contribute its fair share (in the form of Fort Ord Reuse Authority (FORA) fees for 1,470 homes). These fees will go towards mitigating expected impacts at study intersections and roadway segments that are included in the FORA Capital Improvement Program (CIP). Based on the information provided at the official FORA CIP website (Table 2—Transportation Network and Transit Elements), the following summarizes the estimated schedule for transportation obligations over the CIP horizon (FY 2003/2004 through FY 2021/2022):

- Improvements related to Davis Road and Blanco Road are scheduled for completion in 2017
- Improvements related to General Jim Moore Boulevard are scheduled for completion in 2006
- Improvements related to Reservation Road are scheduled for completion in 2007

Therefore, it may be reasonable to assume that improvements at General Jim Moore Boulevard and at Reservation Road will be completed by 2012, when the project is scheduled to be fully occupied. However, the level-of-service results for the Existing plus Project Conditions do not assume that these improvements are in place.

Tables V and VI list the impacted intersections and roadway segments that are not covered under the FORA CIP, the estimated improvement costs and the project fair share contributions. Based on the Monterey County Public Works Department guidelines, the project fair share analysis was completed using the methodology for calculating equitable mitigation measures. The project's fair share may be conservatively high since there probably will be other future development (between now and 2012) that will generate trips at Reservation Road/Davis Road and the three roadway segments (listed on Table VI) that will also contribute their pro-rata share for improvements, thus lowering the project's fair share.

The project sponsor (in consultation with the Monterey County Public Works Department) is expected to make payments over the course of the construction of different phases of the project except for the improvements at Reservation Road/Davis Road. For this intersection, the project sponsor is expected to pay the entire improvement cost (roughly estimated to be \$750,000) as part of Phase I construction. As part of a reimbursement agreement program with the project sponsor, the Monterey County Public Works Department is expected to reimburse the improvement costs (that are not attributable to the project) after future development make their fair share payments.

**TABLE V: PROJECT FAIR SHARE CONTRIBUTION TOWARD INTERSECTION RELATED NON-FORA CIP IMPROVEMENTS**

<i>Intersection</i>	<i>Project Fair Share (Percent)</i>	<i>Estimated Total Improvement Cost</i>
Reservation Road/Davis Road	23.1	\$750,000

**TABLE VI: PROJECT FAIR SHARE CONTRIBUTION TOWARD SEGMENT RELATED NON-FORA CIP IMPROVEMENTS**

<i>Segments</i>	<i>From</i>	<i>To</i>	<i>Distance (Miles)</i>	<i>Project Fair Share (Percent)</i>	<i>Estimated Total Improvement Cost</i>
Reservation Road	Watkins Gate	Davis Road	1.5	54.3	\$3,400,000
	Highway 68	Portola Drive	<0.1	15.3	\$270,000
Highway 183	Cooper Road	Espinosa Road	5.0	2.2	\$11,700,000



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## CUMULATIVE (YEAR 2020) CONDITIONS

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### **Methodology**

To forecast the traffic volumes in Year 2020, the land use information in the model's trip generation program used housing and population information from the Census 2000 by block and by Census Demographic Profiles (CDP). The employment data were validated to payroll data provided by the Economic Development Department. The household and employment data were organized into traffic analysis zones and validated to CDP and community areas during the County General Plan Update. Appendix D contains the regional land use assumptions data.

Land uses proposed by county and city land use planners for year 2020 were applied to the valid land use data described above. These data were used in place of AMBAG's population and employment forecasts, in consultation with AMBAG. AMBAG's 2000 Census-based land use was not available until March 2004, after this study was near completion. As part of the County General Plan Update, the County has identified five possible growth scenarios that include growth assumptions in county unincorporated areas such as East Garrison.

Appendix D also contains a summary of key land use assumptions that were used to develop 2020 traffic projections for the East Garrison study. The countywide population total was adjusted to include 1,470 dwelling units compared with 3,100 units used in the County General Plan Update. The year 2020 countywide population total with East Garrison adjusted is 585,491 people. The AMBAG 2020 population estimate published in March 2004 for Monterey County was 527,069 people. The Department of Finance estimate for 2020 is 590,000.

### **Existing and Future Network Assumptions**

Existing road and highway network enhancements were made to the existing model to reflect improvements since 1998. The Imjin Parkway, Boronda Road extension and the San Miguel Canyon Interchange at Highway 101 were included in the update of the existing conditions model. Details of recently constructed road and highway projects are provided in Appendix D.

Details about year 2020 future road and highway enhancements used in the three Cumulative scenarios are also described in Appendix D. These lists were developed in consultation with AMBAG and TAMC. They are commonly thought to have funding and subsequently a probability of being built. Many of the FORA improvements described in the FORA Capital Improvement Program (CIP) that have significant financial commitments (at least 50%) were used in the analysis with the exception of Blanco Road extension. Another important assumption in the East Garrison study has Blanco Road as two lanes. On the other hand, internal roadways and connections to Reservation Road and Inter-Garrison Road are opened to traffic when the East Garrison project is built. Also noteworthy is that the Highway 101 Safety and Improvement Project (PIP) was assumed to be constructed in the model's 2020 networks.

## **Level of Service Analysis Results (Cumulative (Year 2020))**

Figure 6 shows the forecasted Cumulative (Year 2020) peak hour turning movement volumes. Table VII illustrates the intersection LOS analysis for the Cumulative (Year 2020) Conditions. Detailed calculation sheets are contained in Appendix E.

Under the Cumulative (Year 2020) Conditions, the following intersections are expected to operate at unacceptable levels of service:

- Davis Road/Blanco Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Reservation Road (LOS F during both the a.m. and p.m. peak hours)
- Reservation Road/Del Monte Boulevard (LOS E during the p.m. peak hour)
- Reservation Road/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Reservation Road/Blanco Road (LOS F during the a.m. peak hour)
- Reservation Road/Davis Road/"The Bluffs" (LOS F during both the a.m. and p.m. peak hours)
- Highway 68 Westbound Ramps/Reservation Road (LOS F during the p.m. peak hour)
- Highway 1 Southbound Ramps/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Northbound Ramps/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Light Fighter Drive/1<sup>st</sup> Avenue (LOS F during the p.m. peak hour)
- Light Fighter Drive/2<sup>nd</sup> Avenue (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Northbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)

## **Mitigation Measures for Cumulative (Year 2020) Conditions**

### *Davis Road/Blanco Road*

- Same set of mitigations recommended under Existing Conditions (see page 10), and
- Add a through lane and a right turn lane on the southbound Davis Road approach
- Add two through lanes on the northbound Davis Road approach, so that it has three through lanes and one right turn only lane (instead of one through lane and one shared through-right turn lane)
- Add two through lanes on the eastbound Blanco Road approach, so that it has three through lanes and one right turn only lane (instead of one through lane and one shared through-right turn lane)
- Add a left turn lane, a through lane, and a right turn lane on the westbound Blanco Road approach

**TABLE VII: CUMULATIVE (YEAR 2020) LEVELS OF SERVICE**

	<i>Intersection</i>	<i>Control</i>	<i>A.M. Peak</i>		<i>P.M. Peak</i>	
			<i>Delay (sec/veh)</i>	<i>LOS</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
1	Hwy 1 SB Ramps/Del Monte Blvd (N) <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	10.8 (11.9)	B (B)	8.3 (10.1)	A (B)
2	Hwy 1 NB Ramps/Del Monte Blvd (N) <sup>1</sup> - SB Monte Road Approach	1-Way STOP	5.0 (13.3)	A (B)	6.3 (17.1)	A (C)
3	Davis Road/Blanco Road <sup>2</sup>	Signal	120+	F	120+	F
	Mit: Add a SB LT, a SB TH, 2 SB RT, add 2 NB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add 2 EB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a EB LT, a WB LT, a WB TH, a WB RT, and utilize "overlap" for WB RT and SB RT.		34.3	C	34.4	C
4	Hwy 1 SB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	120+ (120+)	F (F)	33.7 (70.6)	D (F)
	Mit: Same as that of Existing conditions (Install a Traffic Signal)	Signal	19.3	B	24.2	C
5	Hwy 1 NB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	1.4 (13.6)	A (B)	4.5 (18.1)	A (C)
6	Reservation Rd/Del Monte Blvd <sup>3</sup>	Signal	31.1	C	60.9	E
	Mit: Add a NB TH lane.		31.0	C	32.7	C
7	Reservation Rd/Vista Del Camino <sup>3</sup>	Signal	8.8	A	13.4	B
8	Reservation Rd/Seacrest Ave <sup>3</sup>	Signal	8.1	A	16.6	B
9	Reservation Rd/De Forest Rd <sup>3</sup>	Signal	9.2	A	10.0	B
10	Reservation Rd/Crescent Ave <sup>3</sup>	Signal	14.0	B	12.8	B
11	Reservation Rd/Imjin Rd <sup>3</sup>	Signal	120+	F	120+	F
	Mit: 1) Restripe WB approach (currently 2 LT, 2 TH, and 1 RT) to have 3 LT, 1 TH, and 1 shared TH-RT, 2) Restripe EB approach (currently 2 LT, 2 TH, and 1 RT) to have 1 LT, 3 TH, and 1 RT, and 3) Make NB RT free.		42.9	D	27.5	C
12	Reservation Rd/Blanco Rd <sup>2</sup>	Signal	120+	F	28.0	C
	Mit: Restripe WB approach (currently 1 TH and 1 RT) to have 1 TH and 1 shared TH-RT lanes.		33.9	C	16.1	B
13	Reservation Rd/InterGarrison Rd <sup>2</sup>	Signal	N/A (No project traffic)			
14	Inter-Garrison Rd/New Collector <sup>2</sup>	Roundabout	N/A (No project traffic)			
15	Reservation Rd/Main Project Access <sup>2</sup>	Signal	N/A (No project traffic)			
16	Reservation Rd/Eastern Project Access <sup>2</sup>	Signal	N/A (No project traffic)			

17	Reservation Rd/Davis Rd./ "The Bluffs" <sup>2</sup>	2-Way STOP	120+	F	120+	F
	Mit: Install a Traffic Signal and add 1 WB TH, 1 EB LT lanes, and make SB RT free.	Signal	28.4	C	29.5	C
18	Hwy 68 WB Ramps/Reservation Rd <sup>1</sup>	Signal	14.8	B	120+	F
	Mit: Add 1 SB LT lane and add 1 EB TH lane and modify EB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		13.3	B	36.5	D
19	Hwy 68 EB Ramps/Reservation Rd <sup>1</sup>	Signal	34.5	C	46.2	D
	Change EB LT lane into a shared LT-TH and use split phasing to accommodate the additional SB LT lane at Intersection 18.		44.6	D	46.7	D
20	Hwy 1 SB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	120+	F	120+	F
	Mit: Install a traffic signal.	Signal	37.6	D	19.2	B
21	Hwy 1 NB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	0.1 <b>(63.5)</b>	A <b>(F)</b>	120+ (120+)	F
	Mit: Install a traffic signal.	Signal	30.5	C	21.7	C
22	3 <sup>rd</sup> Street/4 <sup>th</sup> Avenue <sup>3</sup>	ALL-Way STOP	10.6	B	11.3	B
23	Light Fighter Dr/1 <sup>st</sup> Ave <sup>3</sup>	Signal	46.9	D	109.0	F
	Mit: Add 1 EB RT and 1 NB LT lanes.		18.9	B	28.8	C
24	Light Fighter Dr/2 <sup>nd</sup> Ave <sup>3</sup> - NB 2 <sup>nd</sup> Avenue Approach	2-Way STOP	79.8 <b>(120+)</b>	F <b>(F)</b>	120+ (120+)	F
	Mit: Install a traffic signal	Signal	28.8	C	52.7	D
25	Light Fighter Dr/Gen. Jim Moore Blvd <sup>3</sup>	Signal	18.6	B	26.3	C
26	Hwy 1 SB Ramps/Canyon Del Rey Blvd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	120+ <b>(120+)</b>	F <b>(F)</b>	120+ <b>(120+)</b>	F <b>(F)</b>
	Mit: Same as that of Existing Conditions (Construct a Roundabout)	Roundabout	4.2	A	5.7	A
27	Hwy 1 NB Ramps/Canyon Del Rey Blvd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	15.4 <b>(63.2)</b>	B <b>(F)</b>	25.5 <b>(86.7)</b>	D <b>(F)</b>
	Mit: Add 1 EB TH Lane		5.0 (20.1)	A (C)	9.0 (30.4)	A (D)
28	Gen. Jim Moore Blvd/Canyon Del Rey Blvd <sup>1</sup>	Signal	120+	F	120+	F
	Mit: Change EB Protected left turn phasing into Permitted left turn phasing. Add 1 SB LT lane. Add 1 WB TH and modify WB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		43.4	D	14.6	B

Notes:

Analysis is performed using the software TRAFFIX based on the 2000 Highway Capacity Manual methodologies.

<sup>1</sup>Intersection is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>2</sup>Monterey County Intersection (Minimum acceptable level of service = C)

<sup>3</sup>City of Marina Intersection (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.

*Highway 1 Southbound Ramps/Reservation Road*

- Same as Existing Conditions (Install a traffic signal)

*Reservation Road/Del Monte Boulevard*

- Add a through lane on the northbound Del Monte Boulevard approach

*Reservation Road/Imjin Parkway*

- Restripe westbound Reservation Road approach to have three left turn lanes, one through lane, and one shared through-right turn lane from two left turn lanes, two through lanes, and one right turn lane
- Restripe eastbound Reservation Road approach to have one left turn lane, three through lanes, and one right turn lane from two left turn lanes, two through lanes, and one right turn lane
- Implement “Free” right turns for vehicles turning right onto eastbound Reservation Road from northbound Imjin Parkway

*Reservation Road/Blanco Road*

- Restripe westbound Reservation Road approach to have one through lane, and one shared through-right turn lane from one through lane, and one right turn lane

*Reservation Road/Davis Road/“The Bluffs”*

- Install a traffic signal (same as Existing Conditions)
- Add a through lane on the westbound Reservation Road approach
- Add a left turn lane on the eastbound Reservation Road approach
- Implement “Free” right turns for vehicles turning right into westbound Reservation Road from southbound Davis Road

*Highway 68 Westbound Ramps/Reservation Road*

- Add a left turn lane on the Highway 68 Westbound Off Ramp
- Add a lane on the eastbound Reservation Road approach so that it has one through lane and one right turn lane (instead of one shared through-right turn lane)

*Highway 68 Eastbound Ramps/Reservation Road*

- To accommodate the additional left turn lane on the Highway 68 Westbound Off Ramp approach at Reservation Road, the left turn lane on the eastbound Reservation Road approach should be restriped to a shared left-through lane at the intersection of Highway 68 Eastbound Ramps/Reservation Road. Also, split phasing will need to be implemented on Reservation Road at Highway 68 Eastbound Ramps and the average intersection delay is expected to increase because of the utilization of split phasing.

*Highway 1 Southbound Ramps/Imjin Parkway*

- Install a traffic signal

*Highway 1 Northbound Ramps/Imjin Parkway*

- Install a traffic signal

*Light Fighter Drive/1st Avenue*

- Add a right turn lane on the eastbound Light Fighter Drive
- Add a left turn lane on the northbound 1st Avenue

*Light Fighter Drive/2nd Avenue*

- Install a traffic signal

*Highway 1 Southbound Ramps/Canyon Del Rey Boulevard*

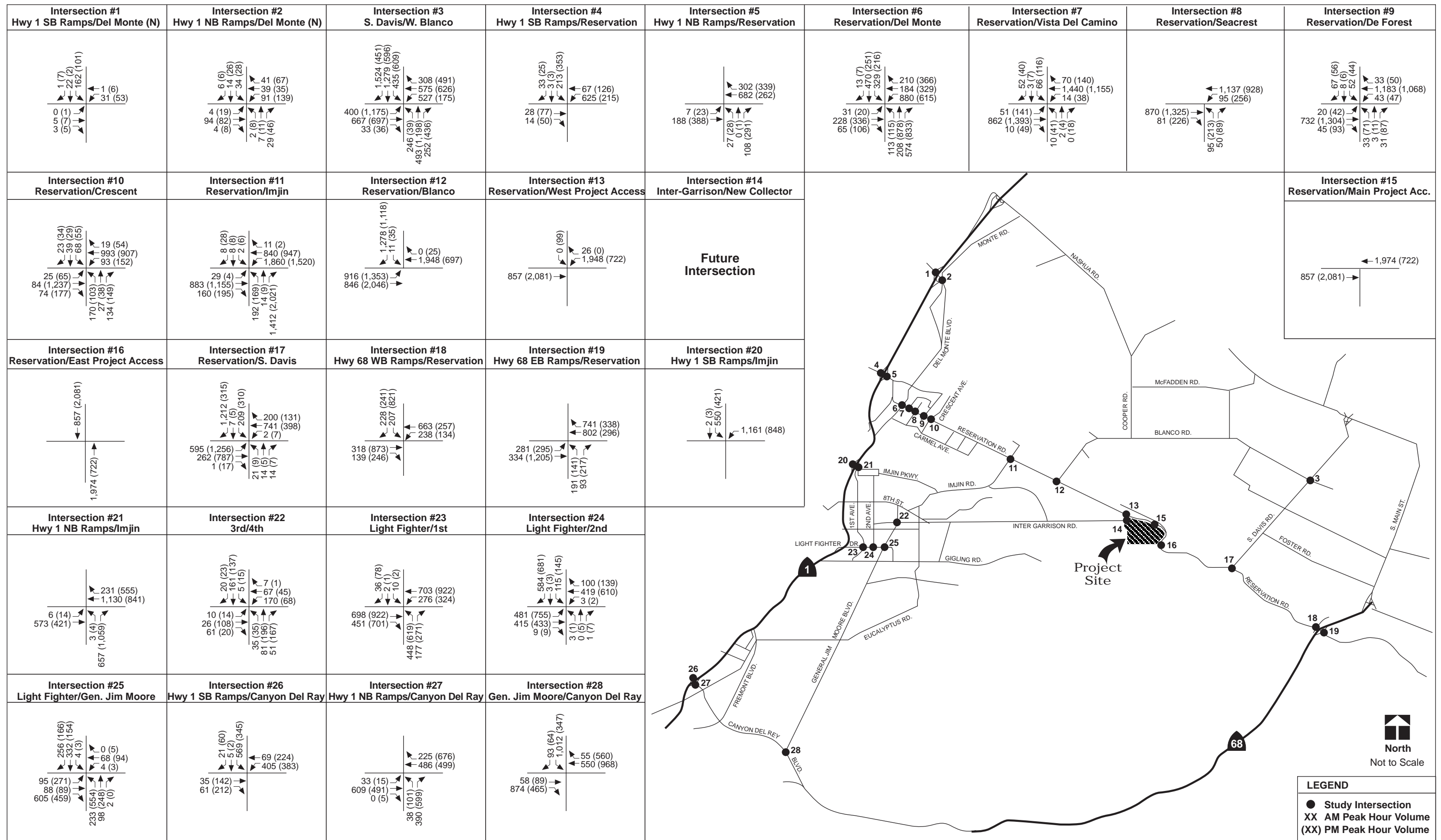
- Same as Existing Conditions (Construct a roundabout)

*Highway 1 Northbound Ramps/Canyon Del Rey Boulevard*

- Add a through lane on the eastbound Canyon Del Rey approach

*General Jim Moore Boulevard/Canyon Del Rey Boulevard*

- Utilize permitted left turn phasing for vehicles turning left from eastbound Canyon Del Rey Boulevard approach onto northbound General Jim Moore Boulevard (same as Existing Conditions)
- Add a left turn lane on the southbound General Jim Moore Boulevard approach
- Add a lane on the westbound Canyon Del Rey approach so that it consists of one through lane and one right turn lane (instead of one shared through-right turn lane)



Monterey County  
 East Garrison Development  
**Cumulative (Year 2020) Peak Hour Turning Movement Volumes**

**LEGEND**  
 ● Study Intersection  
 XX AM Peak Hour Volume  
 (XX) PM Peak Hour Volume

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## CUMULATIVE (YEAR 2020) PLUS PROJECT (1,470 HOMES) CONDITIONS

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### Methodology

This scenario is identical to Cumulative (Year 2020) Conditions but with the traffic added from the proposed 1,470 homes as part of the East Garrison development.

### Level of Service Analysis Results (Cumulative (Year 2020) plus Project (1,470 Homes))

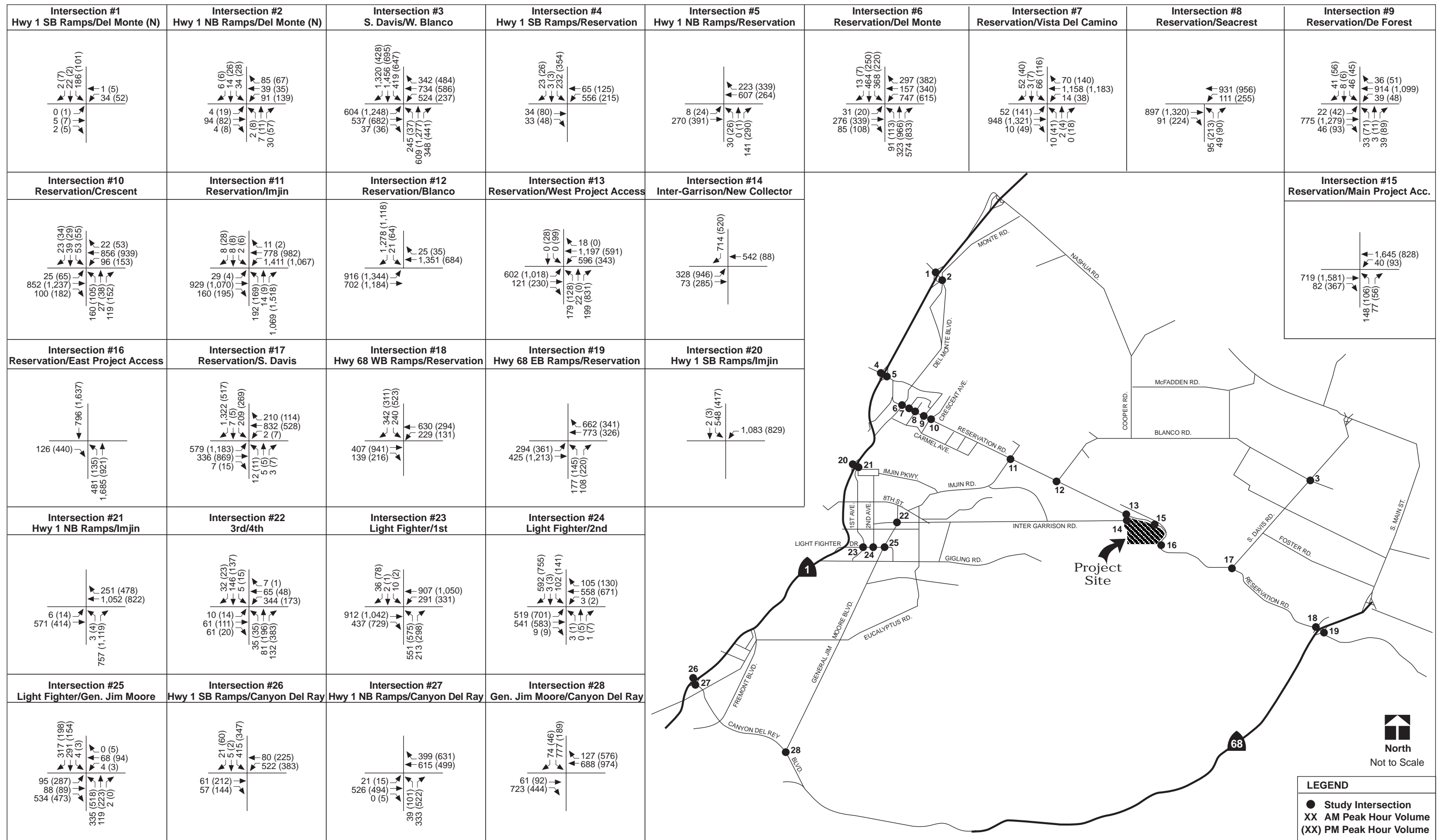
Figure 7 shows the Cumulative (Year 2020) plus Project (1,470 Homes) peak hour turning movement volumes at the study intersections. Table VIII summarizes the intersection LOS analysis results. The detailed calculation sheets depicting cumulative traffic operations are contained in Appendix F.

Under the Cumulative (Year 2020) plus Project (1,470 Homes) Conditions, the following intersections are expected to operate at unacceptable levels of service:

- Davis Road/Blanco Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Reservation Road (LOS F during both the a.m. and p.m. peak hours)
- Reservation Road/Del Monte Boulevard (LOS E during the p.m. peak hour)
- Reservation Road/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Reservation Road/Blanco Road (LOS F during the a.m. peak hour)
- InterGarrison Road/New Collector (LOS F during the p.m. peak hour)
- Reservation Road/Davis Road/"The Bluffs" (LOS F during both the a.m. and p.m. peak hours)
- Highway 68 Westbound Ramps/Reservation Road (LOS F during the p.m. peak hour)
- Highway 1 Southbound Ramps/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Northbound Ramps/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Light Fighter Drive/1<sup>st</sup> Avenue (LOS E during the a.m. peak hour; LOS F during the p.m. peak hour)
- Light Fighter Drive/2<sup>nd</sup> Avenue (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Northbound Ramps/Canyon Del Rey Boulevard (LOS F during the p.m. peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)

The above list of 15 intersections consists of the same 14 intersections that are expected to operate unacceptably under Cumulative Conditions (see page 22) with one additional intersection (InterGarrison Road/New Collector).





Monterey County  
 East Garrison Development  
**Cumulative (Year 2020) + Project (1470 Homes) Peak Hour Turning Movement Volumes**

**LEGEND**  
 ● Study Intersection  
 XX AM Peak Hour Volume  
 (XX) PM Peak Hour Volume

**TABLE VIII: CUMULATIVE (YEAR 2020) PLUS PROJECT (1,470 HOMES) LEVELS OF SERVICE**

<i>Intersection</i>		<i>Control</i>	<i>A.M. Peak</i>		<i>P.M. Peak</i>	
			<i>Delay (sec/veh)</i>	<i>LOS</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
1	Hwy 1 SB Ramps/Del Monte Blvd (N) <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	11.6 (12.7)	B (B)	8.3 (10.1)	A (B)
2	Hwy 1 NB Ramps/Del Monte Blvd (N) <sup>1</sup> - SB Monte Road Approach	1-Way STOP	4.5 (13.8)	A (B)	6.4 (17.4)	A (C)
3	Davis Road/Blanco Road <sup>2</sup>	Signal	120+	F	120+	F
	Mit: Add 2 SB LT, a SB TH, 2 SB RT, add 2 NB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a NB LT, add 2 EB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a EB LT, a WB LT, a WB TH, a WB RT, and utilize "overlap" for WB RT and SB RT.		32.4	C	32.3	C
4	Hwy 1 SB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	120+ (120+)	F (F)	34.1 (71.4)	D (F)
	Mit: Same as that of Existing conditions (Install a Traffic Signal)	Signal	21.5	C	24.2	C
5	Hwy 1 NB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	2.0 (14.5)	A (B)	4.4 (17.9)	A (C)
6	Reservation Rd/Del Monte Blvd <sup>3</sup>	Signal	30.5	C	76.0	E
	Mit: Add a NB TH lane.		29.9	C	34.3	C
7	Reservation Rd/Vista Del Camino <sup>3</sup>	Signal	8.4	A	13.6	B
8	Reservation Rd/Seacrest Ave <sup>3</sup>	Signal	8.5	A	16.4	B
9	Reservation Rd/De Forest Rd <sup>3</sup>	Signal	8.8	A	10.0	B
10	Reservation Rd/Crescent Ave <sup>3</sup>	Signal	12.6	B	12.9	B
11	Reservation Rd/Imjin Rd <sup>3</sup>	Signal	120+	F	120+	F
	Mit: 1) Restripe WB approach (currently 2 LT, 2 TH, and 1 RT) to have 3 LT, 1 TH, and 1 shared TH-RT, 2) Restripe EB approach (currently 2 LT, 2 TH, and 1 RT) to have 1 LT, 3 TH, and 1 RT, and 3) Make NB RT free.		25.5	C	21.8	C
12	Reservation Rd/Blanco Rd <sup>2</sup>	Signal	120+	F	31.5	C
	Mit: Restripe WB approach (currently 1 TH and 1 RT) to have 1 TH and 1 shared TH-RT lanes.		26.3	C	18.9	B
13	Reservation Rd/InterGarrison Rd <sup>2</sup>	Signal	20.1	C	34.3	C
14	Inter-Garrison Rd/New Collector <sup>2</sup>	Roundabout	14.9	B	52.6	F
	Mit: Add 1 EB approach lane and a circulating lane		14.2	B	4.3	A
15	Reservation Rd/Main Project Access <sup>2</sup>	Signal	14.3	B	16.7	B
16	Reservation Rd/Eastern Project Access <sup>2</sup>	Signal	15.3	B	6.0	A

17	Reservation Rd/Davis Rd./ "The Bluffs" <sup>2</sup>	2-Way STOP	120+	F	120+	F
	Mit: Install a Traffic Signal and add 1 WB TH, 1 EB LT lanes, and make SB RT free.	Signal	26.4	C	29.0	C
18	Hwy 68 WB Ramps/Reservation Rd <sup>1</sup>	Signal	21.8	C	117.6	F
	Mit: Add 1 SB LT lane and add 1 EB TH lane and modify EB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		16.6	B	34.5	C
19	Hwy 68 EB Ramps/Reservation Rd <sup>1</sup>	Signal	28.7	C	47.6	D
	Change EB LT lane into a shared LT-TH and use split phasing to accommodate the additional SB LT lane at Intersection 18.		42.3	D	53.7	D
20	Hwy 1 SB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	120+	F	120+	F
	Mit: Install a traffic signal.	Signal	30.2	C	18.9	B
21	Hwy 1 NB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	0.1 (57.0)	A (F)	0.3 (69.5)	A (F)
	Mit: Install a traffic signal.	Signal	25.9	C	20.9	C
22	3 <sup>rd</sup> Street/4 <sup>th</sup> Avenue <sup>3</sup>	ALL-Way STOP	18.9	C	24.9	C
23	Light Fighter Dr/1 <sup>st</sup> Ave <sup>3</sup>	Signal	78.5	E	102.1	F
	Mit: Add 1 EB RT and 1 NB LT lanes.		29.4	C	29.6	C
24	Light Fighter Dr/2 <sup>nd</sup> Ave <sup>3</sup> - NB 2 <sup>nd</sup> Avenue Approach	2-Way STOP	120+ (120+)	F (F)	120+ (120+)	F
	Mit: Install a traffic signal.	Signal	30.1	C	52.5	D
25	Light Fighter Dr/Gen. Jim Moore Blvd <sup>3</sup>	Signal	20.4	C	36.8	D
26	Hwy 1 SB Ramps/Canyon Del Ray Blvd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	120+ (120+)	F (F)	120+ (120+)	F (F)
	Mit: Same as that of Existing Conditions (Install a Roundabout)	Roundabout	5.4	A	5.7	A
27	Hwy 1 NB Ramps/Canyon Del Ray Blvd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	6.1 (31.2)	A (D)	15.3 (55.3)	C (F)
	Mit: Add 1 EB TH Lane		3.6 (18.2)	A (C)	7.3 (26.3)	A (D)
28	Gen. Jim Moore Blvd/Canyon Del Ray Blvd <sup>1</sup>	Signal	120+	F	120+	F
	Mit: Change EB Protected left turn phasing into Permitted left turn phasing. Add 1 SB LT lane. Add 1 WB TH and modify WB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		17.1	B	9.1	A

Notes:

Analysis is performed using the software TRAFFIX based on the 2000 Highway Capacity Manual methodologies.

<sup>1</sup>Intersection is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>2</sup>Monterey County Intersection (Minimum acceptable level of service = C)

<sup>3</sup>City of Marina Intersection (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.

## **FORA Improvements for Cumulative plus Project (1,470 Homes) Conditions**

Based on the CIP on the FORA website, the following improvements are assumed to be included in FORA CIP. The corresponding FORA CIP Project Number is included in parenthesis:

### *Davis Road/Blanco Road (1 and 3b)*

- Same set of mitigations recommended under Cumulative (Year 2020) Conditions (page 24)
- Add a left turn lane on the northbound Davis Road approach

### *Highway 1 Southbound Ramps/Reservation Road (F01)*

- Same as Existing, and Cumulative (Year 2020) Conditions (Install a traffic signal)

### *Reservation Road/Del Monte Boulevard (F01)*

- Same as Cumulative (Year 2020) Conditions (Add a through lane on the northbound Del Monte Boulevard approach)

### *Reservation Road/Imjin Parkway (4b)*

- Same set of mitigations recommended under Cumulative (Year 2020) Conditions (page 27)

### *Reservation Road/Blanco Road (4b)*

- Same as Cumulative (Year 2020) Conditions (Restripe westbound Reservation Road approach to have one through lane, and one shared through-right turn lane from one through lane, and one right turn lane)

### *InterGarrison Road/New Collector (4 and F06)*

- Add a lane on the eastbound (new collector) approach, which would also require adding a circulating lane for the roundabout (baseline geometry proposed for the roundabout is to have one approach lane for each approach, and one circulating lane).

### *Highway 1 Southbound Ramps/Imjin Parkway (F01)*

- Same as Cumulative (Year 2020) Conditions (Install a traffic signal)

### *Highway 1 Northbound Ramps/Imjin Parkway (F01)*

- Same as Cumulative (Year 2020) Conditions (Install a traffic signal)

### *Light Fighter Drive/1st Avenue (F01)*

- Same set of mitigations recommended under Cumulative (Year 2020) Conditions (page 27)

### *Light Fighter Drive/2nd Avenue (F01)*

- Same as Cumulative (Year 2020) Conditions (Install a traffic signal)

### *Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (R3)*

- Same as Existing Conditions, and Cumulative (Year 2020) Conditions (Construct a roundabout)

*Highway 1 Northbound Ramps/Canyon Del Rey Boulevard (R3)*

- Same as Cumulative Conditions (Add a through lane on the eastbound Canyon Del Rey approach)

*General Jim Moore Boulevard/Canyon Del Rey Boulevard (R9)*

- Same set of mitigations recommended under Cumulative (Year 2020) Conditions

The project sponsor should get credit for improving the above intersections through payment of the FORA fees for 1,470 homes. However, the following improvements are not part of the FOR A CIP. Therefore, the project sponsor should be responsible for paying (in addition to the FORA fees) its fair share (see Table IX) toward the non-FORA CIP improvements.

*Reservation Road/Davis Road/"The Bluffs"*

- Same set of mitigations recommended under Cumulative (Year 2020) Conditions (page 27)

*Highway 68 Westbound Ramps/Reservation Road*

- Same set of mitigations recommended under Cumulative (Year 2020) Conditions (page 27)

*Highway 68 Westbound Ramps/Reservation Road*

- Same set of mitigations recommended under Cumulative (Year 2020) Conditions (page 27)

**Project Fair Share Analysis (Cumulative plus Project Conditions)**

Prior to the issuance of the first building permit, the project sponsor (in consultation with the Monterey County Public Works Department) is expected to contribute its fair share (in the form of FORA fees for 1,470 homes). These fees will go towards mitigating expected impacts at study intersections and roadway segments that are included in the FORA CIP. Based on the information provided at the official FORA CIP website (Table 2—Transportation Network and Transit Elements), the following is an estimated schedule of transportation obligations over the CIP horizon (FY 2003/2004 through FY 2021/2022):

- Improvements related to Davis Road and Blanco Road are scheduled for completion in 2017
- Improvements related to General Jim Moore Boulevard are scheduled for completion in 2006
- Improvements related to Reservation Road are scheduled for completion in 2007
- Improvements related to InterGarrison are scheduled for completion in 2008
- Improvements related to Abrams Road are scheduled for completion in 2007

Therefore, it may be reasonable to assume that improvements at General Jim Moore Boulevard, Reservation Road, InterGarrison and Abrams will be completed by 2012, when the project is scheduled to be fully occupied.

Tables IX and X list the impacted intersections and roadway segments that are not covered under the FORA CIP, the estimated improvement costs and the project fair share contributions under the cumulative scenario. The project fair share analysis was based on the methodology presented in the County Public Works Department's *Guide for the Preparation of Traffic Impact Studies* dated

October 2003. As expected, the project's fair share is lower under Cumulative plus Project Conditions than under Existing plus Project Conditions for improvements that are needed under both Conditions.

**TABLE IX: PROJECT FAIR SHARE CONTRIBUTION TOWARD INTERSECTION RELATED NON-FORA CIP IMPROVEMENTS**

<i>Intersections</i>	<i>Cumulative Percent Share</i>	<i>Estimated Total Improvement Cost</i>
Hwy 68 WB Ramps/Reservation Road	3.5	\$500,000
Hwy 68 EB Ramps/Reservation Road	9.2	\$500,000
Reservation Road/Davis Road	7.5	\$750,000

**TABLE X: PROJECT FAIR SHARE CONTRIBUTION TOWARD SEGMENT RELATED NON-FORA CIP IMPROVEMENTS**

<i>Segments</i>	<i>From</i>	<i>To</i>	<i>Distance (Miles)</i>	<i>Cumulative Percent Share</i>	<i>Estimated Total Improvement Cost</i>
Reservation Road	Watkins Gate	Davis Road	1.5	26.4	\$3,400,000
	Highway 68	Portola Drive	<0.1	9.2	\$270,000
Highway 183	Cooper Road	Espinosa Road	5.0	1.8	\$11,700,000

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## CUMULATIVE (YEAR 2020) PLUS FULL PROJECT (2,887 HOMES) CONDITIONS

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### **Methodology**

This scenario is identical to Cumulative (Year 2020) Conditions but with the traffic added from the proposed 2,887 homes representing full buildout of the East Garrison development.

### **Level of Service Analysis Results (Cumulative (Year 2020) plus Full Project (2,887 Homes))**

Figure 8 shows the Cumulative (Year 2020) plus Full Project (2,887 Homes) peak hour turning movement volumes at the study intersections. Table XI summarizes the intersection LOS analysis results. The detailed calculation sheets depicting cumulative traffic operations are contained in Appendix G.

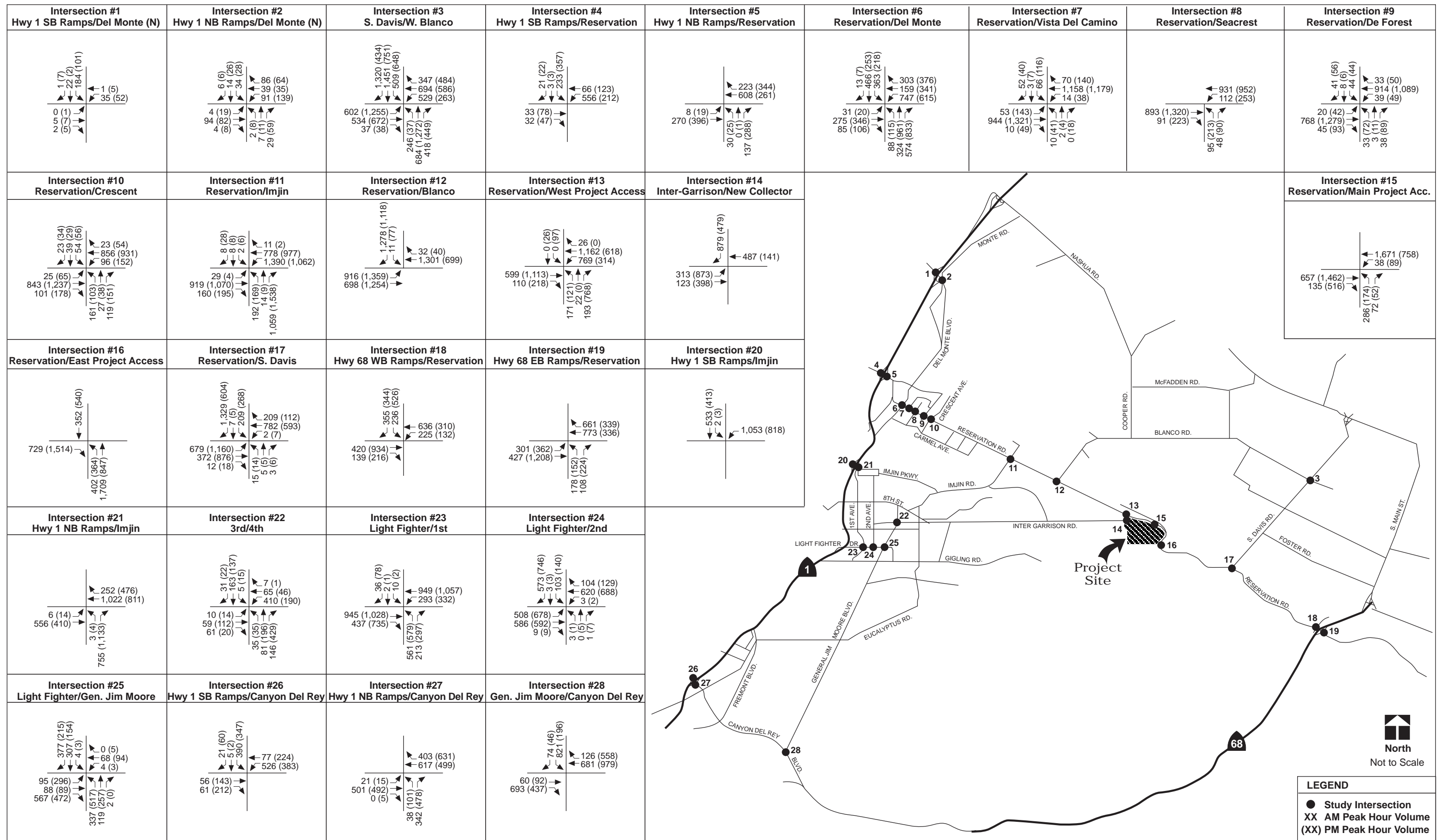
Under the Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions, the study intersections with unacceptable levels of service under Cumulative (Year 2020) plus Project (1,470 Homes) are expected to continue to operate unacceptably (see page 28). The same mitigation measures recommended under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions (see pages 32 and 33) are expected to improve the levels of service at these intersections to acceptable service levels under Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions.

### **Peak Hour Signal Warrant Analysis**

The justification for the installation of a traffic signal at an intersection is based on the warrants stated in the Caltrans Manual and in the Manual On Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA). There is a total of 11 warrants that evaluate the need for a signal based on many reasons including excessive delay to minor street traffic, large pedestrian volumes, school crossing, signal progression, accident experience and excessive delay during the peak hour. When the design speed/85<sup>th</sup> percentile speed of traffic on the major street exceeds 40 miles per hour in either an urban or rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the location is considered rural. Based on the above criteria, the rural warrants were considered to complete the signal warrant analysis for the five selected study intersections.

The decision to install a signal should not be based solely upon the warrants, since the installation of traffic signals may increase certain types of collisions. Delay, congestion, approach conditions, driver confusion, future land use or other evidence of the need for right of way assignment beyond that which could be provided by stop signs must be demonstrated.

The most congested and critical time of day on a roadway usually occurs during the peak hour at the intersection. Therefore, if a signal is warranted based on the peak hour warrant, it is an indication that there is a need to further investigate the need for a signal based on the other 10 warrants. Table XII shows the peak hour signal warrant analysis for the unsignalized study intersections that are expected to operate unacceptably under different scenarios. Appendix H contains the signal warrant analysis sheets.



Monterey County  
 East Garrison Development  
**Cumulative (Year 2020) + Project (2887 Homes) Peak Hour Turning Movement Volumes**

**LEGEND**  
 ● Study Intersection  
 XX AM Peak Hour Volume  
 (XX) PM Peak Hour Volume



**TABLE XI: CUMULATIVE (YEAR 2020) PLUS PROJECT (2,887 HOMES) LEVELS OF SERVICE**

<i>Intersection</i>		<i>Control</i>	<i>A.M. Peak</i>		<i>P.M. Peak</i>	
			<i>Delay (sec/veh)</i>	<i>LOS</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
1	Hwy 1 SB Ramps/Del Monte Blvd (N) <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	11.6 (12.7)	B (B)	8.3 (10.1)	A (B)
2	Hwy 1 NB Ramps/Del Monte Blvd (N) <sup>1</sup> - SB Monte Road Approach	1-Way STOP	4.5 (13.8)	A (B)	6.5 (17.3)	A (C)
3	Davis Road/Blanco Road <sup>2</sup>	Signal	120+	F	120+	F
	Mit: Add 2 SB LT, a SB TH, 2 SB RT, add 2 NB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a NB LT, add 2 EB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a EB LT, a WB LT, a WB TH, a WB RT, and utilize "overlap" for WB RT and SB RT.		30.7	C	31.5	C
4	Hwy 1 SB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	120+ (120+)	F (F)	33.6 (69.6)	D (F)
	Mit: Same as that of Existing conditions (Install a Traffic Signal)	Signal	21.4	C	24.1	C
5	Hwy 1 NB Ramps/Reservation Rd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	2.0 (14.5)	A (B)	4.3 (17.8)	A (C)
6	Reservation Rd/Del Monte Blvd <sup>3</sup>	Signal	30.5	C	75.0	E
	Mit: Add a NB TH lane.		29.8	C	34.1	C
7	Reservation Rd/Vista Del Camino <sup>3</sup>	Signal	8.5	A	13.7	B
8	Reservation Rd/Seacrest Ave <sup>3</sup>	Signal	8.5	A	16.4	B
9	Reservation Rd/De Forest Rd <sup>3</sup>	Signal	8.8	A	10.0	B
10	Reservation Rd/Crescent Ave <sup>3</sup>	Signal	12.6	B	12.9	B
11	Reservation Rd/Imjin Rd <sup>3</sup>	Signal	120+	F	120+	F
	Mit: 1) Restripe WB approach (currently 2 LT, 2 TH, and 1 RT) to have 3 LT, 1 TH, and 1 shared TH-RT, 2) Restripe EB approach (currently 2 LT, 2 TH, and 1 RT) to have 1 LT, 3 TH, and 1 RT, and 3) Make NB RT free.		25.0	C	21.8	C
12	Reservation Rd/Blanco Rd <sup>2</sup>	Signal	120+	F	33.2	C
	Mit: Restripe WB approach (currently 1 TH and 1 RT) to have 1 TH and 1 shared TH-RT lanes.		25.2	C	19.1	B
13	Reservation Rd/InterGarrison Road <sup>2</sup>	Signal	22.0	C	31.6	C
14	Inter-Garrison Rd/New Collector <sup>2</sup>	Roundabout	31.6	D	61.9	F
	Mit: Add 1 EB approach lane and a circulating lane		30.9	D	4.3	A
15	Reservation Rd/Main Project Access <sup>2</sup>	Signal	23.1	C	25.3	C

16	Reservation Rd/Eastern Project Access <sup>2</sup>	Signal	16.2	B	13.7	B
17	Reservation Rd/Davis Rd./ "The Bluffs" <sup>2</sup>	2-Way STOP	<b>120+</b>	<b>F</b>	<b>120+</b>	<b>F</b>
	Mit: Install a Traffic Signal and add 1 WB TH, 1 EB LT lanes, and make SB RT free.	Signal	27.8	C	33.4	C
18	Hwy 68 WB Ramps/Reservation Rd <sup>1</sup>	Signal	23.1	C	<b>116.9</b>	<b>F</b>
	Mit: Add 1 SB LT lane and add 1 EB TH lane and modify EB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		17.3	B	37.4	D
19	Hwy 68 EB Ramps/Reservation Rd <sup>1</sup>	Signal	29.3	C	46.8	D
	Change EB LT lane into a shared LT-TH and use split phasing to accommodate the additional SB LT lane at Intersection 18.		43.0	D	54.2	D
20	Hwy 1 SB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	<b>120+</b>	<b>F</b>	<b>120+</b>	<b>F</b>
	Mit: Install a traffic signal.	Signal	27.6	C	18.7	B
21	Hwy 1 NB Ramps/Imjin Pkwy <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	0.1 <b>(53.3)</b>	A <b>(F)</b>	0.3 <b>(67.3)</b>	A <b>(F)</b>
	Mit: Install a traffic signal.	Signal	27.3	C	22.9	C
22	3 <sup>rd</sup> Street/4 <sup>th</sup> Avenue <sup>3</sup>	ALL-Way STOP	30.5	D	34.2	D
23	Light Fighter Dr/1 <sup>st</sup> Ave <sup>3</sup>	Signal	<b>85.8</b>	<b>F</b>	<b>103.7</b>	<b>F</b>
	Mit: Add 1 EB RT and 1 NB LT lanes.		29.7	C	32.2	C
24	Light Fighter Dr/2 <sup>nd</sup> Ave <sup>3</sup> - NB 2 <sup>nd</sup> Avenue Approach	2-Way STOP	<b>120+</b> <b>(120+)</b>	<b>F</b> <b>(F)</b>	<b>120+</b> <b>(120+)</b>	<b>F</b>
	Mit: Install a traffic signal.	Signal	29.9	C	49.8	D
25	Light Fighter Dr/Gen. Jim Moore Blvd <sup>3</sup>	Signal	22.1	C	39.1	D
26	Hwy 1 SB Ramps/Canyon Del Ray Blvd <sup>1</sup> - Hwy 1 SB Off-ramp Approach	1-Way STOP	<b>120+</b> <b>(120+)</b>	<b>F</b> <b>(F)</b>	<b>120+</b> <b>(120+)</b>	<b>F</b> <b>(F)</b>
	Mit: Same as that of Existing Conditions (Install a Roundabout)	Roundabout	5.4	A	5.7	A
27	Hwy 1 NB Ramps/Canyon Del Ray Blvd <sup>1</sup> - Hwy 1 NB Off-ramp Approach	1-Way STOP	6.0 <b>(29.7)</b>	A <b>(D)</b>	11.5 <b>(43.9)</b>	B <b>(E)</b>
	Mit: Add 1 EB TH Lane		3.6 (17.7)	A (C)	6.6 (25.1)	A (D)
28	Gen. Jim Moore Blvd/Canyon Del Ray Blvd <sup>1</sup>	Signal	<b>120+</b>	<b>F</b>	<b>120+</b>	<b>F</b>
	Mit: Change EB Protected left turn phasing into Permitted left turn phasing. Add 1 SB LT lane. Add 1 WB TH and modify WB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		17.6	B	9.4	A

Notes:

Analysis is performed using the software TRAFFIX based on the 2000 Highway Capacity Manual methodologies.

<sup>1</sup>Intersection is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>2</sup>Monterey County Intersection (Minimum acceptable level of service = C)

<sup>3</sup>City of Marina Intersection (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.

**TABLE XII: PEAK HOUR SIGNAL WARRANT ANALYSIS**

<i>Intersection</i>		<i>Existing Control</i>	<i>Scenarios where a signal is recommended as a mitigation</i>	<i>Rural Peak-Hour Warrant met?</i>
4	Hwy 1 SB Ramps/Reservation Road	1-Way Stop	Ex, Ex+Prj, Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	NO, NO, YES, YES, YES
17	Reservation Rd./Davis Rd./The Bluffs	2-Way Stop	Ex, Ex+Prj, Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	YES, YES, YES, YES, YES
20	Hwy 1 SB Ramps/Imjin Pkwy.	1-Way Stop	Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	YES, YES, YES
21	Hwy 1 NB Ramps/Imjin Pkwy.	1-Way Stop	Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	YES, YES, YES
24	Light Fighter Dr./2 <sup>nd</sup> Ave.	2-Way Stop	Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	YES, YES, YES

Ex=Existing Conditions

Ex+Prj=Existing plus Project Conditions

Cumulative+Prj=Cumulative plus Project Conditions

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## ROADWAY SEGMENT ANALYSIS

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Chapters 20 and 21 from Highway Capacity Manual (HCM) 2000 were used to analyze multi-lane and two-lane roadway segments. The following roadway segments were analyzed under Existing, Existing plus Project, Cumulative (Year 2020), Cumulative (Year 2020) plus Project (1,470 Homes), and Cumulative (Year 2020) plus Full Project (2887 Homes) Conditions:

- Abbott Road between Salinas City Limits (C.L) and Harris Road (currently, a four-lane north-south (N-S) roadway)
- Blanco Road between Reservation Road and Salinas River Badge (currently, a two-lane E-W roadway)
- Blanco Road between Salinas River Bridge and Davis Road (currently, a two-lane east-west (E-W) roadway)
- Blanco Road between Davis Road and W.Alisal Street (currently, a three-lane roadway with two westbound lanes and one eastbound lane)
- Highway 1 between Canyon Del Ray and Del Monte (currently, a four-lane N-S roadway)
- Highway 68 between Portola Interchange (I/C) and River Road I/C (currently a four-lane E-W roadway)
- Reservation Road between Imjin Parkway and Blanco Road (currently, a four-lane E-W roadway)
- Imjin Parkway between Preston Park and Abrams (currently, a four-lane E-W roadway)
- West Laurel Drive between Highway 101 and Davis Road (currently a six-lane E-W roadway)
- West Market Street between Davis Road and Clark Street (currently, a four-lane E-W roadway)
- West Alisal Street between Blanco Road and Acacia Street (currently, a four-lane E-W roadway)
- Blanco Road between South Main and Pajaro Street (currently, a four-lane E-W roadway)
- General Jim Moore Boulevard between Lightfighter Drive and Engineer Drive (currently, a four-lane N-S roadway)
- Reservation Road between Salinas Road and Imjin Parkway (currently, a four-lane E-W roadway)
- Davis Road between Market Street and Rossi Street (currently, a four-lane N-S roadway)
- Highway 101 between Laurel I/C and Boronda I/C (currently, a four-lane N-S roadway)
- Highway 1 between Lightfighter I/C and Fremont I/C (currently, a six-lane N-S roadway)
- Highway 68 between River Road I/C and Spreckles I/C (currently, a four-lane E-W roadway)
- Cooper Road between Blanco Road and Highway 183 (currently, a two-lane N-S roadway)
- Davis Road between Reservation Road and the Salinas River Bridge (currently, a two-lane N-S roadway)
- Davis Road between Ambrose and Central Avenue (currently, a two-lane N-S roadway)
- Reservation Road between Main Project Access and Watkin's Gate (currently, a two-lane E-W roadway)
- Reservation Road between Watkin's Gate and Davis Road (currently, a two-lane E-W roadway)
- Reservation Road between Portola Drive and Highway 68 (currently, a two-lane E-W roadway)
- Spreckles Boulevard between Highway 68 and Spreckles (currently, a two-lane E-W roadway)
- Highway 183 between Cooper Road and Espinosa Road (currently, a two-lane N-S roadway)

- General Jim Moore Boulevard between Broadway and Boundary Road (currently, a two-lane N-S roadway)
- General Jim Moore Boulevard between Giggling and Normandy (currently, a two-lane N-S roadway)
- InterGarrison Road between West Camp and Abrams (currently, a two-lane E-W roadway)
- InterGarrison Road between Abrams and 7<sup>th</sup> Avenue (currently, a two-lane E-W roadway)

### **Segment Analysis Results**

The traffic conditions on the roadway segments were evaluated using the methodologies provided in the 2000 Highway Capacity Manual (HCM). Levels of service criteria for the multi-lane roadway segments (with more than two lanes) were based on the typical speed-flow, and density-flow relationships provided in Chapter 20 in the 2000 HCM. Levels of service criteria for two-lane roadway segments were based on the average travel speed of the vehicles and the percent time-spent-following. For class I highways, where mobility is paramount, LOS is defined in terms of both average travel speed and percent time-spent-following. Tables XIII through XVII at the end of this Chapter summarize the segment level of service analysis for the five scenarios analyzed. Figures 9 through 13 at the end of this Chapter show the roadway segments that are operating/expected to operate at unacceptable levels of service under five scenarios. Appendix I contains the detailed calculations of the segment level of service analysis.

### Existing Conditions

Currently, the following roadway segments operate at unacceptable levels of service under Existing Conditions:

- Blanco Road between Reservation Road and Salinas River Bridge (LOS E during the a.m. and p.m. peak hours)
- Blanco Road between Salinas River Bridge and Davis Road (LOS E during the a.m. and p.m. peak hours)
- Davis Road between Ambrose and Central Avenue (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Portola Drive and Highway 68 (LOS D during the p.m. peak hour)
- Highway 183 between Cooper Road and Espinosa Road (LOS D and LOS E during the a.m. and p.m. peak hours, respectively)

During the morning and afternoon commute periods, the model accurately indicates that significant traffic delay and congestion is occurring on these segments. As select roadways in the East Garrison study area reach their generalized capacity, additional trips generated in the traffic model, will begin to use alternative, circuitous, routes. Trips that seek alternative routes because of congestion are referred to as diverted trips. Congestion in the existing conditions implicates future trips and their trip routing in the East Garrison study area.

### *Mitigation*

Adding a lane in each direction on the roadway segments listed above is expected to improve the levels of service at these roadway segments to acceptable service levels under Existing Conditions.

### Existing plus Project Conditions

Under Existing plus Project Conditions, the following roadway segments (same as Existing Conditions) are expected to continue to operate at unacceptable levels of service:

- Blanco Road between Reservation Road and Salinas River Bridge (LOS E during the a.m. and p.m. peak hours)
- Blanco Road between Salinas River Bridge and Davis Road (LOS E during the a.m. and p.m. peak hours)
- Davis Road between Ambrose and Central Avenue (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Portola Drive and Highway 68 (LOS D during the p.m. peak hour)
- Highway 183 between Cooper Road and Espinosa Road (LOS E during the a.m. and p.m. peak hours)

Additionally, the following roadway segments are also expected to operate at unacceptable levels of service under Existing plus Project Conditions:

- Davis Road between Reservation Road and Salinas River Bridge (LOS D during the p.m. peak hour)
- Reservation Road between Watkin's Gate and Davis Road (LOS D during the p.m. peak hour)

### Mitigation

Adding a lane in each direction on the roadway segments listed above is expected to improve the levels of service at these roadway segments to acceptable service levels under Existing plus Project Conditions.

### Cumulative (Year 2020) Conditions

The 2020 no build scenario assumes no development at East Garrison. It also assumes no collector street network on site and it assumes that the InterGarrison gate is still closed. Without the opportunity for diverted trips to use the Davis-Inter-garrison corridor, this analysis shows that trips could increase on Reservation Road between Blanco Road and the Imjin Parkway, the Imjin Parkway itself, and Highway 1 between Light Fighter and the 12<sup>th</sup> Street Interchange.

Under Cumulative (Year 2020) Conditions, the following roadway segments (same as exiting Conditions) are expected to continue to operate at unacceptable levels of service:

- Blanco Road between Reservation Road and Salinas River Bridge (LOS F during the a.m. and p.m. peak hours)
- Blanco Road between Salinas River Bridge and Davis Road (LOS E and LOS F during the a.m. and p.m. peak hours, respectively)
- Davis Road between Ambrose and Central Avenue (LOS F during the a.m. and p.m. peak hours)
- Reservation Road between Portola Drive and Highway 68 (LOS D and LOS E during the a.m. and p.m. peak hours, respectively)
- Highway 183 between Cooper Road and Espinosa Road (LOS E during the a.m. and p.m. peak hours)

- Davis Road between Reservation Road and Salinas River Bridge (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Watkin’s Gate and Davis Road (LOS F during the a.m. and p.m. peak hours)
- Reservation Road between Watkin’s Gate and Central Entrance (LOS F during the a.m. and p.m. peak hours)
- Highway 1 between Light Fighter I/C and Fremont I/C (LOS E during the p.m. peak hour)

*Mitigation*

Adding a lane in each direction on the roadway segments listed above is expected to improve the levels of service at these roadway segments to acceptable service levels under Cumulative (Year 2020) Conditions. For the freeway segment, adding a northbound high occupancy vehicle (HOV) lane on Highway 1 between Light Fighter I/C and Fremont I/C is expected to improve the level of service at the same to acceptable service level under Cumulative (Year 2020) Conditions.

*Cumulative (Year 2020) plus Project (1,470 Homes) Conditions*

The occurrence of additional, regional, land use in this scenario increases traffic throughout the East Garrison study area. Key segments are significantly impacted by “background” traffic—traffic that is not directly related to East Garrison development. In addition to the network segments listed above, the cumulative effect of East Garrison and background traffic, increases the number of segments that are expected to operate unacceptably.

The rural segment of Davis Road between Reservation road and Blanco Road will be impacted because trips that may otherwise use the Blanco-Imjin corridor can no longer use it because congestion levels will peak and the Davis-InterGarrison corridor will become their best alternative route. East Garrison trips, in particular, may prefer the Davis Rpad corridor because of their proximity of origin to Salinas compared with the Blanco Road corridor. Reservation Road between Watkins’s Gate and Davis Road is expected to experience high volume increases and poor level of service for the same reason. Traffic flow on Reservation Road (a two lane facility) between Watkins’s Gate and the Main Project Access (a two lane facility) is expected to have a poor level of service in the uphill (westbound) direction.

Trips going to Salinas that typically use Blanco Road but can’t, due to congestion, may pass through the East Garrison property from Inter-garrison Road to Reservation Road to Davis Road and use the same corresponding routes on their return to or from Monterey Peninsula cities. Reservation Road between Highway 68 and Portola may also be impacted because of diverted trips from Blanco Road; however, increased population in the Salinas Valley and increased employment in the Peninsula cities could also cause additional traffic along Reservation Road and River Road. Inter-Garrison Road could become congested near Abrams Drive due to the combination of East Garrison trips and trips diverted off the Blanco Road corridor. Traffic flow in the Highway 101 corridor north of Salinas will further degrade without additional capacity even though safety and operational improvements are planned for construction in 2012 under the (PIP).

Again, the proposed network in East Garrison includes construction of three connections to Reservation Road. The proposed InterGarrison-Davis Road corridor could provide additional timesavings for trips between the City of Salinas and Monterey Peninsula cities. In this manner, the

Davis Road-InterGarrison corridor may help to reduce trips in the Blanco-Imjin-Reservation and Highway 68 corridors. Moreover, this analysis shows that trips using Reservation Road west of Blanco Road, Imjin Parkway, and Highway 1 north of Light fighter, could decline in favor of the Davis-Inter-garrison Road corridor.

In summary, under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions, the following roadway segments are expected to continue to operate at unacceptable levels of service:

- Blanco Road between Salinas River Bridge and Reservation Road (LOS F during the a.m. and p.m. peak hours)
- Blanco Road between Salinas River Bridge and Davis Road (LOS E and LOS F during the a.m. and p.m. peak hours, respectively)
- Davis Road between Ambrose and Central Avenue (LOS F during the a.m. and p.m. peak hours)
- Reservation Road between Portola Drive and Highway 68 (LOS D and LOS E during the a.m. and p.m. peak hours, respectively)
- Highway 183 between Cooper Road and Espinosa Road (LOS E during the a.m. and p.m. peak hours)
- Davis Road between Reservation Road and Salinas River Bridge (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Main Project Access and Watkin's Gate (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Watkin's Gate and Davis Road (LOS F during the a.m. and p.m. peak hours)
- Highway 1 between Lightfighter I/C and Freemont I/C (LOS E during the p.m. peak hour)

In addition to the nine segments listed above, the following two segments along InterGarrison Road are expected to operate unacceptably:

- InterGarrison Road between Abrams and 7<sup>th</sup> Avenue (LOS D during the p.m. peak hour)
- InterGarrison Road between West Camp Road and Abrams (LOS D during the a.m. and p.m. peak hours)

### *Mitigation*

Same as Cumulative Conditions, except for InterGarrison Road which is expected to need an additional westbound lane between Abrams and 7<sup>th</sup> Avenue. Also, adding a lane in each direction on InterGarrison Road between West Camp Road and Abrams is expected to improve the level of service at the same to acceptable service level under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions.

### *Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions*

East Garrison in 2020 with 2,887 homes would intensify the traffic patterns described above. Diverted trips could increase more so and become more circuitous in their travel patterns. Additional traffic moving from the final phase of East Garrison to Watkin's Gate Road and on to Reservation Road could degrade traffic flow on Reservation Road, causing blockages and alternative path routing



by some trips. The need for more capacity to serve east-west trips, on Blanco Road, Davis Road and Highway 68, becomes more apparent in this scenario.

However, under Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions, the same 11 roadway segments identified under Cumulative plus Project Conditions are expected to continue to operate at unacceptable levels of service.

*Mitigation*

Implementing the same measures as proposed for Cumulative plus Project Conditions is expected to improve the level of service at the same to acceptable service level under Cumulative (Year 2020) plus Full Project (2,887 Homes) Conditions.

**TABLE XIII: SEGMENT LOS ANALYSIS—EXISTING CONDITIONS**

Roadway Segment	Roadway Direction	Lanes	A.M. LOS	P.M. LOS
1. <b>Abbott Road</b> between Salinas City Limits and Harris Road <sup>6</sup>	N-S	4	A-A	A-A
2. <b>Blanco Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	E-W	2	E	E
Mit.: Add a lane in each direction		4	A-A	B-A
3. <b>Blanco Road</b> between Salinas River Bridge and Davis Road <sup>3</sup>	E-W	2	E	E
Mit.: Add a lane in each direction		4	A-A	A-A
4. <b>Blanco Road</b> between Davis Road and West Alisal Street <sup>4</sup>	E-W	3 <sup>1</sup>	B-A	B-A
5. <b>Highway 1</b> between Canyon Del Rey and Del Monte Boulevard <sup>2</sup>	N-S	4	C-D	D-C
6. <b>Highway 68</b> between Portola Interchange and River Road Interchange <sup>2</sup>	E-W	4	A-A	A-A
7. <b>Reservation Road</b> between Imjin Parkway and Blanco Road <sup>4</sup>	E-W	4	B-B	B-B
8. <b>Imjin Parkway</b> between Preston Park and Abrams <sup>4</sup>	E-W	4	A-A	A-A
9. <b>West Laurel Drive</b> between Highway 101 and Davis Road <sup>4</sup>	E-W	6	B-B	B-B
10. <b>West Market Street</b> between Davis Road and Clark Street <sup>4</sup>	E-W	4	A-A	A-A
11. <b>West Alisal Street</b> between Blanco Road and Acacia Street <sup>4</sup>	E-W	4	A-A	A-A
12. <b>Blanco Road</b> between South Main and Pajaro Street <sup>4</sup>	E-W	4	A-A	A-A
13. <b>General Jim Moore Boulevard</b> between Light Fighter and Engineer <sup>5</sup>	N-S	4	A-A	A-A
14. <b>Reservation Road</b> between Salinas Road and Imjin Parkway <sup>4</sup>	E-W	4	A-A	B-A
15. <b>Davis Road</b> between Market Street and Rossi Street <sup>4</sup>	N-S	4	A-B	B-B
16. <b>Highway 101</b> between Laurel Interchange and Boronda Interchange <sup>2</sup>	N-S	4	B-C	C-B
17. <b>Highway 1</b> between Light Fighter Interchange & Fremont Interchange <sup>2</sup>	N-S	6	B-C	C-B
18. <b>Highway 68</b> between River Road Interchange & Spreckles Interchange <sup>2</sup>	E-W	4	A-A	A-B
19. <b>Cooper Road</b> between Blanco Road and Highway 183 <sup>3</sup>	N-S	2	B	B

20. <b>Davis Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	N-S	2	C	C
21. <b>Davis Road</b> between Ambrose and Central Avenue <sup>3</sup>	N-S	2	<b>E</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-B	B-B
22. <b>Reservation Road</b> between Main Project Access and Watkin's Gate <sup>3</sup>	E-W	2	C	C
23. <b>Reservation Road</b> between Watkin's Gate and Davis Road <sup>3</sup>	E-W	2	C	C
24. <b>Reservation Road</b> between Portola Drive and Highway 68 <sup>3</sup>	E-W	2	C	<b>D</b>
Mit.: Add a lane in each direction		4	A-A	A-A
25. <b>Spreckles Boulevard</b> between Highway 68 and the City of Spreckles <sup>3</sup>	E-W	2	C	C
26. <b>Highway 183</b> between Cooper Road and Espinosa Road <sup>2</sup>	N-S	2	<b>D</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-A	A-A
27. <b>General Jim Moore Boulevard</b> between Broadway and Boundary Rd. <sup>5</sup>	N-S	2	D	D
28. <b>General Jim Moore Boulevard</b> between Gigling and Normandy <sup>5</sup>	N-S	2	C	C
29. <b>Inter-Garrison Road</b> between West Camp and Abrams <sup>3</sup>	E-W	2	No Project Traffic	
30. <b>Inter-Garrison Road</b> between Abrams and 7 <sup>th</sup> Avenue <sup>3</sup>	E-W	2	B	B

N-S → North-South

E-W → East-West

<sup>1</sup> → Two westbound lanes and one eastbound lane

X-X → Directional LOS for multi-lane roadway segments (>2 lanes), and X → Overall LOS for two lane roadway segments

<sup>2</sup> Segment is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>3</sup> Segment in Monterey County (Minimum acceptable level of service = C)

<sup>4</sup> Segment in the City of Marina (Minimum acceptable level of service = D)

<sup>5</sup> Segment in the City of Seaside (Minimum acceptable level of service = C)

<sup>6</sup> Segment in the City of Salinas (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.

**TABLE XIV: SEGMENT LOS ANALYSIS—EXISTING PLUS PROJECT (1,470 HOMES) CONDITIONS**

Roadway Segment	Roadway Direction	Lanes	A.M. LOS	P.M. LOS
1. <b>Abbott Road</b> between Salinas City Limits and Harris Road <sup>6</sup>	N-S	4	A-A	A-A
2. <b>Blanco Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	E-W	2	E	E
Mit.: Add a lane in each direction		4	A-A	B-A
3. <b>Blanco Road</b> between Salinas River Bridge and Davis Road <sup>3</sup>	E-W	2	E	E
Mit.: Add a lane in each direction		4	A-A	A-A
4. <b>Blanco Road</b> between Davis Road and West Alisal Street <sup>4</sup>	E-W	3 <sup>1</sup>	B-A	B-A
5. <b>Highway 1</b> between Canyon Del Rey and Del Monte Boulevard <sup>2</sup>	N-S	4	C-D	D-C
6. <b>Highway 68</b> between Portola Interchange and River Road Interchange <sup>2</sup>	E-W	4	A-A	A-A
7. <b>Reservation Road</b> between Imjin Parkway and Blanco Road <sup>4</sup>	E-W	4	B-B	B-B
8. <b>Imjin Parkway</b> between Preston Park and Abrams <sup>4</sup>	E-W	4	A-A	A-A
9. <b>West Laurel Drive</b> between Highway 101 and Davis Road <sup>4</sup>	E-W	6	B-B	B-B
10. <b>West Market Street</b> between Davis Road and Clark Street <sup>4</sup>	E-W	4	A-A	A-A
11. <b>West Alisal Street</b> between Blanco Road and Acacia Street <sup>4</sup>	E-W	4	A-A	A-A
12. <b>Blanco Road</b> between South Main and Pajaro Street <sup>4</sup>	E-W	4	A-A	A-A
13. <b>General Jim Moore Boulevard</b> between Light Fighter and Engineer <sup>5</sup>	N-S	4	A-A	A-A
14. <b>Reservation Road</b> between Salinas Road and Imjin Parkway <sup>4</sup>	E-W	4	A-A	B-A
15. <b>Davis Road</b> between Market Street and Rossi Street <sup>4</sup>	N-S	4	B-B	B-B
16. <b>Highway 101</b> between Laurel Interchange and Boronda Interchange <sup>2</sup>	N-S	4	B-C	C-B
17. <b>Highway 1</b> between Light Fighter Interchange & Fremont Interchange <sup>2</sup>	N-S	6	B-C	C-B
18. <b>Highway 68</b> between River Road Interchange & Spreckles Interchange <sup>2</sup>	E-W	4	A-A	A-B
19. <b>Cooper Road</b> between Blanco Road and Highway 183 <sup>3</sup>	N-S	2	B	B
20. <b>Davis Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	N-S	2	C	D
Mit.: Add a lane in each direction		4	A-A	A-A
21. <b>Davis Road</b> between Ambrose and Central Avenue <sup>3</sup>	N-S	2	E	E
Mit.: Add a lane in each direction		4	B-B	B-B
22. <b>Reservation Road</b> between Main Project Access and Watkin's Gate <sup>3</sup>	E-W	2	C	C
23. <b>Reservation Road</b> between Watkin's Gate and Davis Road <sup>3</sup>	E-W	2	C	D
Mit.: Add a lane in each direction		4	A-A	A-A
24. <b>Reservation Road</b> between Portola Drive and Highway 68 <sup>3</sup>	E-W	2	C	D

Mit.: Add a lane in each direction		4	A-A	A-A
25. <b>Spreckles Boulevard</b> between Highway 68 and the City of Spreckles <sup>3</sup>	E-W	2	C	C
26. <b>Highway 183</b> between Cooper Road and Espinosa Road <sup>2</sup>	N-S	2	<b>E</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-A	A-A
27. <b>General Jim Moore Boulevard</b> between Broadway and Boundary Rd. <sup>5</sup>	N-S	2	D	D
28. <b>General Jim Moore Boulevard</b> between Gigling and Normandy <sup>5</sup>	N-S	2	C	C
29. <b>Inter-Garrison Road</b> between West Camp and Abrams <sup>3</sup>	E-W	2	B	B
30. <b>Inter-Garrison Road</b> between Abrams and 7 <sup>th</sup> Avenue <sup>3</sup>	E-W	2	C	C

N-S → North-South

E-W → East-West

<sup>1</sup> → Two westbound lanes and one eastbound lane

X-X → Directional LOS for multi-lane roadway segments (>2 lanes), and X → Overall LOS for two lane roadway segments

<sup>2</sup> Segment is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>3</sup> Segment in Monterey County (Minimum acceptable level of service = C)

<sup>4</sup> Segment in the City of Marina (Minimum acceptable level of service = D)

<sup>5</sup> Segment in the City of Seaside (Minimum acceptable level of service = C)

<sup>6</sup> Segment in the City of Salinas (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.

**TABLE XV: SEGMENT LOS ANALYSIS—CUMULATIVE (YEAR 2020) CONDITIONS**

Roadway Segment	Roadway Direction	Lanes	A.M. LOS	P.M. LOS
1. <b>Abbott Road</b> between Salinas City Limits and Harris Road <sup>6</sup>	N-S	4	A-A	A-A
2. <b>Blanco Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	E-W	2	F	F
Mit.: Add a lane in each direction		4	B-B	B-B
3. <b>Blanco Road</b> between Salinas River Bridge and Davis Road <sup>3</sup>	E-W	2	E	F
Mit.: Add a lane in each direction		4	A-B	B-A
4. <b>Blanco Road</b> between Davis Road and West Alisal Street <sup>4</sup>	E-W	3 <sup>1</sup>	B-A	C-A
5. <b>Highway 1</b> between Canyon Del Rey and Del Monte Boulevard <sup>2</sup>	N-S	4	C-D	D-D
6. <b>Highway 68</b> between Portola Interchange and River Road Interchange <sup>2</sup>	E-W	4	B-B	B-B
7. <b>Reservation Road</b> between Imjin Parkway and Blanco Road <sup>4</sup>	E-W	4	C-D	D-D
8. <b>Imjin Parkway</b> between Preston Park and Abrams <sup>4</sup>	E-W	4	C-B	C-C
9. <b>West Laurel Drive</b> between Highway 101 and Davis Road <sup>4</sup>	E-W	6	B-C	C-B
10. <b>West Market Street</b> between Davis Road and Clark Street <sup>4</sup>	E-W	4	A-A	A-A
11. <b>West Alisal Street</b> between Blanco Road and Acacia Street <sup>4</sup>	E-W	4	A-A	A-A
12. <b>Blanco Road</b> between South Main and Pajaro Street <sup>4</sup>	E-W	4	A-A	B-B
13. <b>General Jim Moore Boulevard</b> between Light Fighter and Engineer <sup>5</sup>	N-S	4	A-A	A-A
14. <b>Reservation Road</b> between Salinas Road and Imjin Parkway <sup>4</sup>	E-W	4	A-A	B-A
15. <b>Davis Road</b> between Market Street and Rossi Street <sup>4</sup>	N-S	4	B-C	C-B
16. <b>Highway 101</b> between Laurel Interchange and Boronda Interchange <sup>2</sup>	N-S	4	C-D	D-D
17. <b>Highway 1</b> between Light Fighter Interchange & Fremont Interchange <sup>2</sup>	N-S	6	C-D	E-C
Mit: Add a Northbound HOV lane		7	B-D	D-C
18. <b>Highway 68</b> between River Road Interchange & Spreckles Interchange <sup>2</sup>	E-W	4	B-B	B-B
19. <b>Cooper Road</b> between Blanco Road and Highway 183 <sup>3</sup>	N-S	2	C	C
20. <b>Davis Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	N-S	2	E	E
Mit.: Add a lane in each direction		4	A-A	A-A
21. <b>Davis Road</b> between Ambrose and Central Avenue <sup>3</sup>	N-S	2	F	F
Mit.: Add a lane in each direction		4	B-C	C-B
22. <b>Reservation Road</b> between Main Project Access and Watkin's Gate <sup>3</sup>	E-W	2	F	F
Mit.: Add a lane in each direction		4	A-C	C-A
23. <b>Reservation Road</b> between Watkin's Gate and Davis Road <sup>3</sup>	E-W	2	F	F

Mit.: Add a lane in each direction		4	A-B	B-A
<b>24. Reservation Road</b> between Portola Drive and Highway 68 <sup>3</sup>	E-W	2	<b>D</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-A	A-A
<b>25. Spreckles Boulevard</b> between Highway 68 and the City of Spreckles <sup>3</sup>	E-W	2	C	C
<b>26. Highway 183</b> between Cooper Road and Espinosa Road <sup>2</sup>	N-S	2	<b>E</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-A	A-A
<b>27. General Jim Moore Boulevard</b> between Broadway and Boundary Rd. <sup>5</sup>	N-S	2	D	D
<b>28. General Jim Moore Boulevard</b> between Gigling and Normandy <sup>5</sup>	N-S	2	D	D
<b>29. Inter-Garrison Road</b> between West Camp and Abrams <sup>3</sup>	E-W	2	No Project Traffic	
<b>30. Inter-Garrison Road</b> between Abrams and 7 <sup>th</sup> Avenue <sup>3</sup>	E-W	2	A	A

N-S → North-South

E-W → East-West

<sup>1</sup> → Two westbound lanes and one eastbound lane

X-X → Directional LOS for multi-lane roadway segments (>2 lanes), and X → Overall LOS for two lane roadway segments

<sup>2</sup> Segment is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>3</sup> Segment in Monterey County (Minimum acceptable level of service = C)

<sup>4</sup> Segment in the City of Marina (Minimum acceptable level of service = D)

<sup>5</sup> Segment in the City of Seaside (Minimum acceptable level of service = C)

<sup>6</sup> Segment in the City of Salinas (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.

**TABLE XVI: SEGMENT LOS ANALYSIS—CUMULATIVE (YEAR 2020) PLUS PROJECT (1,470 HOMES) CONDITIONS**

Roadway Segment	Roadway Direction	Lanes	A.M. LOS	P.M. LOS
1. <b>Abbott Road</b> between Salinas City Limits and Harris Road <sup>6</sup>	N-S	4	A-A	A-A
2. <b>Blanco Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	E-W	2	F	F
Mit.: Add a lane in each direction		4	B-B	B-B
3. <b>Blanco Road</b> between Salinas River Bridge and Davis Road <sup>3</sup>	E-W	2	E	F
Mit.: Add a lane in each direction		4	A-B	B-A
4. <b>Blanco Road</b> between Davis Road and West Alisal Street <sup>4</sup>	E-W	3 <sup>1</sup>	C-A	C-A
5. <b>Highway 1</b> between Canyon Del Rey and Del Monte Boulevard <sup>2</sup>	N-S	4	C-D	D-D
6. <b>Highway 68</b> between Portola Interchange and River Road Interchange <sup>2</sup>	E-W	4	B-B	B-B
7. <b>Reservation Road</b> between Imjin Parkway and Blanco Road <sup>4</sup>	E-W	4	C-D	D-D
8. <b>Imjin Parkway</b> between Preston Park and Abrams <sup>4</sup>	E-W	4	C-B	C-C
9. <b>West Laurel Drive</b> between Highway 101 and Davis Road <sup>4</sup>	E-W	6	B-C	C-B
10. <b>West Market Street</b> between Davis Road and Clark Street <sup>4</sup>	E-W	4	A-A	B-A
11. <b>West Alisal Street</b> between Blanco Road and Acacia Street <sup>4</sup>	E-W	4	A-A	A-A
12. <b>Blanco Road</b> between South Main and Pajaro Street <sup>4</sup>	E-W	4	A-A	B-B
13. <b>General Jim Moore Boulevard</b> between Light Fighter and Engineer <sup>5</sup>	N-S	4	A-A	A-A
14. <b>Reservation Road</b> between Salinas Road and Imjin Parkway <sup>4</sup>	E-W	4	A-A	A-A
15. <b>Davis Road</b> between Market Street and Rossi Street <sup>4</sup>	N-S	4	B-C	C-B
16. <b>Highway 101</b> between Laurel Interchange and Boronda Interchange <sup>2</sup>	N-S	4	C-D	D-D
17. <b>Highway 1</b> between Light Fighter Interchange & Fremont Interchange <sup>2</sup>	N-S	6	C-D	E-C
Mit: Add a Northbound HOV lane		7	B-D	C-C
18. <b>Highway 68</b> between River Road Interchange & Spreckles Interchange <sup>2</sup>	E-W	4	B-B	B-B
19. <b>Cooper Road</b> between Blanco Road and Highway 183 <sup>3</sup>	N-S	2	C	C
20. <b>Davis Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	N-S	2	E	E
Mit.: Add a lane in each direction		4	A-B	A-A
21. <b>Davis Road</b> between Ambrose and Central Avenue <sup>3</sup>	N-S	2	F	F
Mit.: Add a lane in each direction		4	B-C	C-B
22. <b>Reservation Road</b> between Main Project Access and Watkin's Gate <sup>3</sup>	E-W	2	E	E
Mit.: Add a lane in each direction		4	A-B	B-A

23. <b>Reservation Road</b> between Watkin's Gate and Davis Road <sup>3</sup>	E-W	2	<b>F</b>	<b>F</b>
Mit.: Add a lane in each direction		4	A-B	B-A
24. <b>Reservation Road</b> between Portola Drive and Highway 68 <sup>3</sup>	E-W	2	<b>D</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-A	A-A
25. <b>Spreckles Boulevard</b> between Highway 68 and the City of Spreckles <sup>3</sup>	E-W	2	C	C
26. <b>Highway 183</b> between Cooper Road and Espinosa Road <sup>2</sup>	N-S	2	<b>E</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-A	A-A
27. <b>General Jim Moore Boulevard</b> between Broadway and Boundary Rd. <sup>5</sup>	N-S	2	D	D
28. <b>General Jim Moore Boulevard</b> between Gigling and Normandy <sup>5</sup>	N-S	2	D	D
29. <b>Inter-Garrison Road</b> between West Camp and Abrams <sup>3</sup>	E-W	2	<b>D</b>	<b>D</b>
Mit.: Add a lane in each direction		4	A-B	B-A
30. <b>Inter-Garrison Road</b> between Abrams and 7 <sup>th</sup> Avenue <sup>3</sup>	E-W	2	C	<b>D</b>
Mit.: Add a Westbound lane		3	B-A	A-B

N-S → North-South

E-W → East-West

<sup>1</sup> → Two westbound lanes and one eastbound lane

X-X → Directional LOS for multi-lane roadway segments (>2 lanes), and X → Overall LOS for two lane roadway segments

<sup>2</sup> Segment is under Caltrans jurisdiction (Minimum acceptable level of service = D)

<sup>3</sup> Segment in Monterey County (Minimum acceptable level of service = C)

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<sup>6</sup> Segment in the City of Salinas (Minimum acceptable level of service = D)

Unacceptable operations are shown in **Bold**.



**TABLE XVII: SEGMENT LOS ANALYSIS—CUMULATIVE (YEAR 2020) PLUS PROJECT (2,887 HOMES) CONDITIONS**

Roadway Segment	Roadway Direction	Lanes	A.M. LOS	P.M. LOS
1. <b>Abbott Road</b> between Salinas City Limits and Harris Road <sup>6</sup>	N-S	4	A-A	A-A
2. <b>Blanco Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	E-W	2	F	F
Mit.: Add a lane in each direction		4	B-B	B-B
3. <b>Blanco Road</b> between Salinas River Bridge and Davis Road <sup>3</sup>	E-W	2	E	F
Mit.: Add a lane in each direction		4	A-B	B-A
4. <b>Blanco Road</b> between Davis Road and West Alisal Street <sup>4</sup>	E-W	3 <sup>1</sup>	C-A	C-A
5. <b>Highway 1</b> between Canyon Del Rey and Del Monte Boulevard <sup>2</sup>	N-S	4	C-D	D-D
6. <b>Highway 68</b> between Portola Interchange and River Road Interchange <sup>2</sup>	E-W	4	B-B	B-B
7. <b>Reservation Road</b> between Imjin Parkway and Blanco Road <sup>4</sup>	E-W	4	C-D	D-D
8. <b>Imjin Parkway</b> between Preston Park and Abrams <sup>4</sup>	E-W	4	C-B	C-C
9. <b>West Laurel Drive</b> between Highway 101 and Davis Road <sup>4</sup>	E-W	6	B-C	C-B
10. <b>West Market Street</b> between Davis Road and Clark Street <sup>4</sup>	E-W	4	A-A	B-A
11. <b>West Alisal Street</b> between Blanco Road and Acacia Street <sup>4</sup>	E-W	4	A-A	A-A
12. <b>Blanco Road</b> between South Main and Pajaro Street <sup>4</sup>	E-W	4	A-A	B-B
13. <b>General Jim Moore Boulevard</b> between Light Fighter and Engineer <sup>5</sup>	N-S	4	A-A	A-A
14. <b>Reservation Road</b> between Salinas Road and Imjin Parkway <sup>4</sup>	E-W	4	A-A	A-A
15. <b>Davis Road</b> between Market Street and Rossi Street <sup>4</sup>	N-S	4	B-C	C-B
16. <b>Highway 101</b> between Laurel Interchange and Boronda Interchange <sup>2</sup>	N-S	4	C-D	D-D
17. <b>Highway 1</b> between Light Fighter Interchange & Fremont Interchange <sup>2</sup>	N-S	6	C-D	E-C
Mit.: Add a Northbound HOV lane		7	B-D	D-C
18. <b>Highway 68</b> between River Road Interchange & Spreckles Interchange <sup>2</sup>	E-W	4	B-B	B-B
19. <b>Cooper Road</b> between Blanco Road and Highway 183 <sup>3</sup>	N-S	2	C	C
20. <b>Davis Road</b> between Reservation Road and Salinas River Bridge <sup>3</sup>	N-S	2	E	E
Mit.: Add a lane in each direction		4	A-B	A-A
21. <b>Davis Road</b> between Ambrose and Central Avenue <sup>3</sup>	N-S	2	F	F
Mit.: Add a lane in each direction		4	B-C	C-B
22. <b>Reservation Road</b> between Main Project Access and Watkin's Gate <sup>3</sup>	E-W	2	E	E
Mit.: Add a lane in each direction		4	A-B	B-A

23. <b>Reservation Road</b> between Watkin's Gate and Davis Road <sup>3</sup>	E-W	2	<b>F</b>	<b>F</b>
Mit.: Add a lane in each direction		4	A-B	B-A
24. <b>Reservation Road</b> between Portola Drive and Highway 68 <sup>3</sup>	E-W	2	<b>D</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-A	A-A
25. <b>Spreckles Boulevard</b> between Highway 68 and the City of Spreckles <sup>3</sup>	E-W	2	C	C
26. <b>Highway 183</b> between Cooper Road and Espinosa Road <sup>2</sup>	N-S	2	<b>E</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-A	A-A
27. <b>General Jim Moore Boulevard</b> between Broadway and Boundary Rd. <sup>5</sup>	N-S	2	D	D
28. <b>General Jim Moore Boulevard</b> between Gigling and Normandy <sup>5</sup>	N-S	2	D	D
29. <b>Inter-Garrison Road</b> between West Camp and Abrams <sup>3</sup>	E-W	2	<b>D</b>	<b>E</b>
Mit.: Add a lane in each direction		4	A-B	B-A
30. <b>Inter-Garrison Road</b> between Abrams and 7 <sup>th</sup> Avenue <sup>3</sup>	E-W	2	C	<b>D</b>
Mit.: Add a Westbound lane		3	B-A	A-B

N-S → North-South

E-W → East-West

<sup>1</sup> → Two westbound lanes and one eastbound lane

X-X → Directional LOS for multi-lane roadway segments (>2 lanes), and X → Overall LOS for two lane roadway segments

<sup>2</sup> Segment is under Caltrans jurisdiction (Minimum acceptable level of service = D)

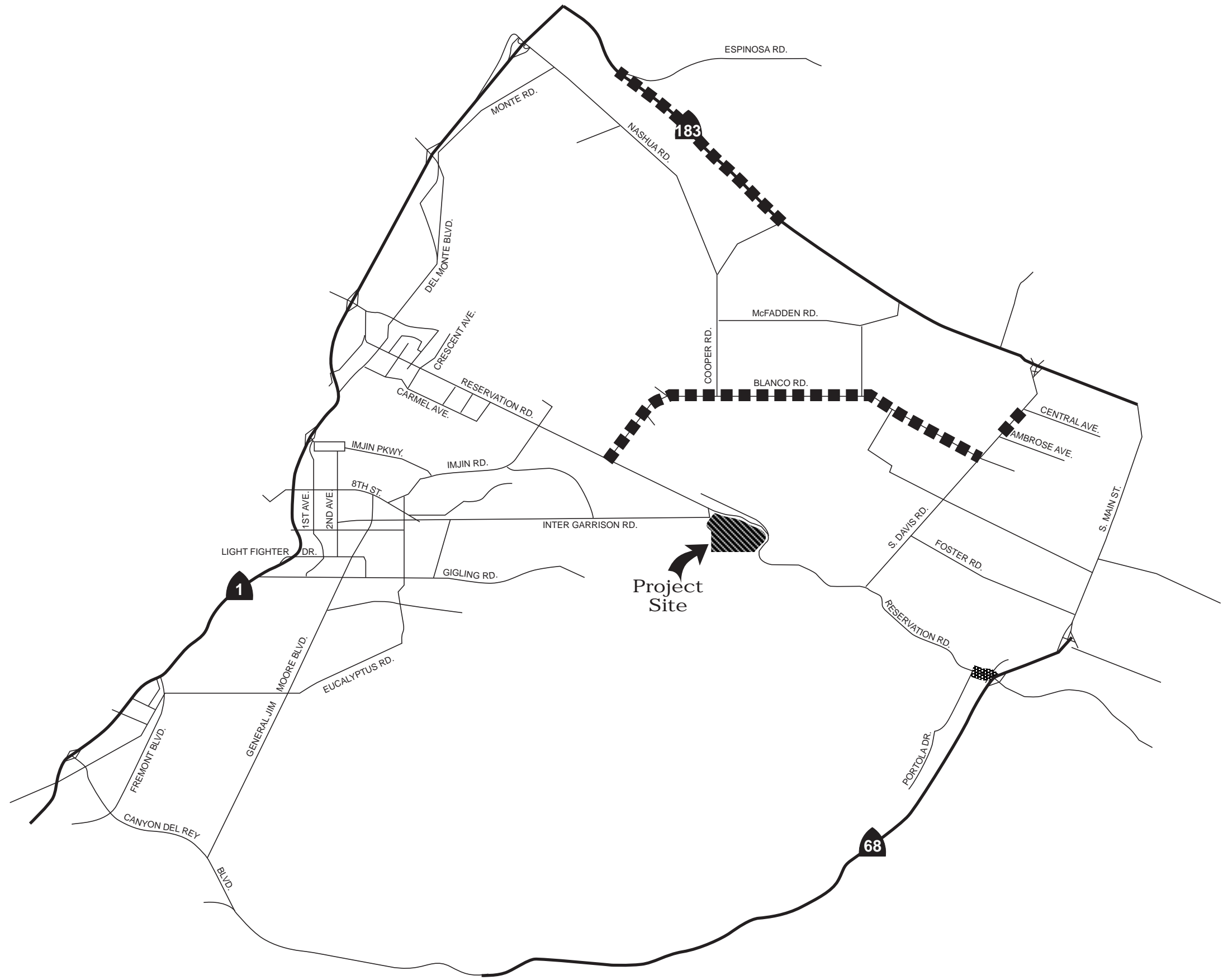
<sup>3</sup> Segment in Monterey County (Minimum acceptable level of service = C)

<sup>4</sup> Segment in the City of Marina (Minimum acceptable level of service = D)

<sup>5</sup> Segment in the City of Seaside (Minimum acceptable level of service = C)

<sup>6</sup> Segment in the City of Salinas (Minimum acceptable level of service = D)

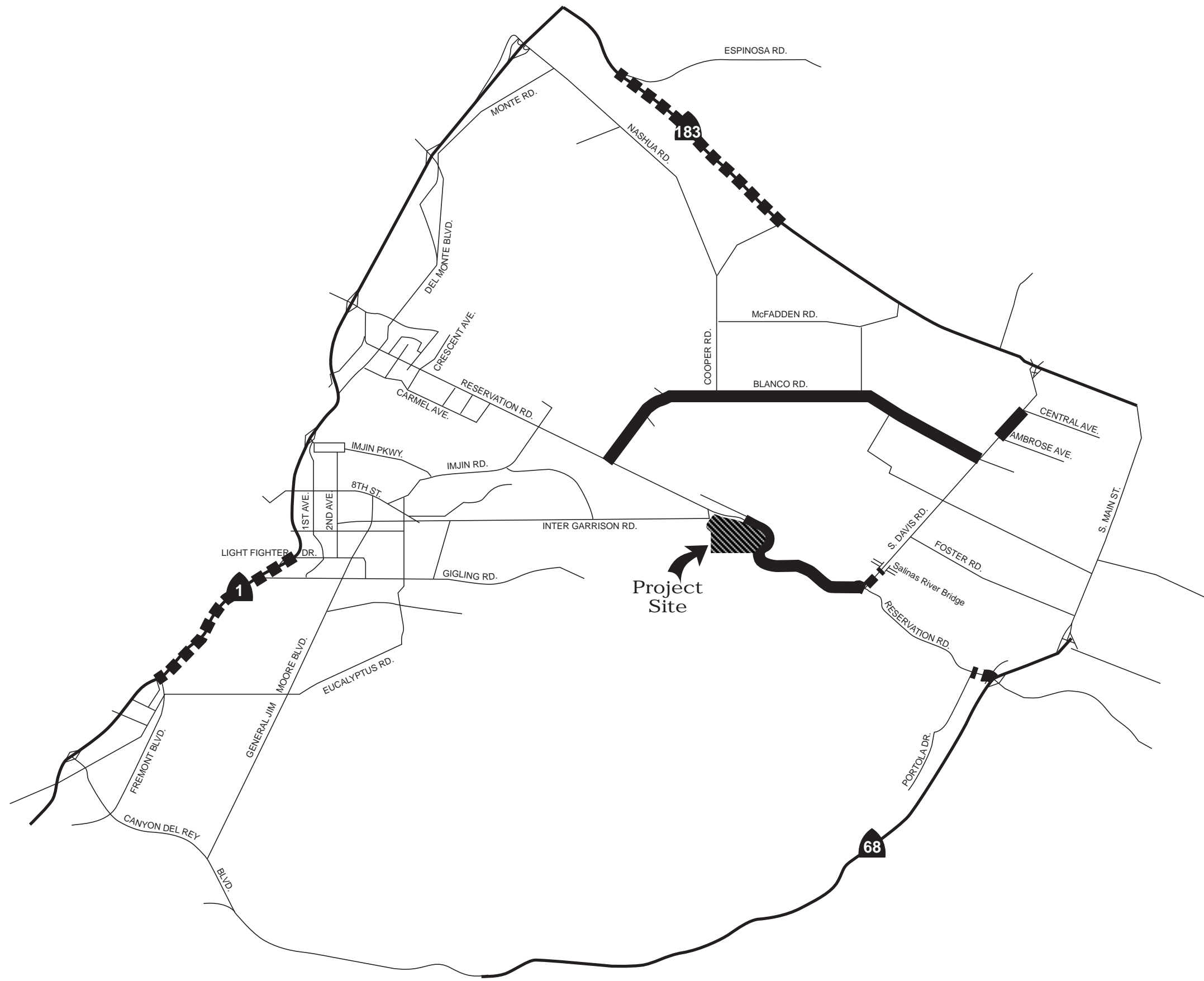
Unacceptable operations are shown in **Bold**.



LEGEND	
	LOS D on County Roadway
	LOS E



Monterey County  
 East Garrison Development  
**Roadway Segments with Unacceptable Levels of Service—Existing Conditions**

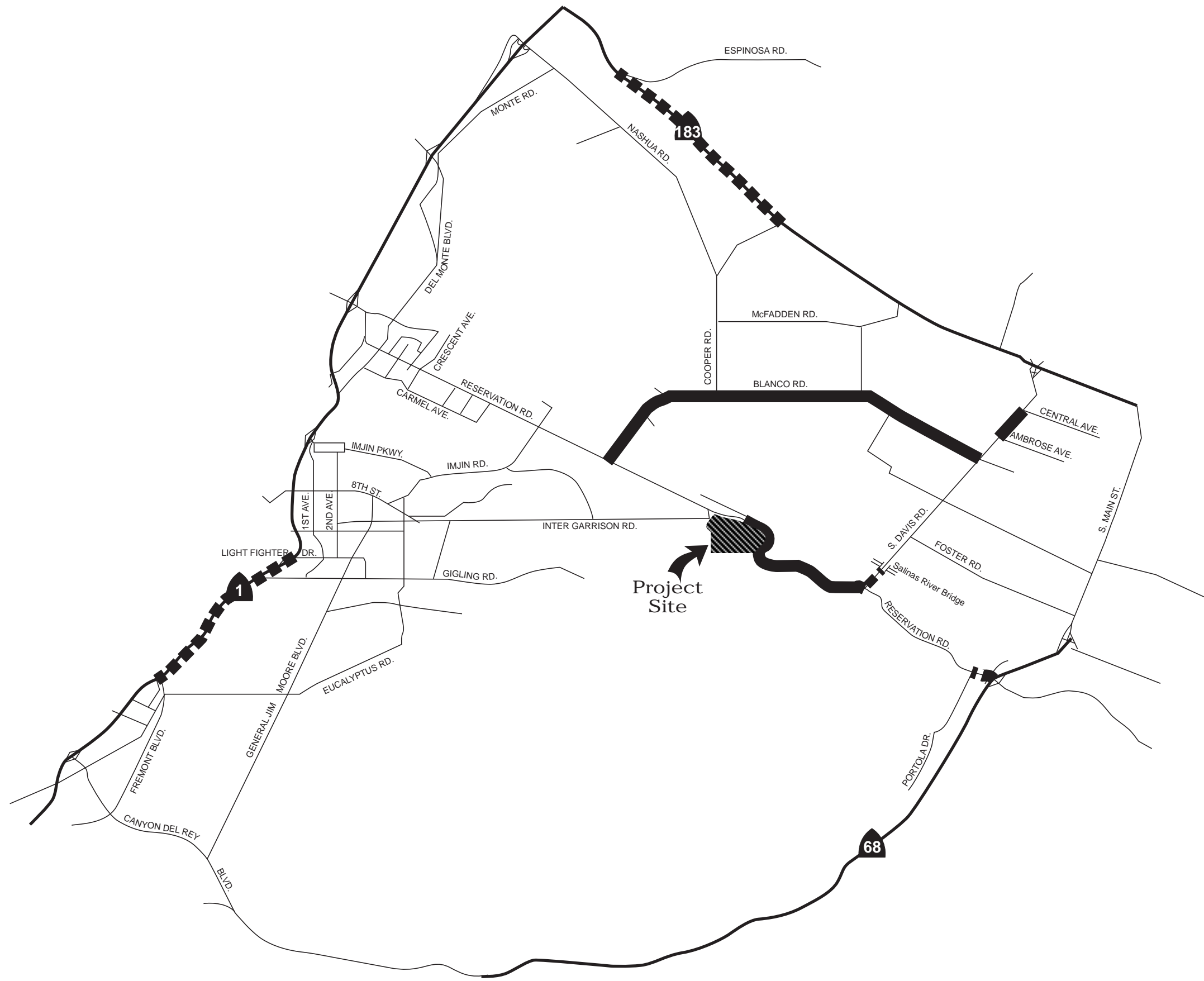


LEGEND	
	LOS D on County Roadway
	LOS E
	LOS F



Monterey County  
 East Garrison Development  
**Roadway Segments with Unacceptable Levels of Service—Cumulative (Year 2020) Conditions**

151-018 - 6/15/04 - AG



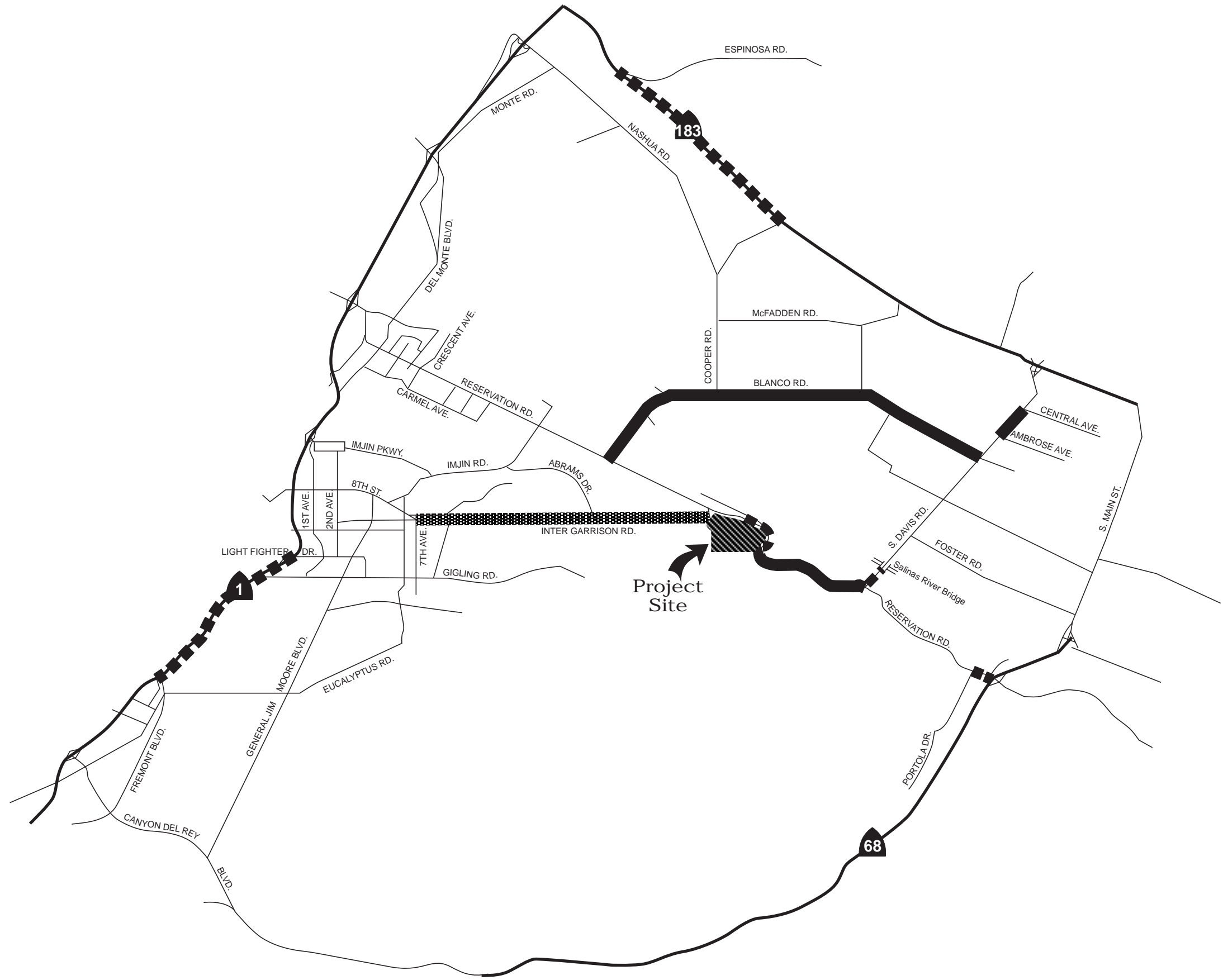
LEGEND	
	LOS D on County Roadway
	LOS E
	LOS F



Monterey County  
 East Garrison Development  
**Roadway Segments with Unacceptable Levels of Service—Cumulative (Year 2020) Conditions**

Figure  
**11**



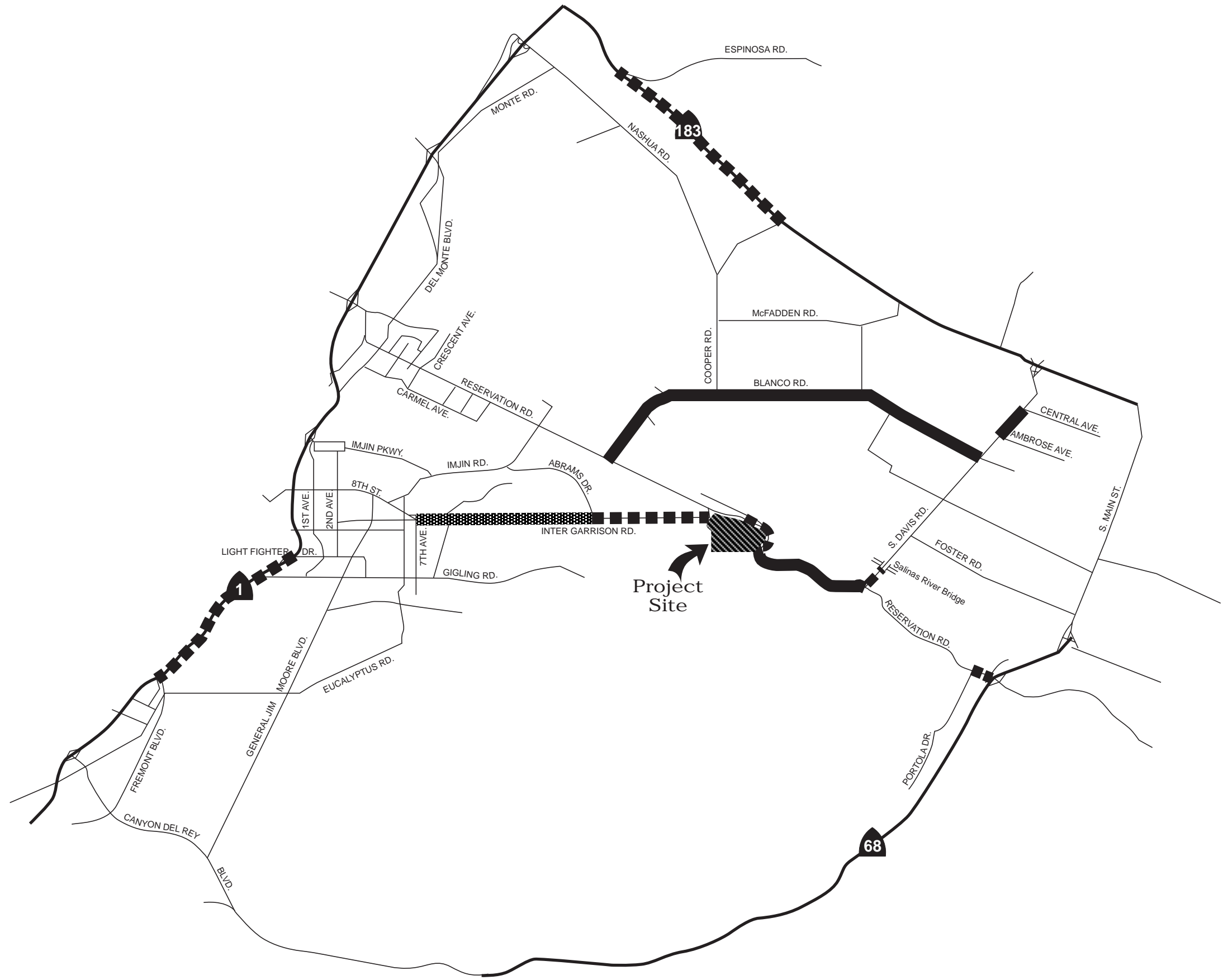


LEGEND	
	LOS D on County Roadway
	LOS E
	LOS F



Monterey County  
 East Garrison Development  
**Roadway Segments with Unacceptable Levels of Service—Cumulative (Year 2020) plus Project (1,470 Homes) Conditions**

151-018 - 6/15/04 - AG



LEGEND	
	LOS D on County Roadway
	LOS E
	LOS F



Monterey County  
 East Garrison Development  
**Roadway Segments with Unacceptable Levels of Service—Cumulative (Year 2020) plus Project (2,887 Homes) Conditions**

151-018 - 6/15/04 - AG

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## CONCLUSIONS AND RECOMMENDATIONS

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TJKM has reached the following conclusions regarding the proposed East Garrison development:

### **Project Trip Generation**

The proposed East Garrison development with 1,470 homes is expected to generate approximately a total of 13,690 daily trips with 1,290 trips occurring during the a.m. peak hour and 1,379 trips occurring during the p.m. peak hour. With an additional 1,417 homes proposed for a total of 2,887 homes, the proposed project is expected to generate approximately a total of 24,480 daily trips with 2,322 trips occurring during the a.m. peak hour and 2,467 trips occurring during the p.m. peak hour.

### **Existing Conditions**

#### Intersection Analysis

Currently, all the study intersections operate at acceptable levels of service during both the a.m. and p.m. peak hours except for the following five study intersections:

- Davis Road/Blanco Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Reservation Road (LOS F during the a.m. peak hour)
- Reservation Road/Davis Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during the a.m. peak hour)

#### Recommended Mitigation Measures

##### *Davis Road/Blanco Road*

- Add a left turn lane and a right turn lane on the southbound Davis Road approach
- Add a left turn lane on the eastbound Blanco Road approach
- Utilize “Overlap” phasing for right turns from westbound Blanco Road approach and southbound Davis Road approach

##### *Highway 1 Southbound Ramps/Reservation Road*

- Install a traffic signal

##### *Reservation Road/Davis Road/”The Bluffs”*

- Install a traffic signal

##### *Highway 1 Southbound Ramps/Canyon Del Rey Boulevard*

- Construct a roundabout (This is recommended over installing a signal because there is a Frontage Road that runs parallel to the Highway 1 Southbound Ramps in the close proximity of the intersection (making it roughly a five-legged intersection), which might require complex signal design and operations)



### *General Jim Moore Boulevard/Canyon Del Rey Boulevard*

- Utilize permitted left turn phasing (currently protected left turn phasing) for vehicles turning left from eastbound Canyon Del Rey Boulevard approach into northbound General Jim Moore Boulevard.

### Segment Analysis

Currently, the following five roadway segments operate at unacceptable levels of service under Existing Conditions:

- Blanco Road between Salinas River Bridge and Reservation Road (LOS E during the a.m. and p.m. peak hours)
- Blanco Road between Salinas River Bridge and Davis Road (LOS E during the a.m. and p.m. peak hours)
- Davis Road between Ambrose and Central Avenue (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Portola Drive and Highway 68 (LOS D during the p.m. peak hour)
- Highway 183 between Cooper Road and Espinosa Road (LOS D and LOS E during the a.m. and p.m. peak hours, respectively)

### Recommended Mitigation Measures

Adding a lane in each direction on the roadway segments listed above is expected to improve the levels of service at these roadway segments to acceptable service levels under Existing Conditions.

### **Existing plus Project (1,470 Homes) Conditions**

#### Intersection Analysis

Under the Existing plus Project (1,470 Homes) Conditions, the five study intersections that operate unacceptably under Existing conditions are expected to continue to operate at unacceptable service levels.

#### Recommended Mitigation Measures

Same as Existing Conditions for all the five study intersections except for Davis Road/Blanco Road which would require a left turn lane on the westbound Blanco Road approach in addition to the set mitigations recommended under Existing Conditions.

#### Segment Analysis

Under the Existing plus Project (1,470 Homes) Conditions, the five study roadway segments that operate unacceptably under Existing conditions are expected to continue to operate at unacceptable service levels and the corresponding mitigations recommended under Existing Conditions are expected to improve the levels of service to acceptable levels at the same. Additionally, the following roadway segments are also expected to operate at unacceptable levels of service under Existing plus project Conditions:

- Davis Road between Reservation Road and Salinas River Bridge (LOS D during the p.m. peak hour)

- Reservation Road between Watkin's Gate and Davis Road (LOS D during the p.m. peak hour)

### Recommended Mitigation Measures

Adding a lane in each direction on the roadway segments listed above is expected to improve the levels of service at these roadway segments to acceptable service levels under Existing plus Project Conditions.

### **Cumulative (Year 2020) Conditions**

#### Intersection Analysis

Under the Cumulative (Year 2020) Conditions, the following intersections are expected to operate at unacceptable levels of service:

- Davis Road/Blanco Road (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Reservation Road (LOS F during both the a.m. and p.m. peak hours)
- Reservation Road/Del Monte Boulevard (LOS E during the p.m. peak hour)
- Reservation Road/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Reservation Road/Blanco Road (LOS F during the a.m. peak hour)
- Reservation Road/Davis Road/"The Bluffs" (LOS F during both the a.m. and p.m. peak hours)
- Highway 68 Westbound Ramps/Reservation Road (LOS F during the p.m. peak hour)
- Highway 1 Southbound Ramps/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Northbound Ramps/Imjin Parkway (LOS F during both the a.m. and p.m. peak hours)
- Light Fighter Drive/1<sup>st</sup> Avenue (LOS F during the p.m. peak hour)
- Light Fighter Drive/2<sup>nd</sup> Avenue (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- Highway 1 Northbound Ramps/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during both the a.m. and p.m. peak hours)

#### Mitigation Measures

##### *Davis Road/Blanco Road*

- Same set of mitigations recommended under Existing Conditions, and
- Add a through lane and a right turn lane on the southbound Davis Road approach
- Add two through lanes on the northbound Davis Road approach, so that it has three through lanes and one right turn only lane (instead of one through lane and one shared through-right turn lane)
- Add two through lanes on the eastbound Blanco Road approach, so that it has three through lanes and one right turn only lane (instead of one through lane and one shared through-right turn lane)

- Add a left turn lane, a through lane, and a right turn lane on the westbound Blanco Road approach

*Highway 1 Southbound Ramps/Reservation Road*

- Same as Existing Conditions (Install a traffic signal)

*Reservation Road/Del Monte Boulevard*

- Add a through lane on the northbound Del Monte Boulevard approach

*Reservation Road/Imjin Parkway*

- Restripe westbound Reservation Road approach to have three left turn lanes, one through lane, and one shared through-right turn lane from two left turn lanes, two through lanes, and one right turn lane
- Restripe eastbound Reservation Road approach to have one left turn lane, three through lanes, and one right turn lane from two left turn lanes, two through lanes, and one right turn lane
- Implement “Free” right turns for vehicles turning right into eastbound Reservation Road from northbound Imjin Parkway

*Reservation Road/Blanco Road*

- Restripe westbound Reservation Road approach to have one through lane, and one shared through-right turn lane from one through lane, and one right turn lane

*Reservation Road/Davis Road/“The Bluffs”*

- Install a traffic signal (same as Existing Conditions), and
- Add a through lane on the westbound Reservation Road approach
- Add a left turn lane on the eastbound Reservation Road approach
- Implement “Free” right turns for vehicles turning right into westbound Reservation Road from southbound Davis Road

*Highway 68 Westbound Ramps/Reservation Road*

- Add a left turn lane on the Highway 68 Westbound Off Ramp
- Add a through lane on the eastbound Reservation Road approach and restripe to have one through lane, and one right turn lane from one shared through-right turn lane.
- To accommodate the additional left turn lane on the Highway 68 Westbound Off Ramp approach, the left turn lane on the eastbound Reservation Road approach should be restriped to a shared left-through lane at the intersection of Highway 68 Eastbound Ramps/Reservation Road with the utilization of east-west split phasing at the same

*Highway 1 Southbound Ramps/Imjin Parkway*

- Install a traffic signal

*Highway 1 Northbound Ramps/Imjin Parkway*

- Install a traffic signal

*Light Fighter Drive/1st Avenue*

- Add a right turn lane on the eastbound Light Fighter Drive
- Add a left turn lane on the northbound 1st Avenue

*Light fighter Drive/2nd Avenue*

- Install a traffic signal

*Highway 1 Southbound Ramps/Canyon Del Rey Boulevard*

- Same as Existing Conditions (Construct a roundabout)

*Highway 1 Northbound Ramps/Canyon Del Rey Boulevard*

- Add a through lane on the eastbound Canyon Del Rey approach

*General Jim Moore Boulevard/Canyon Del Rey Boulevard*

- Utilize permitted left turn phasing for vehicles turning left from eastbound Canyon Del Rey Boulevard approach into northbound General Jim Moore Boulevard (same as Existing Conditions), and
- Add a left turn lane on the southbound General Jim Moore Boulevard approach
- Add a lane on the westbound Canyon Del Rey approach so that it consists of one through lane and one right turn lane (instead of one shared through-right turn lane)

*Segment Analysis*

Under the Cumulative (Year 2020) Conditions, the five study roadway segments that operate unacceptably under Existing conditions are expected to continue to operate at unacceptable service levels and the corresponding mitigations recommended under Existing Conditions are expected to improve the levels of service to acceptable levels at the same. Additionally, the following roadway segments are also expected to operate at unacceptable levels of service under Cumulative (Year 2020) Conditions:

- Davis Road between Reservation Road and Salinas River Bridge (LOS E during the a.m. and p.m. peak hours)
- Reservation Road between Watkin's Gate and Davis Road (LOS F during the a.m. and p.m. peak hours)
- Reservation Road between Watkin's Gate and Main Project Access (LOS F during the a.m. and p.m. peak hours)
- Highway 1 between Light Fighter I/C and Fremont I/C (LOS E during the p.m. peak hour)

*Recommended Mitigation Measures*

Adding a lane in each direction on the roadway segments on Davis Road and Reservation Road listed above is expected to improve the levels of service at these roadway segments to acceptable service levels under Cumulative (Year 2020) Conditions. Adding a northbound high occupancy vehicle (HOV) lane on Highway 1 between Light Fighter I/C and Fremont I/C is expected to improve the level of service at the same to acceptable service level under Cumulative (Year 2020) Conditions.

## **Cumulative (Year 2020) plus Project (1,470 Homes) Conditions**

### Intersection Analysis

Under the Cumulative (Year 2020) plus Project (1,470 Homes) Conditions, the study intersections (same as Cumulative (Year 2020) Conditions) are expected to continue to operate at unacceptable service levels. Additionally, the following study intersections are also expected to operate at unacceptable levels of service under Cumulative (Year 2020) Conditions:

- Reservation Road/InterGarrison Road (LOS F during the p.m. peak hour)
- InterGarrison Road/New Collector (LOS F during the p.m. peak hour)

### Mitigation Measures

Same as Cumulative (Year 2020) Conditions for all the study intersections except for the intersections of Davis Road/Blanco Road, Reservation Road/InterGarrison Road, and InterGarrison Road/New Collector.

#### *Davis Road/Blanco Road*

- Same set of mitigations recommended under Cumulative (Year 2020) Conditions, and
- Add a left turn lane on the northbound Davis Road approach

#### *Reservation Road/InterGarrison Road*

- Utilize “Overlap” phasing for right turns from northbound InterGarrison Road approach

#### *InterGarrison Road/New Collector*

- Add a lane on the eastbound (new collector) approach, which would also require adding a circulating lane for the roundabout (baseline geometry proposed for the roundabout is to have one approach lane for each approach, and one circulating lane).

### Segment Analysis

Under the Cumulative (Year 2020) plus Project (1,470 Homes) Conditions, the study roadway segments that operate unacceptably under Cumulative (Year 2020) conditions are expected to continue to operate at unacceptable service levels and the corresponding mitigations recommended under Cumulative (Year 2020) Conditions are expected to improve the levels of service to acceptable levels at the same. Additionally, the following roadway segments are also expected to operate at unacceptable levels of service under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions:

- InterGarrison Road between Abrams and 7<sup>th</sup> Avenue (LOS D during the p.m. peak hour)
- InterGarrison Road between West Camp Road and Abrams (LOS D and LOS E during the a.m. and p.m. peak hours, respectively)

### Mitigation Measures

Adding a westbound lane on InterGarrison Road between Abrams and 7<sup>th</sup> Avenue is expected to improve the level of service at the same to acceptable service level under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions. Adding a lane in each direction on InterGarrison Road between West Camp Road and Abrams is expected to improve the level of service at the same to acceptable service level under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions.

## **Cumulative (Year 2020) plus Project (2,887 Homes) Conditions**

### *Intersection Analysis and Mitigation Measures*

Under the Cumulative (Year 2020) plus Project (2,887 Homes) Conditions, the study intersections with unacceptable levels of service under Cumulative (Year 2020) plus Project (1,470 Homes) are expected to continue to operate unacceptably. The same mitigation measures recommended under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions are expected to improve the levels of service at these intersections to acceptable service levels under Cumulative (Year 2020) plus Project (2,887 Homes) Conditions.

### *Segment Analysis and Mitigation Measures*

Under the Cumulative (Year 2020) plus Project (2,887 Homes) Conditions, the study segments with unacceptable levels of service under Cumulative (Year 2020) plus Project (1,470 Homes) are expected to continue to operate unacceptably. The same mitigation measures recommended under Cumulative (Year 2020) plus Project (1,470 Homes) Conditions are expected to improve the levels of service at these segments to acceptable service levels under Cumulative (Year 2020) plus Project (2,887 Homes) Conditions.

### **Peak Hour Signal Warrants**

The intersection of Highway 1 Southbound Ramps/Reservation Road does not meet the requirements of peak hour signal warrants under Existing, and Existing plus Project (1,470 Homes) scenarios but meets the requirements of peak hour signal warrants under Cumulative (Year 2020), Cumulative (Year 2020) plus Project (1,470 Homes) Conditions, and Cumulative (Year 2020) plus Project (2,887 Homes) Conditions. The intersection of Reservation Road/Davis Road/The “Bluffs” meets the requirements of peak hour signal warrants under all five scenarios. The intersections of Highway 1 Southbound Ramps/Imjin Parkway, Highway 1 Northbound Ramps/Imjin Parkway, and Light Fighter Drive/2<sup>nd</sup> Avenue, all require signalization only under Cumulative (Year 2020) Conditions, Cumulative (Year 2020) plus Project (1,470 Homes) Conditions, and Cumulative (Year 2020) plus Project (2,887 Homes) Conditions and meet the requirements of peak hour signal warrants.

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## STUDY REFERENCES

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### **TJKM Personnel**

Gordon Lum, Senior Associate  
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Pratyush Bhatia, Transportation Engineer  
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Mike Novo, Monterey County Planning Department  
Jason Brandman, Michael Brandman Associates  
Katrina Hardt, Michael Brandman Associates

### **References**

*Highway Capacity Manual*, Transportation Research Board, 2000  
*Guide for the Preparation of Traffic Impact Studies*, Monterey County Public Works Department,  
October 2003

**The Following Appendices to TJKM Transportation Consultants  
Traffic Impact Study Are Available for Review at the  
Monterey County Planning and Building Inspection Department:**

- Appendix A: Level of Service Methodology
- Appendix B: Level of Service Worksheets: Existing
- Appendix C: Level of Service Worksheets: Existing Plus  
Projects (1,470 Homes)
- Appendix D: Regional Land Use Data, And Existing and  
Future Network Assumptions
- Appendix E: Level of Service Worksheets: Cumulative  
Year 2020
- Appendix F: Level of Service Worksheets Cumulative  
Year 2020 Plus Project (1,470 Homes)
- Appendix G: Level of Service Worksheets: Cumulative  
Year 2020 Plus Project (2,887 Homes)
- Appendix H: Signal Warrant Analysis
- Appendix I: Segment Analysis



## **Appendices**

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# **Traffic Impact Study for the East Garrison Development**

## **In Monterey County**

September 7, 2004

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**APPENDIX A – LEVEL OF SERVICE METHODOLOGY**

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## I. INTRODUCTION

### SCOPE OF THE METHODOLOGY

This chapter contains a methodology for analyzing the capacity and level of service (LOS) of signalized intersections. The analysis must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology focuses on the determination of LOS for known or projected conditions.

The methodology addresses the capacity, LOS, and other performance measures for lane groups and intersection approaches and the LOS for the intersection as a whole. Capacity is evaluated in terms of the ratio of demand flow rate to capacity ( $v/c$  ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). Control delay is the portion of the total delay attributed to traffic signal operation for signalized intersections. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Appendix A presents a method for observing intersection control delay in the field. Exhibit 10-9 provides definitions of the basic terms used in this chapter.

Each lane group is analyzed separately. Equations in this chapter use the subscript  $i$  to indicate each lane group. The capacity of the intersection as a whole is not addressed because both the design and the signalization of intersections focus on the accommodation of traffic movement on approaches to the intersection.

The capacity analysis methodology for signalized intersections is based on known or projected signalization plans. Two procedures are available to assist the analyst in establishing signalization plans. The first is the quick estimation method, which produces estimates of the cycle length and green times that can be considered to constitute a reasonable and effective signal timing plan. The quick estimation method requires minimal field data and relies instead on default values for the required traffic and control parameters. It is described and documented in Chapter 10.

A more detailed procedure is provided in Appendix B of this chapter for estimating the timing plan at both pretimed and traffic-actuated signals. The procedure for pretimed signals provides the basis for the design of signal timing plans that equalize the degree of saturation on the critical approaches for each phase of the signal sequence. This procedure does not, however, provide for optimal operation.

The methodology in this chapter is based in part on the results of a National Cooperative Highway Research Program (NCHRP) study (1, 2). Critical movement capacity analysis techniques have been developed in the United States (3-5), Australia (6), Great Britain (7), and Sweden (8). Background for delay estimation procedures was developed in Great Britain (7), Australia (9, 10), and the United States (11). Updates to the original methodology were developed subsequently (12-24).

### LIMITATIONS TO THE METHODOLOGY

The methodology does not take into account the potential impact of downstream congestion on intersection operation. Nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

## II. METHODOLOGY

Exhibit 16-1 shows the input and the basic computation order for the method. The primary output of the method is level of service (LOS). This methodology covers a wide range of operational configurations, including combinations of phase plans, lane

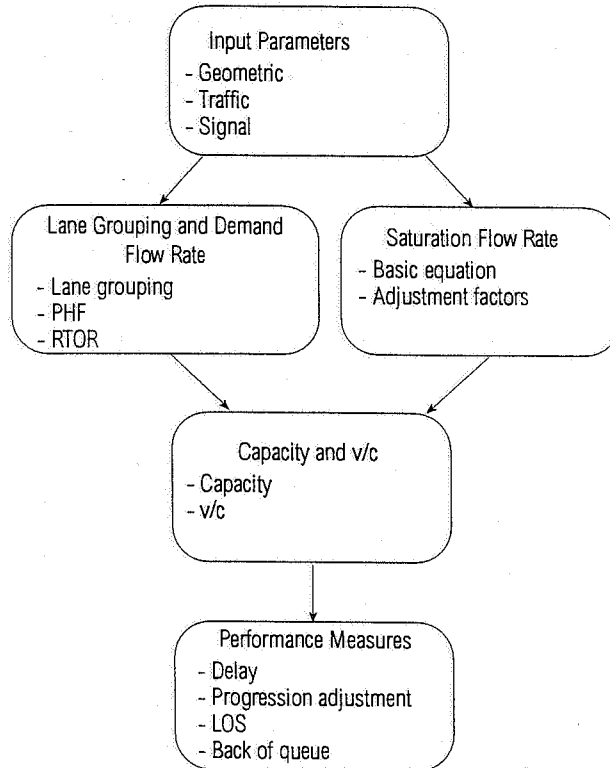
*Background and underlying concepts for this chapter are in Chapter 10*

*A lane group is indicated in formulas by the subscript  $i$*

*See Chapter 10 for description of quick estimation method*

utilization, and left-turn treatment alternatives. It is important to note that some of these configurations may be considered unacceptable by some operating agencies from a traffic safety point of view. The safety aspect of signalized intersections cannot be ignored, and the provision in this chapter of a capacity and LOS analysis methodology for a specific operational configuration does not imply an endorsement of the suitability for application of such a configuration.

EXHIBIT 16-1. SIGNALIZED INTERSECTION METHODOLOGY



**LOS**

The average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value. The criteria are listed in Exhibit 16-2.

EXHIBIT 16-2. LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	Control Delay per Vehicle (s/veh)
A	≤ 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

LOS criteria

## PREFACE

### OVERVIEW

The procedures in this chapter can be used to analyze the capacity and level of service, lane requirements, and effects of traffic and design features of two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. In addition, a procedure for estimating capacity of roundabouts is presented.

Each type of unsignalized intersection (TWSC, AWSC, and roundabout) is addressed in a separate part of this chapter. TWSC intersections are covered in Part A, AWSC intersections are covered in Part B, and information on roundabouts is provided in Part C. References for all parts are found in Part D. Example problems that demonstrate the calculations and results achieved by applying the procedures are also found in Part D.

### LIMITATIONS OF THE METHODOLOGY

This chapter does not include a detailed method for estimating delay for yield sign-controlled intersections. However, with appropriate changes in the values of key parameters, the analyst could apply the TWSC method to yield-controlled intersections.

All of the methods are for steady-state conditions (i.e., the demand and capacity conditions are constant during the analysis period); the methods are not designed to evaluate how fast or how often the facility transitions from one demand/capacity state to another. Analysts interested in that kind of information should consider applying simulation models.

## PART A. TWO-WAY STOP-CONTROLLED INTERSECTIONS

### I. INTRODUCTION - PART A

In this section a methodology for analyzing capacity and level of service of two-way stop-controlled (TWSC) intersections is presented.

### II. METHODOLOGY - PART A

Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction. Procedures described in this chapter rely on a gap acceptance model developed and refined in Germany (1). The concepts from this model are described in Chapter 10. Exhibit 17-1 illustrates input to and the basic computation order of the method described in this chapter.

### LEVEL-OF-SERVICE CRITERIA

Level of service (LOS) for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS is not defined for the intersection as a whole. LOS criteria are given in Exhibit 17-2.

*Background and concepts for TWSC intersections are in Chapter 10*

*Both theoretical and empirical approaches have been used to arrive at a methodology*

*LOS is not defined for the overall intersection*

EXHIBIT 17-1. TWSC UNSIGNALIZED INTERSECTION METHODOLOGY

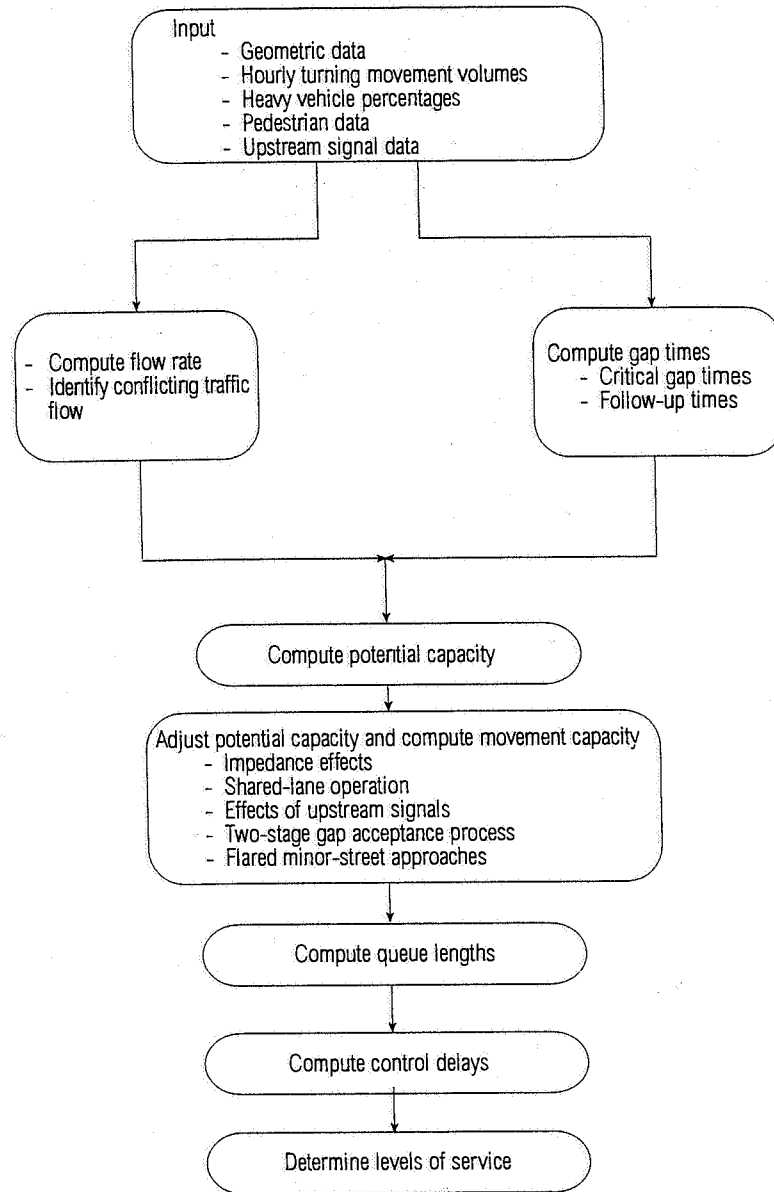


EXHIBIT 17-2. LEVEL-OF-SERVICE CRITERIA FOR TWSC INTERSECTIONS

Level of Service	Average Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

should be computed before proceeding to Step 2. For a four-leg intersection, use Steps 1, 2, 3, and 4, and for T-intersections, use Steps 1, 2, and 5.

### **Two-Stage Gap Acceptance (Worksheet 7)**

Worksheets 7a and 7b are used in place of Steps 3 and 4 in Worksheet 6 to compute the potential capacity when a two-stage gap acceptance process exists. The sequence of calculations is similar to that described for Worksheet 6, except that there are now three parts, two for the two-stage process and one for the single-stage process. The conflicting flow for the single stage is the sum of those for Stages I and II of the two-stage process. Parameters  $a$  and  $y$  are computed using Equations 17-30 and 17-31; Equation 17-32 or 17-33 is used to compute the two-stage movement capacity.

### **Shared-Lane Capacity (Worksheet 8)**

Equation 17-15 is used to compute shared-lane capacity on Worksheet 8.

### **Effect of Flared Minor-Street Approaches (Worksheet 9)**

Worksheet 9 is used to compute the effect of minor-street flared approaches. Whereas three columns are provided on the worksheet (for all minor movements), only movements that share the right lane on the subject approach are included in the computation.

### **Control Delay, Queue Length, Level of Service (Worksheet 10)**

Worksheet 10 is used to compute control delay, average queue length, and level of service. Control delay for each movement can be estimated from Exhibit 17-20 or Equation 17-38. The 95th-percentile queue length is determined from Exhibit 17-19 or Equation 17-37. LOS is then determined from Exhibit 17-2.

### **Delay to Rank 1 Vehicles (Worksheet 11)**

Worksheet 11 is used to compute the delay to Rank 1 vehicles using Equation 17-39.

## **PLANNING AND DESIGN APPLICATIONS**

This chapter provides a detailed means of evaluating the performance of a TWSC intersection. An analyst may desire to estimate the LOS for a future time horizon. Typically, only a limited amount of input data are available.

A planning analysis requires geometric and traffic flow data. The base values of critical gap and follow-up time from Exhibit 17-5 are used. The effects of upstream signals, two-stage gap acceptance, and flared right-turn approaches are normally not accounted for in a planning analysis. However, if these data are available, they can be included.

The planning analysis uses the same worksheets as a detailed analysis, with some exceptions as noted below.

- Worksheet 1 is used to describe basic conditions.
- Worksheet 2 is used to summarize the vehicle volumes. Pedestrian volumes are generally not used.
- Worksheet 3 is used to note the lane designation for each movement. Generally, the corrections for flared minor-street approach, median storage, and upstream signals are not included.
- Worksheet 4 is generally not used, since the base values from Exhibit 17-4 are used without adjustment.
- Worksheet 5 is not used, since the effect of upstream signals is generally not included in a planning analysis.
- Worksheet 6 is used to compute the movement capacities.
- Worksheet 7 is used to include the effects of two-stage gap acceptance when there is a divided roadway or TWLTL on the major street.

- Worksheet 8 is used to compute shared-lane capacities, if more than one movement shares the same minor-street approach.
- Worksheet 9 is not used, since the effect of flared minor-street approaches is generally not included.
- Worksheet 10 is not used, since the impedance and delay for the major through movements are not accounted for in a planning analysis.
- Worksheet 11 is used to compute capacity, delay, and LOS.

The detailed analysis procedure described earlier in this chapter is normally not used for design purposes. However, through iteration, the analyst can use a given set of traffic flow data to determine the number of lanes that would be required to produce a given level of service.

## PART B. ALL-WAY STOP-CONTROLLED INTERSECTIONS

### I. INTRODUCTION - PART B

This section of Chapter 17 presents procedures for analyzing all-way stop-controlled (AWSC) intersections (*I*). A glossary of symbols, including those used for AWSC intersections, is found in Chapter 6.

### II. METHODOLOGY - PART B

#### LEVEL-OF-SERVICE CRITERIA

The level-of-service criteria are given in Exhibit 17-22. The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS.

EXHIBIT 17-22. LEVEL-OF-SERVICE CRITERIA FOR AWSC INTERSECTIONS

Level of Service	Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

#### OVERVIEW OF METHODOLOGY

The methodology analyzes each intersection approach independently. The approach under study is called the subject approach. The opposing approach and the conflicting approaches create conflicts with vehicles on the subject approach.

AWSC intersections require drivers on all approaches to stop before proceeding into the intersection. While giving priority to the driver on the right is a recognized rule in

Background and concepts for AWSC intersections are given in Chapter 10

LOS thresholds for AWSC intersections differ from those for signalized intersections to reflect different driver expectations



## I. INTRODUCTION

This chapter presents a comprehensive study of two-lane highway operation (1). The development of the methodology used microscopic simulation, field data, and theoretical concepts. Analytical procedures are provided for two applications, operational and planning. Chapter 12, "Highway Concepts," presents definitions of basic parameters and important concepts related to the methodology. Appendix A also covers design treatments not addressed by the methodology.

### SCOPE OF THE METHODOLOGY

This chapter presents operational analysis for two-way and directional segments of two-lane highways. Two-way segments may include longer sections of two-lane highway with homogeneous cross sections and relatively constant demand volumes and vehicle mixes over the length of the segment. Two-way segments may be located in level or rolling terrain. Two-lane highways in mountainous terrain or with grades of 3 percent or more for lengths of 0.6 mi or more cannot be analyzed as two-lane segments. Instead, they are analyzed as specific upgrades or downgrades. Performance measures for the two-way segment methodology apply to both directions of travel combined.

Directional segments carry one direction of travel on a two-lane highway with homogeneous cross sections and relatively constant demand volume and vehicle mix. Any roadway segment can be evaluated with the directional segment procedure, but separate analysis by direction of travel is particularly appropriate for steep grades and for segments containing passing lanes.

The types of directional segments addressed by the operational applications include directional segments in level or rolling terrain, specific upgrades, and specific downgrades. When only one direction of travel on a two-way segment is analyzed, the procedure for directional segments in level and rolling terrain is used. All directional segments in mountainous terrain and all grades of 3 percent or more with a length of 0.6 mi or more must be analyzed as specific upgrades or downgrades.

For analysis of specific upgrades or downgrades, the length of grade is its tangent length plus a portion of the vertical curves at its beginning and end. About one-fourth of the length of the vertical curves at the beginning and end of a grade are included. If two grades (in the same direction) are joined by a vertical curve, one-half the length of the curve is included in each grade segment. The performance measures determined by the directional segment methodology apply only to the direction of travel being analyzed. However, the traffic performance measures for the analysis direction are influenced by the flow rate and traffic characteristics in the opposing direction.

The objective of operational analysis is to determine the level of service (LOS) for an existing or proposed facility operating under current or projected traffic demand. Operational analysis also may be used to determine the capacity of a two-lane highway segment, or the service flow rate that can be accommodated at any given LOS.

### LIMITATIONS OF THE METHODOLOGY

Some two-lane highways—particularly those that involve interactions among several passing or climbing lanes—are too complex to be addressed with the procedures of this chapter. For analytical problems beyond the scope of this chapter, see Part V of this manual, which describes the application of simulation modeling to two-lane highway analyses. Several design treatments discussed in Appendix A are not accounted for by the methodology.

The operational analysis methodologies in this chapter do not address two-lane highways with signalized intersections. Isolated signalized intersections on two-lane highways can be evaluated with the methodology in Chapter 16, "Signalized Intersections." Two-lane highways in urban and suburban areas with multiple signalized

*For background and concepts, see Chapter 12, "Highway Concepts"*

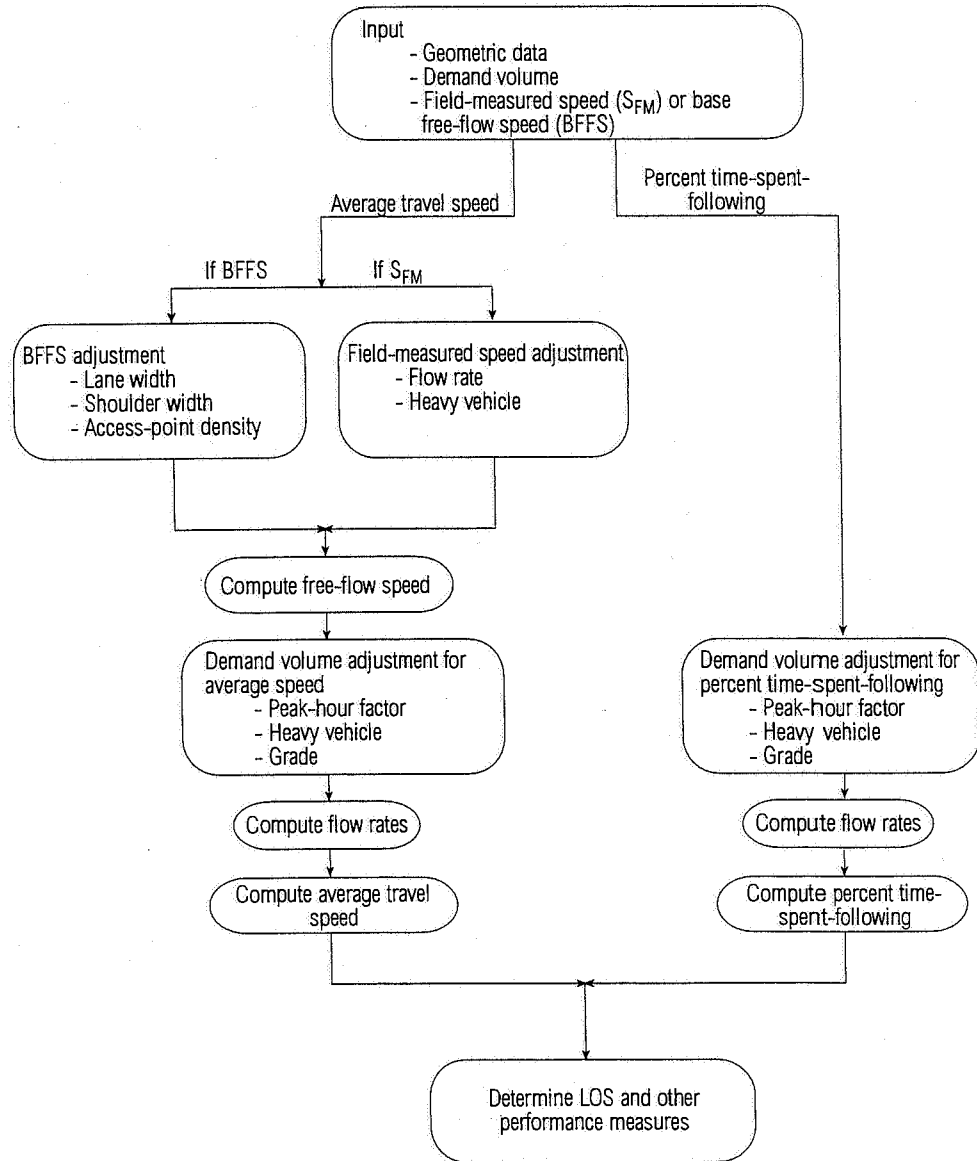
*The analysis can consider two directions combined or only one direction*

intersections at spacings of 2.0 mi or less can be evaluated with the methodology of Chapter 15, "Urban Streets."

## II. METHODOLOGY

The following discussion presents estimates of two-lane highway capacity, defines the LOS for two-lane highways, and documents the methodology for operational and for planning applications. Exhibit 20-1 summarizes the basic methodology for two-lane highways.

EXHIBIT 20-1. TWO-LANE HIGHWAY METHODOLOGY



**CAPACITY**

The capacity of a two-lane highway is 1,700 pc/h for each direction of travel. The capacity is nearly independent of the directional distribution of traffic on the facility, except that for extended lengths of two-lane highway, the capacity will not exceed 3,200 pc/h for both directions of travel combined. For short lengths of two-lane highway—such as tunnels or bridges—a capacity of 3,200 to 3,400 pc/h for both directions of travel combined may be attained but cannot be expected for an extended length.

*Capacity = 1,700 pc/h for each direction, and 3,200 for both directions combined*

**LEVELS OF SERVICE**

The service measures for a two-lane highway are defined in Chapter 12, “Highway Concepts.” On Class I highways, efficient mobility is paramount, and LOS is defined in terms of both percent time-spent-following and average travel speed. On Class II highways, mobility is less critical, and LOS is defined only in terms of percent time-spent-following, without consideration of average travel speed. Drivers will tolerate higher levels of percent time-spent-following on a Class II facility than on a Class I facility, because Class II facilities usually serve shorter trips and different trip purposes.

*For definitions of the service measures for two-lane highways, percent time-spent-following, and average travel speed, see Chapter 12, “Highway Concepts”*

LOS criteria for two-lane highways in Classes I and II are presented in Exhibits 20-2, 20-3, and 20-4. Exhibit 20-2 reflects the maximum values of percent time-spent-following and average travel speed for each LOS for Class I highways. A segment of a Class I highway must meet the criteria for both the percent time-spent-following and the average travel speed shown in Exhibit 20-2 to be classified in any particular LOS. Exhibit 20-3 illustrates the LOS criteria for Class I highways. For example, a Class I two-lane highway with percent time-spent-following equal to 45 percent and an average travel speed of 40 mi/h would be classified as LOS D based on Exhibit 20-2. However, a Class II highway with the same conditions would be classified as LOS B based on Exhibit 20-4. The difference between these LOS assessments represents the difference in motorist expectations for Class I and II facilities.

*For definitions of Class I and II highways, also see Chapter 12*

The LOS criteria in Exhibits 20-2 through 20-4 apply to all types of two-lane highways, including extended two-way segments, extended directional segments, specific upgrades, and specific downgrades.

**TWO-WAY SEGMENTS**

The two-way segment methodology estimates measures of traffic operation along a section of highway, based on terrain, geometric design, and traffic conditions. Terrain is classified as level or rolling, as described below. Mountainous terrain is addressed in the operational analysis of specific upgrades and downgrades, presented below. This methodology typically is applied to highway sections of at least 2.0 mi.

Traffic data needed to apply the two-way segment methodology include the two-way hourly volume, a peak-hour factor (PHF), and the directional distribution of traffic flow. The PHF may be computed from field data, or appropriate default values may be selected from the tabulated values presented in Chapter 12. Traffic data also include the proportion of trucks and recreational vehicles (RVs) in the traffic stream. The operational analysis of extended two-way segments for a two-lane highway involves several steps, described in the following sections.

EXHIBIT 20-2. LOS CRITERIA FOR TWO-LANE HIGHWAYS IN CLASS I

LOS	Percent Time-Spent-Following	Average Travel Speed (mi/h)
A	≤ 35	> 55
B	> 35–50	> 50–55
C	> 50–65	> 45–50
D	> 65–80	> 40–45
E	> 80	≤ 40

Note:  
LOS F applies whenever the flow rate exceeds the segment capacity.

EXHIBIT 20-3. LOS CRITERIA (GRAPHICAL) FOR TWO-LANE HIGHWAYS IN CLASS I

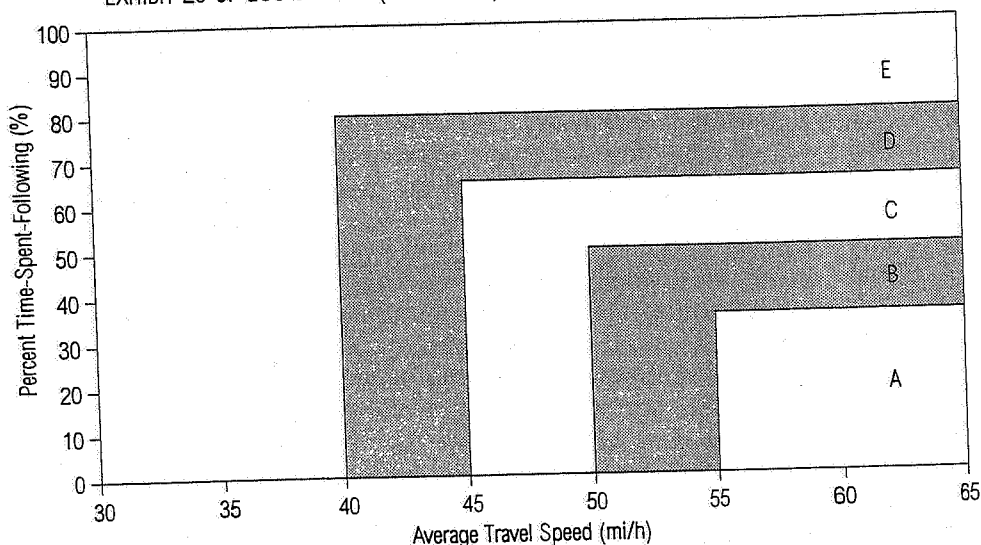


EXHIBIT 20-4. LOS CRITERIA FOR TWO-LANE HIGHWAYS IN CLASS II

LOS	Percent Time-Spent-Following
A	≤ 40
B	> 40-55
C	> 55-70
D	> 70-85
E	> 85

Note:  
LOS F applies whenever the flow rate exceeds the segment capacity.

Free-flow speed occurs at two-way flows of 200 pc/h or less

### Determining Free-Flow Speed

A key step in the assessment of the LOS of a two-lane highway is to determine the free-flow speed (FFS). The FFS is measured using the mean speed of traffic under low flow conditions (up to two-way flows of 200 pc/h). If field measurements must be made with two-way flow rates of more than 200 pc/h, a volume adjustment must be made in determining FFS. This volume adjustment is discussed below.

Two general methods can be used to determine the FFS for a two-lane highway: field measurement and estimation with the guidelines provided in this chapter. The field-measurement procedure assists in gathering these data directly or incorporating the measurements into a speed monitoring program. However, field measurements are not necessary for an operational analysis—the FFS can be estimated from field data and user knowledge of conditions on the highway.

#### Field Measurement

The FFS of a highway can be determined directly from a speed study conducted in the field. No adjustments are made to the field-measured data. The speed study should be conducted at a representative location within the highway segment being evaluated; for example, a site on a short upgrade should not be selected within a segment that is generally level. Any speed measurement technique acceptable for other types of traffic engineering speed studies may be used. The field study should be conducted in periods of low traffic flow (up to a two-way flow of 200 pc/h) and should measure the speeds of all vehicles or of a systematic sampling (e.g., of every 10th vehicle). A representative sample of the speeds of at least 100 vehicles, impeded or unimpeded, should be obtained.

## I. INTRODUCTION

The procedures in this chapter are used to analyze the capacity, level of service (LOS), lane requirements, and impacts of traffic and design features of rural and suburban multilane highways.

The methodology in this chapter is based on the results of a National Cooperative Highway Research study (1). The study used additional references in developing the original methodology (2-6), which subsequently has been updated (7).

### BASE CONDITIONS FOR MULTILANE HIGHWAYS

The procedures in this chapter determine the reduction in travel speed that occurs for less-than-base conditions. Under base conditions, the full speed and capacity of a multilane highway are achieved. These conditions include good weather, good visibility, and no incidents or accidents.

Studies of the flow characteristics of multilane highways have defined base conditions for developing flow relationships and adjustments to speed. The base conditions for multilane highways are as follows:

- 12-ft minimum lane widths;
- 12-ft minimum total lateral clearance in the direction of travel—this represents the total lateral clearances from the edge of the traveled lanes to obstructions along the edge of the road and in the median (in computations, lateral clearances greater than 6 ft are considered in computations to be equal to 6 ft);
- Only passenger cars in the traffic stream;
- No direct access points along the roadway;
- A divided highway; and
- Free-flow speed (FFS) higher than 60 mi/h.

These base conditions represent the highest operating level of multilane rural and suburban highways.

### LIMITATIONS OF THE METHODOLOGY

The methodology in this chapter does not take into account the following conditions:

- Transitory blockages caused by construction, accidents, or railroad crossings;
- Interference caused by parking on the shoulders (such as in the vicinity of a country store, flea market, or tourist attraction);
- Three-lane cross sections;
- The effect of lane drops and additions at beginning or end of segments;
- Possible queuing delays when transitions from a multilane segment into a two-lane segment are neglected;
- Differences between median barriers and two-way left-turn lanes; and
- FFS below 45 mi/h or above 60 mi/h.

## II. METHODOLOGY

The methodology described in this chapter is intended for analysis of uninterrupted-flow highway segments. Chapter 15 presents the methodology for analyzing urban streets that have one or more of the following characteristics:

- Flow significantly influenced by other signals (i.e., a signal spacing less than or equal to 2.0 mi),
- Significant presence of on-street parking,
- Presence of bus stops that have significant use, or
- Significant pedestrian activity.

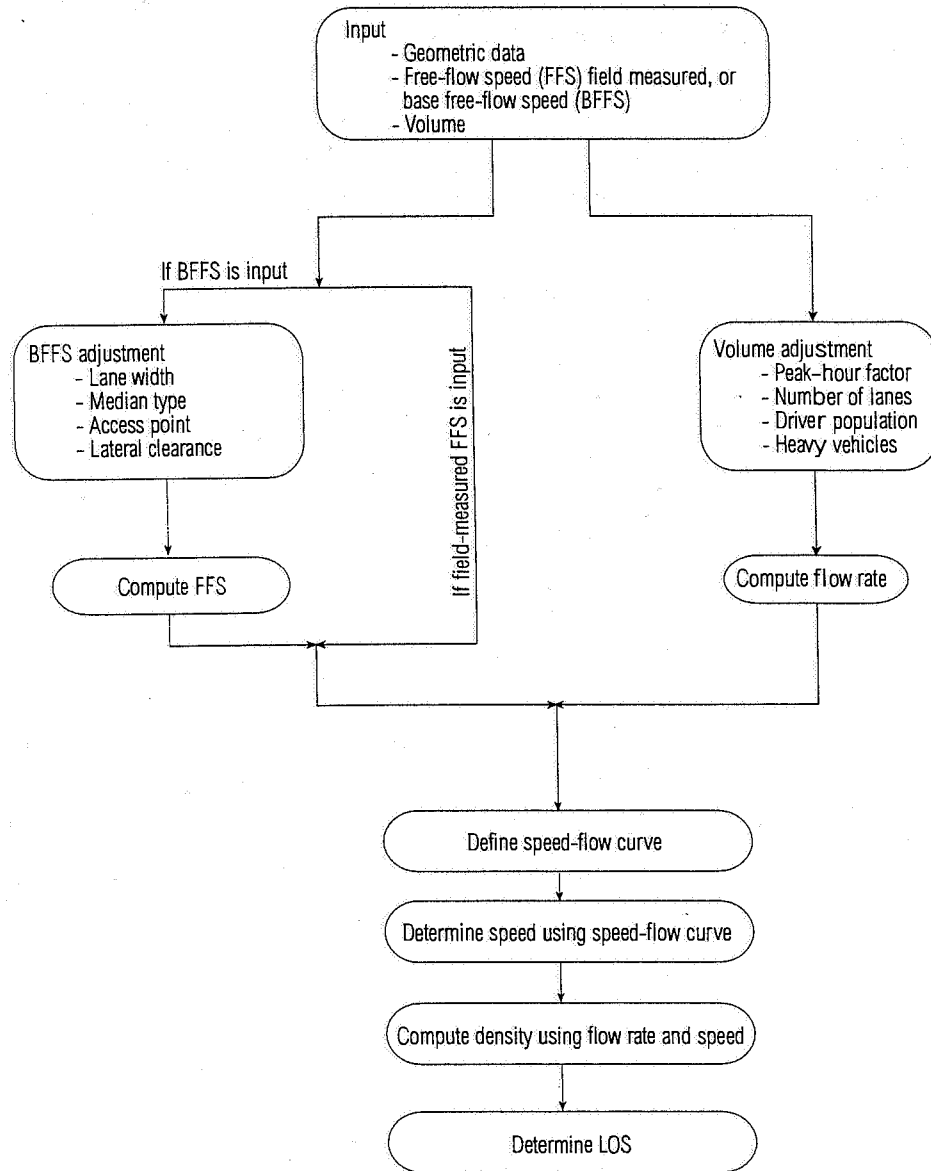
*For background and concepts, see Chapter 12, "Highway Concepts"*

*Methodology applies to signal spacing greater than 2.0 mi*

Exhibit 21-1 illustrates the inputs and the basic computational order for the method described in this chapter. The primary output is LOS.

Uninterrupted-flow facilities that allow access solely through a system of on-ramps and off-ramps from grade separations or service roads are considered freeways and should be evaluated using the methodology presented in Chapter 23.

EXHIBIT 21-1. MULTILANE HIGHWAY METHODOLOGY



**LOS**

Although speed is a major concern of drivers, freedom to maneuver within the traffic stream and the proximity to other vehicles are also important. LOS criteria are listed in Exhibit 21-2. The criteria are based on the typical speed-flow and density-flow relationships shown in Exhibits 12-1 and 12-2. Exhibit 21-3 shows LOS boundaries as sloped lines, each corresponding to a constant value of density.

EXHIBIT 21-2. LOS CRITERIA FOR MULTILANE HIGHWAYS

Free-Flow Speed	Criteria	LOS				
		A	B	C	D	E
60 mi/h	Maximum density (pc/mi/ln)	11	18	26	35	40
	Average speed (mi/h)	60.0	60.0	59.4	56.7	55.0
	Maximum volume to capacity ratio (v/c)	0.30	0.49	0.70	0.90	1.00
	Maximum service flow rate (pc/h/ln)	660	1080	1550	1980	2200
55 mi/h	Maximum density (pc/mi/ln)	11	18	26	35	41
	Average speed (mi/h)	55.0	55.0	54.9	52.9	51.2
	Maximum v/c	0.29	0.47	0.68	0.88	1.00
	Maximum service flow rate (pc/h/ln)	600	990	1430	1850	2100
50 mi/h	Maximum density (pc/mi/ln)	11	18	26	35	43
	Average speed (mi/h)	50.0	50.0	50.0	48.9	47.5
	Maximum v/c	0.28	0.45	0.65	0.86	1.00
	Maximum service flow rate (pc/h/ln)	550	900	1300	1710	2000
45 mi/h	Maximum density (pc/mi/ln)	11	18	26	35	45
	Average speed (mi/h)	45.0	45.0	45.0	44.4	42.2
	Maximum v/c	0.26	0.43	0.62	0.82	1.00
	Maximum service flow rate (pc/h/ln)	490	810	1170	1550	1900

**Note:**

The exact mathematical relationship between density and volume to capacity ratio (v/c) has not always been maintained at LOS boundaries because of the use of rounded values. Density is the primary determinant of LOS. LOS F is characterized by highly unstable and variable traffic flow. Prediction of accurate flow rate, density, and speed at LOS F is difficult.

The LOS criteria reflect the shape of the speed-flow and density-flow curves, particularly as speed remains relatively constant across LOS A to D but is reduced as capacity is approached. For FFS of 60, 55, 50, and 45 mi/h, Exhibit 21-2 gives the average speed, the maximum value of v/c, the maximum density, and the corresponding maximum service flow rate for each LOS.

As with other LOS criteria, the maximum service flow rates in Exhibit 21-2 are stated in terms of flow rate based on the peak 15-min volume. Demand or forecast hourly volumes generally are divided by the peak-hour factor (PHF) to reflect a maximum hourly flow rate before comparison with the criteria of Exhibit 21-2. Using the basic speed-flow curves (see Exhibit 21-3), the relationships between LOS, flow, and speed can be analyzed.

**DETERMINING FFS**

FFS is measured using the mean speed of passenger cars operating in low-to-moderate flow conditions (up to 1,400 pc/h/ln). Mean speed is virtually constant across this range of flow rates. Field measurement and estimation with guidelines provided in this chapter are methods that can be used to determine FFS.

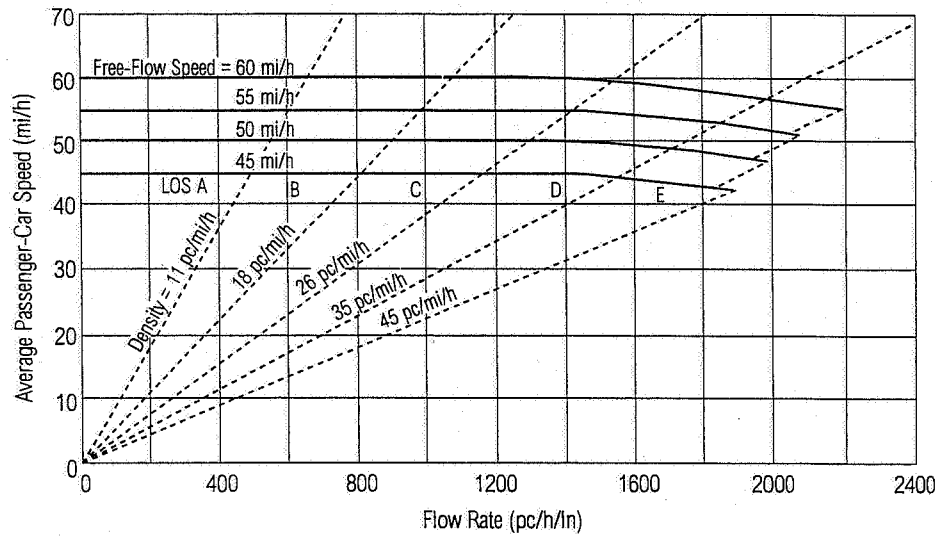
The field measurement procedure is for those who prefer to gather data directly or to incorporate the measurements into a speed-monitoring program. However, field measurements are not necessary to apply the method.

The FFS of a highway can be determined directly from a speed study conducted in the field. If field-measured data are used, no adjustments need to be made to FFS. The speed study should be conducted along a reasonable length of highway within the segment under evaluation; for example, an upgrade should not be selected within a site that is generally level. Any speed measurement technique acceptable for other types of traffic engineering speed studies can be used.

The field study should be conducted in the more stable regime of low-to-moderate flow conditions (up to 1,400 pc/h/ln). If the speed study must be conducted at a flow rate of more than 1,400 pc/h/ln, the FFS can be found by using the model speed-flow curve, assuming that data on traffic volumes are recorded at the same time.

*FFS occurs at flow rates  $\leq$  1,400 pc/h/ln*

EXHIBIT 21-3. SPEED-FLOW CURVES WITH LOS CRITERIA



Note:  
 Maximum densities for LOS E occur at a v/c ratio of 1.0. They are 40, 41, 43, and 45 pc/mi/ln at FFS of 60, 55, 50, and 45 mi/h, respectively. Capacity varies by FFS. Capacity is 2,200, 2,100, 2,000, and 1,900 pc/h/ln at FFS of 60, 55, 50, and 45 mi/h, respectively.

For flow rate ( $v_p$ ),  $v_p > 1400$  and  
 $55 < \text{FFS} \leq 60$  then

$$S = \text{FFS} - \left[ \left( \frac{3}{10} \text{FFS} - 13 \right) \left( \frac{v_p - 1,400}{28\text{FFS} - 880} \right)^{131} \right]$$

For  $v_p > 1,400$  and  
 $50 < \text{FFS} \leq 55$  then

$$S = \text{FFS} - \left[ \left( \frac{34}{205} \text{FFS} - \frac{219}{41} \right) \left( \frac{v_p - 1,400}{\frac{171}{5} \text{FFS} - 1181} \right)^{131} \right]$$

For  $v_p > 1,400$  and  
 $45 < \text{FFS} \leq 50$  then

$$S = \text{FFS} - \left[ \left( \frac{10}{43} \text{FFS} - \frac{350}{43} \right) \left( \frac{v_p - 1,400}{33\text{FFS} - 1050} \right)^{131} \right]$$

For  $v_p > 1,400$  and  
 $\text{FFS} = 45$  then

$$S = \text{FFS} - \left[ \left( \frac{1}{5} \text{FFS} - \frac{56}{9} \right) \left( \frac{v_p - 1,400}{36\text{FFS} - 1,120} \right)^{131} \right]$$

For  $v_p \leq 1,400$ , then  
 $S = \text{FFS}$

The speed study should measure the speeds of all passenger cars or of a systematic sampling of passenger cars (e.g., of every 10th passenger car). The speed study not only should measure speeds for unimpeded vehicles but also should include representative numbers of impeded vehicles. A sample should obtain at least 100 passenger-car speeds. Further guidance on the conduct of speed studies is available in standard traffic engineering publications, such as the *Manual of Traffic Engineering Studies*, published by the Institute of Transportation Engineers (6).

The average passenger-car speed under low-volume conditions can be used as the free-flow speed if the field measurements were made at flow rates at or below 1,400 pc/h/ln. This FFS reflects the net effects of all conditions at the site that influence speed, including those identified in this procedure (lane width, lateral clearance, type of median,



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**APPENDIX B – LEVEL OF SERVICE WORKSHEETS: EXISTING**

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd

\*\*\*\*\*

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[ 13.3]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	2	7	29	34	14	6	4	102	4	91	39	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:	2	7	29	34	14	6	4	102	4	91	39	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	2	9	36	42	17	7	5	126	5	112	48	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	9	36	42	17	7	5	126	5	112	48	31

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	439	442	128	449	429	64	79	xxxx	xxxxx	131	xxxx	xxxxx
Potent Cap.:	532	513	927	524	521	1007	1532	xxxx	xxxxx	1467	xxxx	xxxxx
Move Cap.:	480	469	927	464	477	1007	1532	xxxx	xxxxx	1467	xxxx	xxxxx
Volume/Cap:	0.01	0.02	0.04	0.09	0.04	0.01	0.00	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	755	xxxxx	xxxx	498	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.1	xxxxx	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.1			13.3			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

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

\*\*\*\*\*
Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd
\*\*\*\*\*

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[ 16.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume and adjustment factors (Base Vol, Growth Adj, etc.).

Critical Gap Module: Table with 13 columns for gap and follow-up times.

Capacity Module: Table with 13 columns for capacity and volume/capacity ratios.

Level Of Service Module: Table with 13 columns for queue, stopped delay, LOS, and approach delay/LOS.

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

\*\*\*\*\*  
 Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: B[ 10.4]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	73	22	1	0	5	2	29	1	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	73	22	1	0	5	2	29	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
PHF Volume:	0	0	0	128	39	2	0	9	4	51	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	128	39	2	0	9	4	51	2	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	114	116	2	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	887	778	1088	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	865	753	1088	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	0.05	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	838	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

\*\*\*\*\*

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: A[ 9.9]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	111	2	7	1	7	6	41	6	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	111	2	7	1	7	6	41	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	131	2	8	1	8	7	48	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	131	2	8	1	8	7	48	7	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	118	121	7	7	xxxx	xxxxx	15	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	883	773	1081	1627	xxxx	xxxxx	1616	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	862	749	1081	1627	xxxx	xxxxx	1616	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	0.00	0.01	0.00	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	870	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			9.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

\*\*\*\*\*
Intersection #3 S. Davis Rd/W. Blanco Rd
\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.295
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 125.4
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

\*\*\*\*\*  
 Intersection #3 S. Davis Rd/W. Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.890  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.5  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1	1	0	1	0	2	0	2	0	2

Volume Module:

Base Vol:	245	469	340	358	577	1029	400	501	34	329	602	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:	245	469	340	358	577	1029	400	501	34	329	602	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	261	499	362	381	614	1095	426	533	36	350	640	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	499	362	381	614	1095	426	533	36	350	640	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	261	499	362	381	614	1095	426	533	36	350	640	320

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.92	1.00	0.75	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	1.00	1.16	0.84	2.00	1.00	2.00	3.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	1805	1961	1422	3502	1900	2842	5253	3347	227	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.14	0.25	0.25	0.11	0.32	0.39	0.08	0.16	0.16	0.10	0.18	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.36	0.36	0.15	0.35	0.46	0.11	0.19	0.19	0.11	0.19	0.35
Volume/Cap:	0.91	0.71	0.71	0.71	0.91	0.83	0.75	0.82	0.82	0.93	0.91	0.57
Uniform Del:	26.9	17.9	17.9	26.1	20.0	15.3	28.2	25.1	25.1	28.8	25.6	17.2
IncrementDel:	31.1	1.9	1.9	4.3	16.6	4.7	5.6	7.5	7.5	28.8	16.1	1.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.0	19.8	19.8	30.5	36.6	20.0	33.8	32.6	32.6	57.6	41.7	18.6
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:	58.0	19.8	19.8	30.5	36.6	20.0	33.8	32.6	32.6	57.6	41.7	18.6
HCM2kAvg:	9	9	9	5	16	13	5	8	8	7	10	6

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

Intersection #3 S. Davis Rd/W. Blanco Rd

Cycle (sec): 125 Critical Vol./Cap. (X): 1.238
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 113.0
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include), Min. Green (7-10-10), and Lanes (1-0-1-1-0).

Volume Module:

Table with 13 columns representing different traffic directions. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane (1900), Adjustment (0.95), Lanes (1.00), and Final Sat. (1805).

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat (0.02), Crit Moves (\*\*\*\*), Green/Cycle (0.06), Volume/Cap (0.36), Uniform Del (56.8), IncremntDel (2.2), Delay Adj (1.00), Delay/Veh (59.0), User DelAdj (1.00), AdjDel/Veh (59.0), and HCM2kAvg (2).



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

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Intersection #3 S. Davis Rd/W. Blanco Rd

\*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.922

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.5

Optimal Cycle:OPTIMIZED Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic scenarios and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns and 13 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #4 Hwy 1 SB Ramps/Reservation Rd

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Average Delay (sec/veh): 53.4 Worst Case Level Of Service: F[202.2]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	171	3	16	0	29	15	526	44	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	171	3	16	0	29	15	526	44	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	184	3	17	0	31	16	566	47	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	184	3	17	0	31	16	566	47	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1218	1226	47	xxxx	xxxx	xxxxx	47	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	201	180	1028	xxxx	xxxx	xxxxx	1573	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	145	115	1028	xxxx	xxxx	xxxxx	1573	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.27	0.03	0.02	xxxx	xxxx	xxxx	0.36	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	223.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	xxxxxxx			202.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #4 Hwy 1 SB Ramps/Reservation Rd

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.495

Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.8

Optimal Cycle: 34 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	171	3	16	0	29	15	526	44	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	171	3	16	0	29	15	526	44	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	184	3	17	0	31	16	566	47	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	3	17	0	31	16	566	47	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	184	3	17	0	31	16	566	47	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	0.87	0.87	0.87	1.00	0.95	0.95	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.16	0.84	0.00	0.66	0.34	1.00	1.00	0.00
Final Sat.:	0	0	0	1661	262	1398	0	1195	618	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.01	0.01	0.00	0.03	0.03	0.31	0.02	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.05	0.05	0.63	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.05	0.05	0.00	0.49	0.49	0.49	0.04	0.00
Uniform Del:	0.0	0.0	0.0	33.9	30.5	30.5	0.0	46.1	46.1	9.8	5.1	0.0
IncrcmntDel:	0.0	0.0	0.0	1.0	0.1	0.1	0.0	4.0	4.0	0.3	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	34.9	30.6	30.6	0.0	50.0	50.0	10.1	5.1	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	34.9	30.6	30.6	0.0	50.0	50.0	10.1	5.1	0.0
HCM2kAvg:	0	0	0	6	1	1	0	2	2	10	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #4 Hwy 1 SB Ramps/Reservation Rd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.312
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          23.1
Optimal Cycle:        26          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 0 0 0      1 0 0 1 0      0 0 0 1 0      1 0 1 0 0
-----
Volume Module:
Base Vol:      0 0 0 216 3 23      0 72 22 168 97 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 0 216 3 23      0 72 22 168 97 0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume:   0 0 0 223 3 24      0 74 23 173 100 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:  0 0 0 223 3 24      0 74 23 173 100 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  0 0 0 223 3 24      0 74 23 173 100 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 0.87 0.87 0.87 1.00 0.97 0.97 0.95 1.00 1.00
Lanes:       0.00 0.00 0.00 1.00 0.12 0.88 0.00 0.77 0.23 1.00 1.00 0.00
Final Sat.:  0 0 0 1647 190 1457 0 1409 430 1805 1900 0
-----
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.14 0.02 0.02 0.00 0.05 0.05 0.10 0.05 0.00
Crit Moves:      ****          ****          ****
Green/Cycle:  0.00 0.00 0.00 0.43 0.43 0.43 0.00 0.17 0.17 0.31 0.48 0.00
Volume/Cap:   0.00 0.00 0.00 0.31 0.04 0.04 0.00 0.31 0.31 0.31 0.11 0.00
Uniform Del:  0.0 0.0 0.0 18.6 16.3 16.3 0.0 36.5 36.5 26.5 14.5 0.0
IncrmntDel:  0.0 0.0 0.0 0.3 0.0 0.0 0.0 0.6 0.6 0.3 0.1 0.0
Delay Adj:    0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh:    0.0 0.0 0.0 18.8 16.3 16.3 0.0 37.0 37.0 26.8 14.5 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 18.8 16.3 16.3 0.0 37.0 37.0 26.8 14.5 0.0
HCM2kAvg:    0 0 0 5 0 0 0 3 3 4 2 0
*****

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

Intersection #4 Hwy 1 SB Ramps/Reservation Rd

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: C[ 18.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0-1).

Volume Module table with 13 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 13 columns and 10 rows including Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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 Intersection #5 Hwy 1 NB Ramps/Reservation Rd  
 \*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[ 11.0]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	10	0	108	0	0	0	8	204	0	0	575	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	108	0	0	0	8	204	0	0	575	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	0	114	0	0	0	8	215	0	0	605	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	0	114	0	0	0	8	215	0	0	605	193

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	933	xxxx	215	xxxx	xxxx	xxxxx	798	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	298	xxxx	830	xxxx	xxxx	xxxxx	833	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	296	xxxx	830	xxxx	xxxx	xxxxx	833	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.14	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	720	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.0		xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		B		*			*			*		

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

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Intersection #5 Hwy 1 NB Ramps/Reservation Rd
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Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[ 12.7]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns showing critical gap values and follow-up times for different movements.

Capacity Module:

Table with 12 columns showing capacity metrics like Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns showing queue lengths, stopped delays, LOS by movement, shared capacities, and approach delays.

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

\*\*\*\*\*
Intersection #6 Reservation Rd/Del Monte Blvd
\*\*\*\*\*

Cycle (sec): 67 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: 56 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic phases and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns and 13 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.



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

\*\*\*\*\*
Intersection #6 Reservation Rd/Del Monte Blvd
\*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 60 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic phases and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 13 rows analyzing capacity metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Reservation Rd/Vista Del Camino

\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 36 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

\*\*\*\*\*
Intersection #7 Reservation Rd/Vista Del Camino
\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 38 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 12 columns and 12 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

\*\*\*\*\*
Intersection #8 Reservation Rd/Seacrest Ave
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 36 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Reservation Rd/Seacrest Ave

\*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.796  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.9  
 Optimal Cycle: 59 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0				
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	182	0	87	0	0	0	0	1354	194	230	910	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:	182	0	87	0	0	0	0	1354	194	230	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	207	0	99	0	0	0	0	1539	220	261	1034	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	99	0	0	0	0	1539	220	261	1034	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	0	99	0	0	0	0	1539	220	261	1034	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.14	0.14	0.29	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.53	0.53	0.18	0.71	0.00
Volume/Cap:	0.74	0.00	0.40	0.00	0.00	0.00	0.00	0.81	0.26	0.81	0.40	0.00
Uniform Del:	26.3	0.0	24.8	0.0	0.0	0.0	0.0	12.6	8.4	25.6	3.9	0.0
IncrementDel:	10.4	0.0	1.0	0.0	0.0	0.0	0.0	2.6	0.2	13.8	0.1	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	36.7	0.0	25.8	0.0	0.0	0.0	0.0	15.3	8.5	39.4	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:	36.7	0.0	25.8	0.0	0.0	0.0	0.0	15.3	8.5	39.4	4.0	0.0
HCM2kAvg:	6	0	2	0	0	0	0	15	3	8	4	0

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

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Intersection #9 Reservation Rd/De Forest Rd
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Cycle (sec): 90 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 36 Level Of Service: A
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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic flow metrics and 13 rows of adjustment factors.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 13 rows of adjustment factors.

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

Intersection #9 Reservation Rd/De Forest Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 12 rows of adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 12 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, and HCM2kAvg.

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

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Intersection #10 Reservation Rd/Crescent Ave

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Cycle (sec): 55 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 36 Level Of Service: B

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Table with columns: Approach, Movement, Control, Rights, Min. Green, Lanes. Rows: North Bound, South Bound, East Bound, West Bound.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

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

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 Intersection #10 Reservation Rd/Crescent Ave  
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.675  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.8  
 Optimal Cycle: 43 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1	0	1	0	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	75	38	149	54	29	34	65	1273	117	145	881	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	38	149	54	29	34	65	1273	117	145	881	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	81	41	160	58	31	37	70	1369	126	156	947	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	41	160	58	31	37	70	1369	126	156	947	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
Final Vol.:	81	41	160	58	31	37	70	1369	126	156	947	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	0.85	0.79	0.79	0.85	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	0.65	0.35	1.00	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1326	1900	1615	980	526	1615	1805	3610	1615	1805	3400	181

Capacity Analysis Module:

Vol/Sat:	0.06	0.02	0.10	0.06	0.06	0.02	0.04	0.38	0.08	0.09	0.28	0.28
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.13	0.53	0.53	0.13	0.53	0.53
Volume/Cap:	0.33	0.12	0.55	0.33	0.33	0.12	0.30	0.72	0.15	0.68	0.53	0.53
Uniform Del:	19.6	18.8	20.4	19.6	19.6	18.8	21.8	9.9	6.7	22.9	8.5	8.5
IncrementDel:	0.8	0.2	2.1	0.7	0.7	0.2	0.8	1.4	0.1	7.9	0.3	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.4	19.0	22.6	20.3	20.3	19.0	22.5	11.3	6.7	30.9	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	19.0	22.6	20.3	20.3	19.0	22.5	11.3	6.7	30.9	8.8	8.8
HCM2kAvg:	2	1	3	2	2	1	1	10	1	4	6	6

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

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Intersection #11 Reservation Rd/Imjin Rd

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Cycle (sec): 70 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: 59 Level Of Service: C

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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #11 Reservation Rd/Imjin Rd

\*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 66 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

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*****
Intersection #12 Reservation Rd/Blanco Rd
*****
Cycle (sec):          95          Critical Vol./Cap. (X):          0.588
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          19.5
Optimal Cycle:        40          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Split Phase      Split Phase      Protected      Protected
Rights:         Include          Ignore          Include          Include
Min. Green:     0 0 0 0 0      10 0 10      7 10 10      0 10 10
Lanes:          0 0 0 0 0      2 0 0 0 2      2 0 2 0 0      0 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:       0 0 0 27 0 1278 916 344 0 0 398 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:    0 0 0 27 0 1278 916 344 0 0 398 37
User Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       0.90 0.90 0.90 0.90 0.90 0.00 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:    0 0 0 30 0 0 1018 382 0 0 442 41
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 30 0 0 1018 382 0 0 442 41
PCE Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0 0 0 30 0 0 1018 382 0 0 442 41
-----|-----|-----|-----|
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 1.08 0.92 0.95 1.00 1.00 1.00 0.85
Lanes:         0.00 0.00 0.00 2.00 0.00 2.00 2.00 2.00 0.00 0.00 1.00 1.00
Final Sat.:    0 0 0 3502 0 4102 3502 3610 0 0 1900 1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.01 0.00 0.00 0.29 0.11 0.00 0.00 0.23 0.03
Crit Moves:    ****          ****          ****
Green/Cycle:   0.00 0.00 0.00 0.11 0.00 0.00 0.44 0.80 0.00 0.00 0.36 0.36
Volume/Cap:    0.00 0.00 0.00 0.08 0.00 0.00 0.65 0.13 0.00 0.00 0.65 0.07
Uniform Del:   0.0 0.0 0.0 38.4 0.0 0.0 20.7 2.1 0.0 0.0 25.7 20.2
IncrmntDel:   0.0 0.0 0.0 0.1 0.0 0.0 1.0 0.0 0.0 0.0 2.3 0.1
Delay Adj:     0.00 0.00 0.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
Delay/Veh:     0.0 0.0 0.0 38.5 0.0 0.0 21.7 2.1 0.0 0.0 28.0 20.3
User DelAdj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0 0.0 0.0 38.5 0.0 0.0 21.7 2.1 0.0 0.0 28.0 20.3
HCM2kAvg:     0 0 0 0 0 0 13 1 0 0 12 1
*****
    
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #12 Reservation Rd/Blanco Rd
\*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 44 Level Of Service: B
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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include, Ignore), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

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Intersection #13 Reservation Rd/West Prj Access
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.228
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 36 Level Of Service: B
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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 13 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

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 Intersection #13 Reservation Rd/West Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.301  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.1  
 Optimal Cycle: 36 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0				
Lanes:	1	0	0	0	1	0	0	0	2	1	0	1	0	2	0	0

Volume Module:

Base Vol:	42	0	86	0	0	0	0	558	65	139	266	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:	42	0	86	0	0	0	0	558	65	139	266	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	46	0	93	0	0	0	0	607	71	151	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	0	93	0	0	0	0	607	71	151	289	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	0	93	0	0	0	0	607	71	151	289	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	2.69	0.31	1.00	2.00	0.00
Final Sat.:	1539	0	1615	0	1900	0	0	4571	533	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.13	0.13	0.08	0.08	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.44	0.44	0.28	0.72	0.00
Volume/Cap:	0.15	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.30	0.30	0.11	0.00
Uniform Del:	33.6	0.0	34.6	0.0	0.0	0.0	0.0	18.1	18.1	28.5	4.3	0.0
IncrementDel:	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.1	0.1	0.3	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:	33.9	0.0	35.2	0.0	0.0	0.0	0.0	18.1	18.1	28.8	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:	33.9	0.0	35.2	0.0	0.0	0.0	0.0	18.1	18.1	28.8	4.3	0.0
HCM2kAvg:	1	0	3	0	0	0	0	4	4	4	1	0

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

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 Intersection #14 Inter-Garrison Rd/new collector  
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Average Delay (sec/veh): 3.8 Level Of Service: A  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	0	0	0	0	113	110	91	0	0	207	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	113	110	91	0	0	207	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	123	120	99	0	0	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	123	120	99	0	0	225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	123	120	99	0	0	225	0

PCE Module:

AutoPCE:	0	0	0	0	0	123	120	99	0	0	225	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	123	120	99	0	0	225	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	218	225	0	120
MaxVolume:	xxxxxx	1079	1200	1135
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1079	1200	1135
ApproachVol:	xxxxxx	123	218	225
ApproachDel:	xxxxxx	3.8	3.7	4.0
Queue:	xxxx	0.4	0.7	0.7



Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

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Intersection #14 Inter-Garrison Rd/new collector
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Average Delay (sec/veh): 3.9 Level Of Service: A
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Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 1 1 1 1

Volume Module:
Base Vol: 0 0 0 0 0 148 90 206 0 0 103 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 0 148 90 206 0 0 103 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 0 0 161 98 224 0 0 112 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 161 98 224 0 0 112 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 161 98 224 0 0 112 0

PCE Module:
AutoPCE: 0 0 0 0 0 161 98 224 0 0 112 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 0 161 98 224 0 0 112 0

Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 322 112 0 98
MaxVolume: xxxxxx 1140 1200 1147
PedVolume: 0 0 0 0
AdjMaxVol: xxxxxx 1140 1200 1147
ApproachVol: xxxxxx 161 322 112
ApproachDel: xxxxxx 3.7 4.1 3.5
Queue: xxxxx 0.5 1.1 0.3

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #15 Reservation Rd/Main Prj Access
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 36 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module: Table with 13 columns for different traffic conditions. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

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

\*\*\*\*\*
Intersection #15 Reservation Rd/Main Prj Access
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 36 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

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 Intersection #16 Reservation Rd/East Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.268  
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 3.9  
 Optimal Cycle: 25 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	75	469	0	0	467	0	0	0	171	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:	75	469	0	0	467	0	0	0	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	82	510	0	0	508	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	510	0	0	508	0	0	0	0	0	0	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
Final Vol.:	82	510	0	0	508	0	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	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	3610	0	0	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.27	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.24	1.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.19	0.27	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	30.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncrementDel:	0.2	0.1	0.0	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	30.2	0.1	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	0.1	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	2	0	0	0	2	0	0	0	0	0	0	0

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

Intersection #16 Reservation Rd/East Prj Access

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Intersection #17 Reservation Rd/S. Davis Rd

Average Delay (sec/veh): 197.3 Worst Case Level Of Service: F[686.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns and 3 rows including Critical Gp, FollowUpTim.

Capacity Module table with 13 columns and 5 rows including Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with 13 columns and 10 rows including Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

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

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Intersection #17 Reservation Rd/S. Davis Rd
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 58 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

Intersection #17 Reservation Rd/S. Davis Rd

Average Delay (sec/veh): 280.1 Worst Case Level Of Service: F[902.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns for different movement types and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns and rows for Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and rows for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.



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

\*\*\*\*\*
Intersection #17 Reservation Rd/S. Davis Rd
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 62 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 13 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 13 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

\*\*\*\*\*
Intersection #18 Hwy 68 WB Ramps/Reservation Rd
\*\*\*\*\*

Cycle (sec): 45 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 38 Level Of Service: B
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module: Table with columns for various adjustment factors (Base Vol, Growth Adj, PHF Adj, etc.) and values for each approach.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat., and values for each approach.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc., and values for each approach.

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 Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
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\*\*\*\*\*  
Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.866  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 30.3  
 Optimal Cycle: 80 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0

-----  
Volume Module:  
-----

Base Vol:	0	0	0	499	0	258	0	484	167	110	202	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	499	0	258	0	484	167	110	202	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	554	0	287	0	538	186	122	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	554	0	287	0	538	186	122	224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	554	0	287	0	538	186	122	224	0

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Saturation Flow Module:  
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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	0.85	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.74	0.26	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1363	470	1805	1900	0

-----  
Capacity Analysis Module:  
-----

Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.18	0.00	0.39	0.39	0.07	0.12	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.45	0.45	0.09	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.51	0.00	0.88	0.88	0.77	0.22	0.00
Uniform Del:	0.0	0.0	0.0	24.4	0.0	20.6	0.0	20.0	20.0	35.7	9.7	0.0
IncrementDel:	0.0	0.0	0.0	13.1	0.0	0.8	0.0	10.4	10.4	20.8	0.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	21.3	0.0	30.4	30.4	56.6	9.8	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	37.5	0.0	21.3	0.0	30.4	30.4	56.6	9.8	0.0
HCM2kAvg:	0	0	0	17	0	6	0	20	20	5	3	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
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Intersection #19 Hwy 68 EB Ramps/Reservation Rd
*****
Cycle (sec):          80          Critical Vol./Cap. (X):          0.803
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):      20.8
Optimal Cycle:        65          Level Of Service:          C
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Protected      Protected
Rights:               Include          Include          Include          Include
Min. Green:           10  0  10      0  0  0      7  10  0      0  10  10
Lanes:                0  1  0  0  1      0  0  0  0  0      1  0  1  0  0      0  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             130  0  95      0  0  0      263  334  0      0  450  627
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          130  0  95      0  0  0      263  334  0      0  450  627
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume:           153  0  112      0  0  0      309  393  0      0  529  738
Reduct Vol:           0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:          153  0  112      0  0  0      309  393  0      0  529  738
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           153  0  112      0  0  0      309  393  0      0  529  738
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:           0.95 1.00 0.85 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.85
Lanes:                1.00 0.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
Final Sat.:           1809  0 1615      0  0  0      1805 1900  0      0 1900 1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.00 0.07 0.00 0.00 0.00 0.17 0.21 0.00 0.00 0.28 0.46
Crit Moves:          ****          ****          ****
Green/Cycle:          0.13 0.00 0.13 0.00 0.00 0.00 0.21 0.76 0.00 0.00 0.55 0.55
Volume/Cap:           0.68 0.00 0.55 0.00 0.00 0.00 0.82 0.27 0.00 0.00 0.50 0.82
Uniform Del:          33.5  0.0 32.9  0.0 0.0  0.0 30.3  2.8  0.0  0.0 11.0 14.6
IncremntDel:          7.9  0.0  3.3  0.0 0.0  0.0 13.7  0.1  0.0  0.0  0.4  6.3
Delay Adj:            1.00 0.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
Delay/Veh:            41.4  0.0 36.2  0.0 0.0  0.0 44.0  2.9  0.0  0.0 11.4 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:           41.4  0.0 36.2  0.0 0.0  0.0 44.0  2.9  0.0  0.0 11.4 20.9
HCM2kAvg:             5  0  3  0  0  0  10  3  0  0  8  17
*****

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

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 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.734  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.4  
 Optimal Cycle: 48 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10			
Lanes:	0	1	0	0	1	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	127	0	199	0	0	0	211	881	0	0	240	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	0	199	0	0	0	211	881	0	0	240	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	146	0	229	0	0	0	243	1013	0	0	276	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	229	0	0	0	243	1013	0	0	276	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	0	229	0	0	0	243	1013	0	0	276	344

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1805	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.08	0.00	0.14	0.00	0.00	0.00	0.13	0.53	0.00	0.00	0.15	0.21
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.25	0.65	0.00	0.00	0.40	0.40
Volume/Cap:	0.44	0.00	0.78	0.00	0.00	0.00	0.53	0.81	0.00	0.00	0.36	0.53
Uniform Del:	20.0	0.0	21.4	0.0	0.0	0.0	17.7	7.0	0.0	0.0	11.5	12.5
IncrementDel:	1.0	0.0	12.5	0.0	0.0	0.0	1.2	4.2	0.0	0.0	0.3	0.8
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	21.0	0.0	33.9	0.0	0.0	0.0	18.9	11.3	0.0	0.0	11.8	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	0.0	33.9	0.0	0.0	0.0	18.9	11.3	0.0	0.0	11.8	13.4
HCM2kAvg:	3	0	6	0	0	0	4	15	0	0	4	5

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 Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Base Volume Alternative)  
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 Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy  
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Average Delay (sec/veh): 11.4 Worst Case Level Of Service: B[ 13.4]  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	103	2	0	0	0	0	184	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	103	2	0	0	0	0	184	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	117	2	0	0	0	0	209	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	117	2	0	0	0	0	209	0	0

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	6.4	6.5	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	4.0	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	418	418	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	595	529	xxxxxx	xxxx	xxxx	xxxxxx	900	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	489	406	xxxxxx	xxxx	xxxx	xxxxxx	900	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	0.01	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.9	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	13.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.2	xxxx	xxxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	485	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	13.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			13.4			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

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

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 Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy  
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Average Delay (sec/veh): 10.1 Worst Case Level Of Service: B[ 11.0]  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	45	3	0	0	0	0	120	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	45	3	0	0	0	0	120	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	51	3	0	0	0	0	136	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	51	3	0	0	0	0	136	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	273	273	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	721	638	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	637	541	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.01	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	624	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		11.0	xxxxxx		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:	*		B	*		*		*		*		

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

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Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy
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Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 13 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 13 columns showing conflict volume, potent capacity, move capacity, and volume/capacity.

Level of Service Module: Table with 13 columns showing queue, stopped delay, LOS by move, shared capacity, shared queue, shared stop delay, and shared LOS.



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

Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns representing different traffic volumes and adjustment factors.

Critical Gap Module table with 13 columns showing critical gap and follow-up time values.

Capacity Module table with 13 columns showing conflict volume, potent capacity, and volume/capacity ratios.

Level Of Service Module table with 13 columns showing queue, stopped delay, LOS by move, and approach delay/LOS.

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #22 3rd St/4th Ave

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.568  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.0  
 Optimal Cycle: 0 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	35	81	98	5	88	6	10	29	61	247	72	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:	35	81	98	5	88	6	10	29	61	247	72	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	41	95	115	6	104	7	12	34	72	291	85	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	95	115	6	104	7	12	34	72	291	85	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	95	115	6	104	7	12	34	72	291	85	8

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.38	0.46	0.05	0.89	0.06	0.10	0.29	0.61	0.76	0.22	0.02
Final Sat.:	108	250	302	30	527	36	65	189	397	511	149	14

Capacity Analysis Module:

Vol/Sat:	0.38	0.38	0.38	0.20	0.20	0.20	0.18	0.18	0.18	0.57	0.57	0.57
Crit Moves:	****			****			****			****		
Delay/Veh:	10.9	10.9	10.9	9.7	9.7	9.7	9.0	9.0	9.0	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	9.7	9.7	9.7	9.0	9.0	9.0	14.2	14.2	14.2
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:		10.9			9.7			9.0			14.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			9.7			9.0			14.2	
LOS by Appr:		B			A			A			B	

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

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Intersection #22 3rd St/4th Ave  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.690  
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.9  
Optimal Cycle: 0 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	35	196	264	15	137	8	11	78	20	128	51	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	196	264	15	137	8	11	78	20	128	51	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	36	204	275	16	143	8	11	81	21	133	53	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	204	275	16	143	8	11	81	21	133	53	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	204	275	16	143	8	11	81	21	133	53	1

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.40	0.53	0.09	0.86	0.05	0.10	0.72	0.18	0.71	0.28	0.01
Final Sat.:	53	296	399	58	530	31	56	396	102	401	160	3

Capacity Analysis Module:

Vol/Sat:	0.69	0.69	0.69	0.27	0.27	0.27	0.21	0.21	0.21	0.33	0.33	0.33
Crit Moves:	****			****			****			****		
Delay/Veh:	16.8	16.8	16.8	10.2	10.2	10.2	10.0	10.0	10.0	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	10.2	10.2	10.2	10.0	10.0	10.0	11.4	11.4	11.4
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	16.8			10.2			10.0			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.8			10.2			10.0			11.4		
LOS by Appr:	C			B			B			B		

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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.310  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 7.2  
 Optimal Cycle: 36 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	1	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	57	0	17	10	2	36	0	588	63	14	689	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:	57	0	17	10	2	36	0	588	63	14	689	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	70	0	21	12	2	44	0	726	78	17	851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	21	12	2	44	0	726	78	17	851	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	0	21	12	2	44	0	726	78	17	851	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.85	0.85	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.83	0.17	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1436	0	1615	1343	269	1615	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.01	0.01	0.01	0.03	0.00	0.20	0.05	0.01	0.24	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.00	0.18	0.18	0.18	0.18	0.00	0.53	0.53	0.13	0.65	0.00
Volume/Cap:	0.27	0.00	0.07	0.05	0.05	0.15	0.00	0.38	0.09	0.08	0.36	0.00
Uniform Del:	19.4	0.0	18.7	18.6	18.6	18.9	0.0	7.7	6.5	21.1	4.3	0.0
IncremntDel:	0.6	0.0	0.1	0.1	0.1	0.2	0.0	0.1	0.0	0.1	0.1	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	19.9	0.0	18.8	18.7	18.7	19.2	0.0	7.8	6.5	21.3	4.4	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:	19.9	0.0	18.8	18.7	18.7	19.2	0.0	7.8	6.5	21.3	4.4	0.0
HCM2kAvg:	2	0	0	0	0	1	0	4	1	0	3	0

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

Intersection #23 Light Fighter Dr/1st Ave

Cycle (sec): 40 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #24 Light Fighter Dr/2nd Ave
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Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[ 23.1]
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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, etc.

Critical Gap Module: Table with 13 columns showing critical gap and follow-up times for different approaches.

Capacity Module: Table with 13 columns showing conflict volumes, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 13 columns showing queue lengths, stopped delay, LOS by movement, and approach delay.

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

Intersection #24 Light Fighter Dr/2nd Ave

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[ 28.2]

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across four approaches.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across four approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across four approaches.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 46 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns and rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.



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

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Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd
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Cycle (sec): 50 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.8
Optimal Cycle: 50 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors for each of the four directions.

Saturation Flow Module: Table with 13 columns representing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns representing various capacity and delay analysis metrics.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd

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Average Delay (sec/veh): 317.9 Worst Case Level Of Service: F[748.6]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	379	5	25	0	36	68	397	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:	0	0	0	379	5	25	0	36	68	397	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	436	6	29	0	41	78	456	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	436	6	29	0	41	78	456	79	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1072	1111	79	xxxx	xxxx	xxxxx	120	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	246	211	987	xxxx	xxxx	xxxxx	1481	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	167	124	987	xxxx	xxxx	xxxxx	1481	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.61	0.05	0.03	xxxx	xxxx	xxxx	0.31	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	166	xxxx	456	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	38.7	xxxx	0.2	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	806.0	xxxx	13.5	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	B	*	*	*	A	*	*
ApproachDel:	xxxxxx			748.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

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Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 4.2 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	379	5	25	0	36	68	397	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:	0	0	0	379	5	25	0	36	68	397	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	436	6	29	0	41	78	456	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	436	6	29	0	41	78	456	79	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	436	6	29	0	41	78	456	79	0

PCE Module:

AutoPCE:	0	0	0	436	6	29	0	41	78	456	79	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	436	6	29	0	41	78	456	79	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	477	536	898	0
MaxVolume:	xxxxxx	2038	715	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	2038	715	1200
ApproachVol:	xxxxxx	470	120	536
ApproachDel:	xxxxxx	2.3	6.0	5.4
Queue:	xxxx	0.9	0.6	2.4

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd
\*\*\*\*\*

Average Delay (sec/veh): 119.0 Worst Case Level Of Service: F[451.0]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.) across four directions.

Critical Gap Module: Table with 13 columns for gap metrics (Critical Gp, FollowUpTim) across four directions.

Capacity Module: Table with 13 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.) across four directions.

Level Of Service Module: Table with 13 columns for LOS metrics (Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS) across four directions.

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 5.4 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	255	2	61	0	116	212	383	209	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	255	2	61	0	116	212	383	209	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	266	2	64	0	121	221	399	218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	2	64	0	121	221	399	218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	266	2	64	0	121	221	399	218	0

PCE Module:

AutoPCE:	0	0	0	266	2	64	0	121	221	399	218	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	266	2	64	0	121	221	399	218	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	386	617	667	0
MaxVolume:	xxxxxx	1980	840	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1980	840	1200
ApproachVol:	xxxxxx	331	342	617
ApproachDel:	xxxxxx	2.2	7.2	6.1
Queue:	xxxx	0.6	2.0	3.0

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd
\*\*\*\*\*

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[ 18.4]

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. across movements.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim across movements.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. across movements.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

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

\*\*\*\*\*
Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd
\*\*\*\*\*

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: D[ 25.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.) across four approaches.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time metrics across four approaches.

Capacity Module: Table with 13 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.) across four approaches.

Level Of Service Module: Table with 13 columns for level of service metrics (Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS) across four approaches.

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

Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray

Cycle (sec): 55 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 85.7
Optimal Cycle: 111 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic conditions and 10 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 10 rows of capacity analysis metrics.



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

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Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
\*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 77 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.967

Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 40.5

Optimal Cycle: 176 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	99	0	36	75	286	0	0	846	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:	0	0	0	99	0	36	75	286	0	0	846	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	121	0	44	91	349	0	0	1032	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	0	44	91	349	0	0	1032	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	121	0	44	91	349	0	0	1032	389

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	0.85	0.95	1.00	1.00	1.00	0.96	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.73	0.27
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1329	501

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.05	0.18	0.00	0.00	0.78	0.78
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.08	0.84	0.00	0.00	0.76	0.76
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.33	0.61	0.22	0.00	0.00	1.02	1.02
Uniform Del:	0.0	0.0	0.0	54.0	0.0	51.8	53.1	1.8	0.0	0.0	14.5	14.5
IncrementDel:	0.0	0.0	0.0	25.8	0.0	1.4	7.0	0.1	0.0	0.0	30.4	30.4
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	79.8	0.0	53.2	60.1	1.9	0.0	0.0	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:	0.0	0.0	0.0	79.8	0.0	53.2	60.1	1.9	0.0	0.0	44.9	44.9
HCM2kAvg:	0	0	0	7	0	2	4	3	0	0	63	63

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

\*\*\*\*\*
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.888
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 92 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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**APPENDIX C – LEVEL OF SERVICE WORKSHEETS:  
EXISTING PLUS PROJECTS (1,470 HOMES)**

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

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Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: B[ 10.4]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	73	22	1	0	5	2	29	1	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	73	22	1	0	5	2	29	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
PHF Volume:	0	0	0	128	39	2	0	9	4	51	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	128	39	2	0	9	4	51	2	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	114	116	2	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	887	778	1088	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	865	753	1088	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	0.05	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	838	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

\*\*\*\*\*
Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd
\*\*\*\*\*

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: A[ 9.9]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.) across four approaches.

Critical Gap Module: Table with 13 columns for critical gap metrics (Critical Gp, FollowUpTim) across four approaches.

Capacity Module: Table with 13 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) across four approaches.

Level Of Service Module: Table with 13 columns for level of service metrics (Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS) across four approaches.

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

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Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd
\*\*\*\*\*

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[ 13.3]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 13 columns and rows for Critical Gap and FollowUpTim.

Capacity Module: Table with 13 columns and rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 13 columns and rows for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd
\*\*\*\*\*

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[ 16.8]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 13 columns and rows for Critical Gp and FollowUpTim.

Capacity Module: Table with 13 columns and rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 13 columns and rows for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.



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

Intersection #3 S. Davis Rd/W. Blanco Rd

Cycle (sec): 130 Critical Vol./Cap. (X): 1.295
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 125.4
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module: Table with 13 columns for traffic volumes and 13 rows for various adjustment factors like Growth Adj, PHF Adj, etc.

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 13 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #3 S. Davis Rd/W. Blanco Rd
*****
Cycle (sec):          65          Critical Vol./Cap. (X):          0.890
Loss Time (sec):     12 (Y+R = 4 sec) Average Delay (sec/veh):          31.5
Optimal Cycle:OPTIMIZED          Level Of Service:          C
*****
Approach:           North Bound      South Bound      East Bound      West Bound
Movement:           L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:            Protected      Protected      Protected      Protected
Rights:             Include        Ovl            Include        Ovl
Min. Green:         7   10   10      7   10   10      7   10   10      7   10   10
Lanes:              1  0  1  1  0      2  0  1  0  2      3  0  1  1  0      2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:           245  469  340  358  577  1029  400  501  34  329  602  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:        245  469  340  358  577  1029  400  501  34  329  602  301
User Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:            0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:         261  499  362  381  614  1095  426  533  36  350  640  320
Reduct Vol:         0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:        261  499  362  381  614  1095  426  533  36  350  640  320
PCE Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:         261  499  362  381  614  1095  426  533  36  350  640  320
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:         0.95 0.89  0.89  0.92 1.00  0.75  0.92 0.94  0.94  0.92 0.95  0.85
Lanes:              1.00 1.16  0.84  2.00 1.00  2.00  3.00 1.87  0.13  2.00 2.00  1.00
Final Sat.:         1805 1961  1422  3502 1900  2842  5253 3347  227  3502 3610  1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.14 0.25  0.25  0.11 0.32  0.39  0.08 0.16  0.16  0.10 0.18  0.20
Crit Moves:         ****          ****          ****          ****
Green/Cycle:        0.16 0.36  0.36  0.15 0.35  0.46  0.11 0.19  0.19  0.11 0.19  0.35
Volume/Cap:         0.91 0.71  0.71  0.71 0.91  0.83  0.75 0.82  0.82  0.93 0.91  0.57
Uniform Del:        26.9 17.9  17.9  26.1 20.0  15.3  28.2 25.1  25.1  28.8 25.6  17.2
IncremntDel:        31.1 1.9   1.9   4.3 16.6  4.7   5.6 7.5   7.5  28.8 16.1  1.4
Delay Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:          58.0 19.8  19.8  30.5 36.6  20.0  33.8 32.6  32.6  57.6 41.7  18.6
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:         58.0 19.8  19.8  30.5 36.6  20.0  33.8 32.6  32.6  57.6 41.7  18.6
HCM2kAvg:           9    9    9    5   16   13    5    8    8    7   10    6
*****

```

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

Intersection #3 S. Davis Rd/W. Blanco Rd

Cycle (sec): 125 Critical Vol./Cap. (X): 1.238
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 113.0
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustmt, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 12 rows showing Vol/Sat, Crit Moves, Green/Cycle, and other performance metrics.

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

\*\*\*\*\*
Intersection #3 S. Davis Rd/W. Blanco Rd
\*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.5
Optimal Cycle:OPTIMIZED Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #4 Hwy 1 SB Ramps/Reservation Rd
\*\*\*\*\*

Average Delay (sec/veh): 53.4 Worst Case Level Of Service: F[202.2]

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module: Table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol across movements.

Critical Gap Module: Table showing Critical Gp and FollowUpTim for movements.

Capacity Module: Table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for movements.

Level Of Service Module: Table showing Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #4 Hwy 1 SB Ramps/Reservation Rd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.495
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):      17.8
Optimal Cycle:        34          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:        Protected      Protected      Protected      Protected
Rights:         Include      Include      Include      Include
Min. Green:     0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          0 0 0 0 0 1 0 0 1 0 0 0 0 0
-----
Volume Module:
Base Vol:       0 0 0 171 3 16 0 29 15 526 44 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 0 171 3 16 0 29 15 526 44 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:    0 0 0 184 3 17 0 31 16 566 47 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 184 3 17 0 31 16 566 47 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0 0 0 184 3 17 0 31 16 566 47 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 0.87 0.87 0.87 1.00 0.95 0.95 0.95 1.00 1.00
Lanes:         0.00 0.00 0.00 1.00 0.16 0.84 0.00 0.66 0.34 1.00 1.00 0.00
Final Sat.:    0 0 0 1661 262 1398 0 1195 618 1805 1900 0
-----
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.11 0.01 0.01 0.00 0.03 0.03 0.31 0.02 0.00
Crit Moves:    ****          ****          ****
Green/Cycle:   0.00 0.00 0.00 0.22 0.22 0.22 0.00 0.05 0.05 0.63 0.69 0.00
Volume/Cap:    0.00 0.00 0.00 0.49 0.05 0.05 0.00 0.49 0.49 0.49 0.04 0.00
Uniform Del:   0.0 0.0 0.0 33.9 30.5 30.5 0.0 46.1 46.1 9.8 5.1 0.0
IncrmntDel:   0.0 0.0 0.0 1.0 0.1 0.1 0.0 4.0 4.0 0.3 0.0 0.0
Delay Adj:     0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh:     0.0 0.0 0.0 34.9 30.6 30.6 0.0 50.0 50.0 10.1 5.1 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 34.9 30.6 30.6 0.0 50.0 50.0 10.1 5.1 0.0
HCM2kAvg:     0 0 0 6 1 1 0 2 2 10 0 0
*****

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #4 Hwy 1 SB Ramps/Reservation Rd
\*\*\*\*\*

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: C[ 18.5]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume metrics across four directions.

Critical Gap Module: Table with 12 columns for gap and follow-up times.

Capacity Module: Table with 12 columns for capacity and volume/capacity ratios.

Level Of Service Module: Table with 12 columns for queue, delay, LOS, and approach metrics.

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

\*\*\*\*\*

Intersection #4 Hwy 1 SB Ramps/Reservation Rd

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.312  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.1  
 Optimal Cycle: 26 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	216	3	23	0	72	22	168	97	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	216	3	23	0	72	22	168	97	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	223	3	24	0	74	23	173	100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	3	24	0	74	23	173	100	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	223	3	24	0	74	23	173	100	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	0.87	0.87	0.87	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.12	0.88	0.00	0.77	0.23	1.00	1.00	0.00
Final Sat.:	0	0	0	1647	190	1457	0	1409	430	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.02	0.02	0.00	0.05	0.05	0.10	0.05	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.17	0.17	0.31	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.04	0.04	0.00	0.31	0.31	0.31	0.11	0.00
Uniform Del:	0.0	0.0	0.0	18.6	16.3	16.3	0.0	36.5	36.5	26.5	14.5	0.0
IncrementDel:	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.6	0.6	0.3	0.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.8	16.3	16.3	0.0	37.0	37.0	26.8	14.5	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	18.8	16.3	16.3	0.0	37.0	37.0	26.8	14.5	0.0
HCM2kAvg:	0	0	0	5	0	0	0	3	3	4	2	0

\*\*\*\*\*



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

\*\*\*\*\*
Intersection #5 Hwy 1 NB Ramps/Reservation Rd
\*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[ 11.0]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol) across 4 approaches.

Critical Gap Module: Table with 13 columns for gap metrics (Critical Gp, FollowUpTim) across 4 approaches.

Capacity Module: Table with 13 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) across 4 approaches.

Level Of Service Module: Table with 13 columns for LOS metrics (Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS) across 4 approaches.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #5 Hwy 1 NB Ramps/Reservation Rd

\*\*\*\*\*

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[ 12.7]

\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 0 1

Volume Module:

Base Vol: 3 1 297 0 0 0 13 256 0 0 212 193
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: 3 1 297 0 0 0 13 256 0 0 212 193
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 3 1 303 0 0 0 13 261 0 0 216 197
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 3 1 303 0 0 0 13 261 0 0 216 197

Critical Gap Module:

Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxxx xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx

Capacity Module:

Cnflct Vol: 603 701 261 xxxx xxxx xxxxxx 413 xxxx xxxxxx xxxx xxxx xxxxxx
Potent Cap.: 466 365 782 xxxx xxxx xxxxxx 1157 xxxx xxxxxx xxxx xxxx xxxxxx
Move Cap.: 462 361 782 xxxx xxxx xxxxxx 1157 xxxx xxxxxx xxxx xxxx xxxxxx
Volume/Cap: 0.01 0.00 0.39 xxxx xxxx xxxxxx 0.01 xxxx xxxx xxxxxx xxxx xxxxxx

Level Of Service Module:

Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxxx xxxxxx xxxx xxxxxx
Stopped Del: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 8.1 xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: \* \* \* \* \* A \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 774 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue: xxxxx 1.9 xxxxxx xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd StpDel: xxxxx 12.7 xxxxxx xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: \* B \* \* \* \* \* \* \* \* \*
ApproachDel: 12.7 xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: B \* \* \*

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #6 Reservation Rd/Del Monte Blvd

\*\*\*\*\*

Cycle (sec): 67 Critical Vol./Cap. (X): 0.722  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.9  
 Optimal Cycle: 56 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	1	0	1	0	2	0	1	0	1	0

Volume Module:

Base Vol:	80	161	574	125	125	13	31	233	65	747	126	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:	80	161	574	125	125	13	31	233	65	747	126	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	87	175	624	136	136	14	34	253	71	812	137	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	175	624	136	136	14	34	253	71	812	137	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
Final Vol.:	87	175	624	136	136	14	34	253	71	812	137	165

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	0.92	0.92	0.92	0.92	1.00	0.85
Lanes:	1.00	1.00	2.00	2.00	1.81	0.19	0.19	1.42	0.39	2.00	1.00	1.00
Final Sat.:	1805	1900	2842	3502	3224	335	328	2468	688	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.22	0.04	0.04	0.04	0.10	0.10	0.10	0.23	0.07	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.28	0.28	0.10	0.22	0.22	0.15	0.15	0.15	0.29	0.29	0.29
Volume/Cap:	0.31	0.33	0.80	0.37	0.19	0.19	0.69	0.69	0.69	0.80	0.25	0.35
Uniform Del:	25.0	19.4	22.5	28.0	21.1	21.1	27.0	27.0	27.0	21.9	18.1	18.7
IncrementDel:	0.6	0.4	5.7	0.6	0.1	0.1	3.9	3.9	3.9	4.4	0.2	0.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.7	19.7	28.2	28.6	21.2	21.2	30.9	30.9	30.9	26.3	18.4	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:	25.7	19.7	28.2	28.6	21.2	21.2	30.9	30.9	30.9	26.3	18.4	19.2
HCM2kAvg:	2	3	8	2	1	1	5	5	5	11	2	3

\*\*\*\*\*

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Reservation Rd/Del Monte Blvd

\*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 60 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 13 columns and 15 rows showing capacity ratios, delay, and HCM2kAvg values.

\*\*\*\*\*

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

\*\*\*\*\*
Intersection #7 Reservation Rd/Vista Del Camino
\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 38 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 12 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

\*\*\*\*\*
Intersection #7 Reservation Rd/Vista Del Camino
\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 36 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 12 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Reservation Rd/Seacrest Ave

\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 36 Level Of Service: A

\*\*\*\*\*

Table with columns: Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncrementDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #8 Reservation Rd/Seacrest Ave

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Cycle (sec): 65 Critical Vol./Cap. (X): 0.796  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.9  
 Optimal Cycle: 59 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0				
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	182	0	87	0	0	0	0	1354	194	230	910	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:	182	0	87	0	0	0	0	1354	194	230	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	207	0	99	0	0	0	0	1539	220	261	1034	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	99	0	0	0	0	1539	220	261	1034	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	0	99	0	0	0	0	1539	220	261	1034	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.14	0.14	0.29	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.53	0.53	0.18	0.71	0.00
Volume/Cap:	0.74	0.00	0.40	0.00	0.00	0.00	0.00	0.81	0.26	0.81	0.40	0.00
Uniform Del:	26.3	0.0	24.8	0.0	0.0	0.0	0.0	12.6	8.4	25.6	3.9	0.0
IncrcmntDel:	10.4	0.0	1.0	0.0	0.0	0.0	0.0	2.6	0.2	13.8	0.1	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	36.7	0.0	25.8	0.0	0.0	0.0	0.0	15.3	8.5	39.4	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:	36.7	0.0	25.8	0.0	0.0	0.0	0.0	15.3	8.5	39.4	4.0	0.0
HCM2kAvg:	6	0	2	0	0	0	0	15	3	8	4	0

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #9 Reservation Rd/De Forest Rd

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Cycle (sec): 90 Critical Vol./Cap. (X): 0.347  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.5  
 Optimal Cycle: 36 Level Of Service: A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1
	0	1	0	0	1	0	1	0	2	0	1	1
	0	1	0	0	1	0	1	0	2	0	1	1

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Volume Module:

Base Vol:	33	3	32	43	8	41	22	759	45	27	917	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:	33	3	32	43	8	41	22	759	45	27	917	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	34	3	33	44	8	42	23	782	46	28	945	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	3	33	44	8	42	23	782	46	28	945	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	3	33	44	8	42	23	782	46	28	945	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.85	0.74	0.74	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.92	0.08	1.00	0.84	0.16	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1268	115	1615	1181	220	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.02	0.04	0.04	0.03	0.01	0.22	0.03	0.02	0.26	0.02
Crit Moves:					****			****			****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.08	0.71	0.71	0.08	0.71	0.71
Volume/Cap:	0.24	0.24	0.18	0.34	0.34	0.24	0.16	0.30	0.04	0.20	0.37	0.03
Uniform Del:	36.5	36.5	36.3	36.9	36.9	36.5	38.8	4.8	3.9	38.9	5.1	3.8
IncrementDel:	0.8	0.8	0.5	1.3	1.3	0.7	0.5	0.1	0.0	0.7	0.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	37.4	36.8	38.2	38.2	37.2	39.3	4.9	3.9	39.6	5.2	3.8
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:	37.4	37.4	36.8	38.2	38.2	37.2	39.3	4.9	3.9	39.6	5.2	3.8
HCM2kAvg:	1	1	1	2	2	1	1	4	0	1	5	0

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

Intersection #9 Reservation Rd/De Forest Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module: Table with 12 columns showing saturation flow rates and adjustment factors for each lane.

Capacity Analysis Module: Table with 12 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

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Intersection #10 Reservation Rd/Crescent Ave
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 36 Level Of Service: B
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with columns for various adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and values for each approach.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. and values for each approach.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg and values for each approach.

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

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Intersection #10 Reservation Rd/Crescent Ave

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Cycle (sec): 55 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 43 Level Of Service: B

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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #11 Reservation Rd/Imjin Rd

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Cycle (sec): 70 Critical Vol./Cap. (X): 0.741  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.9  
 Optimal Cycle: 59 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	1	0	1	2	0	2	0	2	0

Volume Module:

Base Vol:	192	14	299	2	8	8	29	911	160	646	782	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:	192	14	299	2	8	8	29	911	160	646	782	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	221	16	344	2	9	9	33	1047	184	743	899	13
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	16	344	2	9	9	33	1047	184	743	899	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
Final Vol.:	221	16	344	2	9	9	33	1047	184	743	899	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	1.00	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.09	1.91	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	146	3111	1805	1900	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.11	0.00	0.00	0.01	0.01	0.29	0.11	0.21	0.25	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.14	0.14	0.10	0.14	0.14	0.10	0.34	0.34	0.25	0.49	0.49
Volume/Cap:	0.63	0.77	0.77	0.01	0.03	0.04	0.10	0.86	0.34	0.86	0.51	0.02
Uniform Del:	30.3	28.9	28.9	28.4	25.8	25.9	28.6	21.6	17.3	25.2	12.3	9.3
IncrcmntDel:	3.7	7.9	7.9	0.0	0.1	0.1	0.1	6.2	0.4	8.5	0.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.9	36.8	36.8	28.4	25.9	25.9	28.7	27.8	17.7	33.7	12.6	9.3
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:	33.9	36.8	36.8	28.4	25.9	25.9	28.7	27.8	17.7	33.7	12.6	9.3
HCM2kAvg:	4	6	6	0	0	0	0	14	3	11	7	0

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

\*\*\*\*\*  
 Intersection #11 Reservation Rd/Imjin Rd  
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Cycle (sec): 75 Critical Vol./Cap. (X): 0.778  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.8  
 Optimal Cycle: 66 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Lanes:	2	0	0	1	1	1	1	0	1	2	0	2	0	1	1

Volume Module:

Base Vol:	169	9	593	6	8	28	4	1106	195	370	914	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:	169	9	593	6	8	28	4	1106	195	370	914	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	184	10	645	7	9	30	4	1202	212	402	993	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	10	645	7	9	30	4	1202	212	402	993	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	10	645	7	9	30	4	1202	212	402	993	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.95	1.00	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.03	1.97	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	48	3189	1805	1900	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.20	0.20	0.00	0.00	0.02	0.00	0.33	0.13	0.11	0.28	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.23	0.23	0.09	0.19	0.19	0.09	0.38	0.38	0.13	0.42	0.42
Volume/Cap:	0.39	0.87	0.87	0.04	0.02	0.10	0.01	0.87	0.34	0.87	0.65	0.00
Uniform Del:	29.7	27.7	27.7	30.9	24.6	25.0	30.9	21.4	16.5	31.9	17.3	12.6
IncrementDel:	0.5	10.8	10.8	0.1	0.0	0.1	0.0	6.3	0.3	16.2	1.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.2	38.5	38.5	31.0	24.7	25.1	30.9	27.7	16.8	48.2	18.4	12.6
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:	30.2	38.5	38.5	31.0	24.7	25.1	30.9	27.7	16.8	48.2	18.4	12.6
HCM2kAvg:	2	11	11	0	0	1	0	16	4	8	10	0

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

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Intersection #12 Reservation Rd/Blanco Rd

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Cycle (sec): 95 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 40 Level Of Service: B

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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

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Intersection #12 Reservation Rd/Blanco Rd
\*\*\*\*\*

Cycle (sec): 110 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 44 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include, Ignore), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.



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

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Intersection #13 Reservation Rd/West Prj Access
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.228
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 36 Level Of Service: B
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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 13 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
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Intersection #13 Reservation Rd/West Prj Access
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.301
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          18.1
Optimal Cycle:        36          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    10  0  10      0  0  0      0  10  10      7  10  0
Lanes:         1  0  0  0  1      0  0  1!  0  0      0  0  2  1  0      1  0  2  0  0
-----
Volume Module:
Base Vol:      42  0  86      0  0  0      0  558  65  139  266  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:    42  0  86      0  0  0      0  558  65  139  266  0
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    46  0  93      0  0  0      0  607  71  151  289  0
Reduct Vol:    0  0  0      0  0  0      0  0  0  0  0  0
Reduced Vol:   46  0  93      0  0  0      0  607  71  151  289  0
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    46  0  93      0  0  0      0  607  71  151  289  0
-----
Saturation Flow Module:
Sat/Lane:      1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:    0.81 1.00  0.85  1.00 1.00  1.00  1.00 0.90  0.90  0.95 0.95  1.00
Lanes:         1.00 0.00  1.00  0.00 1.00  0.00  0.00 2.69  0.31  1.00 2.00  0.00
Final Sat.:    1539  0  1615      0 1900  0      0 4571  533  1805 3610  0
-----
Capacity Analysis Module:
Vol/Sat:       0.03 0.00  0.06  0.00 0.00  0.00  0.00 0.13  0.13  0.08 0.08  0.00
Crit Moves:      ****          ****          ****
Green/Cycle:    0.19 0.00  0.19  0.00 0.00  0.00  0.00 0.44  0.44  0.28 0.72  0.00
Volume/Cap:     0.15 0.00  0.30  0.00 0.00  0.00  0.00 0.30  0.30  0.30 0.11  0.00
Uniform Del:    33.6  0.0  34.6  0.0  0.0  0.0  0.0 18.1  18.1  28.5  4.3  0.0
IncremntDel:    0.2  0.0  0.5  0.0  0.0  0.0  0.0  0.1  0.1  0.3  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:      33.9  0.0  35.2  0.0  0.0  0.0  0.0 18.1  18.1  28.8  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:     33.9  0.0  35.2  0.0  0.0  0.0  0.0 18.1  18.1  28.8  4.3  0.0
HCM2kAvg:       1  0  3      0  0  0      0  4  4  4  1  0
*****

```

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #14 Inter-Garrison Rd/new collector
\*\*\*\*\*

Average Delay (sec/veh): 3.8 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 1 1 1 1

Table with 13 columns for traffic volume and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Table with 13 columns for traffic volume and 5 rows for PCE Module factors like AutoPCE, TruckPCE, ComboPCE, etc.

Table with 4 columns for delay metrics and 7 rows for Delay Module factors like CircVolume, MaxVolume, PedVolume, etc.

```

-----
Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection #14 Inter-Garrison Rd/new collector
*****
Average Delay (sec/veh):      3.9                      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      1      1      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0 0 148 90 206 0 0 103 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 0 148 90 206 0 0 103 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 0 0 161 98 224 0 0 112 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 161 98 224 0 0 112 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 161 98 224 0 0 112 0
-----|-----|-----|-----|
PCE Module:
AutoPCE: 0 0 0 0 0 161 98 224 0 0 112 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 0 161 98 224 0 0 112 0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 322 112 0 98
MaxVolume: xxxxxx 1140 1200 1147
PedVolume: 0 0 0 0
AdjMaxVol: xxxxxx 1140 1200 1147
ApproachVol: xxxxxx 161 322 112
ApproachDel: xxxxxx 3.7 4.1 3.5
Queue: xxxxx 0.5 1.1 0.3

```

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

\*\*\*\*\*
Intersection #15 Reservation Rd/Main Prj Access
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 36 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

\*\*\*\*\*
Intersection #15 Reservation Rd/Main Prj Access
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 36 Level Of Service: B
\*\*\*\*\*
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 10 0 10 0 0 0 0 0 10 10 7 10 0
Lanes: 0 0 1 0 0 0 0 0 0 1 1 0 1 0 2 0 0
\*\*\*\*\*
Volume Module:
Base Vol: 57 0 82 0 0 0 0 0 575 69 123 348 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 57 0 82 0 0 0 0 0 575 69 123 348 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 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 62 0 89 0 0 0 0 0 625 75 134 378 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 62 0 89 0 0 0 0 0 625 75 134 378 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
Final Vol.: 62 0 89 0 0 0 0 0 625 75 134 378 0
\*\*\*\*\*
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.81 1.00 0.81 1.00 1.00 1.00 1.00 0.93 0.93 0.95 0.95 1.00
Lanes: 0.41 0.00 0.59 0.00 0.00 0.00 0.00 1.79 0.21 1.00 2.00 0.00
Final Sat.: 632 0 910 0 0 0 0 0 3172 381 1805 3610 0
\*\*\*\*\*
Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.00 0.20 0.20 0.07 0.10 0.00
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
Green/Cycle: 0.24 0.00 0.24 0.00 0.00 0.00 0.00 0.49 0.49 0.18 0.67 0.00
Volume/Cap: 0.41 0.00 0.41 0.00 0.00 0.00 0.00 0.41 0.41 0.41 0.16 0.00
Uniform Del: 31.9 0.0 31.9 0.0 0.0 0.0 0.0 0.0 16.5 16.5 36.1 6.1 0.0
IncrmntDel: 0.7 0.0 0.7 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.8 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: 32.6 0.0 32.6 0.0 0.0 0.0 0.0 0.0 16.6 16.6 36.9 6.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 32.6 0.0 32.6 0.0 0.0 0.0 0.0 0.0 16.6 16.6 36.9 6.2 0.0
HCM2kAvg: 5 0 5 0 0 0 0 0 7 7 4 2 0
\*\*\*\*\*

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

\*\*\*\*\*
Intersection #16 Reservation Rd/East Prj Access
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.268
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 25 Level Of Service: A
\*\*\*\*\*

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows: Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module: Table with 13 columns for different volume adjustments (Base Vol, Growth Adj, etc.) and 4 rows of data.

Saturation Flow Module: Table with 13 columns for saturation flow adjustments (Sat/Lane, Adjustment, etc.) and 4 rows of data.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, etc.) and 13 rows of data.

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

\*\*\*\*\*
Intersection #16 Reservation Rd/East Prj Access
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 27 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume adjustments and 13 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis and 13 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.



Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #17 Reservation Rd/S. Davis Rd

\*\*\*\*\*

Average Delay (sec/veh): 197.3 Worst Case Level Of Service: F[686.5]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	2	5	3	209	7	237	447	229	5	2	305	153
Growth Adj:	1.00	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	5	3	209	7	237	447	229	5	2	305	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	2	5	3	215	7	244	461	236	5	2	314	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	5	3	215	7	244	461	236	5	2	314	158

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1684	1637	239	1562	1560	393	472	xxxx	xxxxxx	241	xxxx	xxxxxx
Potent Cap.:	76	102	805	92	113	660	1100	xxxx	xxxxxx	1337	xxxx	xxxxxx
Move Cap.:	30	59	805	58	66	660	1100	xxxx	xxxxxx	1337	xxxx	xxxxxx
Volume/Cap:	0.07	0.09	0.00	3.73	0.11	0.37	0.42	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1.7	2.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	13.6	10.6	xxxx	xxxxxx	7.7	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	64	xxxxxx	58	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.5	xxxxxx	24.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	71.7	xxxxxx	1425	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	*	*	*
ApproachDel:		71.7		686.5			xxxxxxx			xxxxxxx		
ApproachLOS:		F		F			*			*		

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

\*\*\*\*\*  
 Intersection #17 Reservation Rd/S. Davis Rd  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 32.6  
 Optimal Cycle: 58 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	2	5	3	209	7	237	447	229	5	2	305	153
Growth Adj:	1.00	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	5	3	209	7	237	447	229	5	2	305	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	2	5	3	215	7	244	461	236	5	2	314	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	5	3	215	7	244	461	236	5	2	314	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	5	3	215	7	244	461	236	5	2	314	158

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.71	0.71	0.85	0.95	1.00	1.00	0.95	0.95	0.95
Lanes:	0.20	0.50	0.30	0.97	0.03	1.00	1.00	0.98	0.02	1.00	0.67	0.33
Final Sat.:	350	876	525	1311	44	1615	1805	1854	40	1805	1202	603

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.16	0.16	0.15	0.26	0.13	0.13	0.00	0.26	0.26
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.34	0.68	0.68	0.01	0.35	0.35
Volume/Cap:	0.03	0.03	0.03	0.75	0.75	0.69	0.75	0.19	0.19	0.19	0.75	0.75
Uniform Del:	30.6	30.6	30.6	36.4	36.4	35.9	29.2	5.7	5.7	49.4	28.7	28.7
IncrcmntDel:	0.0	0.0	0.0	10.1	10.1	5.6	5.1	0.1	0.1	8.0	5.0	5.0
Delay Adj:	1.00	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	30.7	30.7	46.5	46.5	41.5	34.2	5.8	5.8	57.4	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	30.7	46.5	46.5	41.5	34.2	5.8	5.8	57.4	33.6	33.6
HCM2kAvg:	0	0	0	11	11	8	15	3	3	0	14	14

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

\*\*\*\*\*
Intersection #17 Reservation Rd/S. Davis Rd
\*\*\*\*\*

Average Delay (sec/veh): 280.1 Worst Case Level Of Service: F[902.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for conflict volume, potential capacity, and volume/capacity ratios.

Level Of Service Module: Table with 13 columns for queue, stopped delay, LOS by move, and approach delay/LOS.

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

```

*****
Intersection #17 Reservation Rd/S. Davis Rd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.770
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          32.9
Optimal Cycle:        62          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:        0  0  1!  0  0      0  1  0  0  1      1  0  0  1  0      1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      5  5  3      241  5  285      378  323  3      7  364  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:    5  5  3      241  5  285      378  323  3      7  364  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:       0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93
PHF Volume:    5  5  3      259  5  306      406  347  3      8  391  120
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0  0
Reduced Vol:   5  5  3      259  5  306      406  347  3      8  391  120
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    5  5  3      259  5  306      406  347  3      8  391  120
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900  1900  1900 1900  1900 1900  1900  1900 1900  1900
Adjustment:    0.88 0.88  0.88  0.71 0.71  0.85  0.95 1.00  1.00  0.95 0.97  0.97
Lanes:         0.39 0.38  0.23  0.98 0.02  1.00  1.00 0.99  0.01  1.00 0.76  0.24
Final Sat.:   643  643  386  1318  27  1615  1805 1881  17  1805 1402  431
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.01 0.01  0.01  0.20 0.20  0.19  0.23 0.18  0.18  0.00 0.28  0.28
Crit Moves:          ****          ****          ****
Green/Cycle:   0.26 0.26  0.26  0.26 0.26  0.26  0.29 0.64  0.64  0.01 0.36  0.36
Volume/Cap:    0.03 0.03  0.03  0.77 0.77  0.74  0.77 0.29  0.29  0.29 0.77  0.77
Uniform Del:   28.0 28.0  28.0  34.5 34.5  34.2  32.3 7.9  7.9  48.8 28.2  28.2
IncrcmntDel:   0.0 0.0  0.0  10.2 10.2  7.2  6.8 0.1  0.1  6.0 5.5  5.5
Delay Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:     28.0 28.0  28.0  44.7 44.7  41.4  39.2 8.1  8.1  54.8 33.7  33.7
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:   28.0 28.0  28.0  44.7 44.7  41.4  39.2 8.1  8.1  54.8 33.7  33.7
HCM2kAvg:      0  0  0      12  12  10      14  5  5      1  15  15
*****
    
```

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

\*\*\*\*\*  
 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 45 Critical Vol./Cap. (X): 0.645  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.1  
 Optimal Cycle: 38 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	207	0	171	0	313	144	197	289	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	207	0	171	0	313	144	197	289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	225	0	186	0	340	157	214	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	186	0	340	157	214	314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	225	0	186	0	340	157	214	314	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	0.85	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.68	0.32	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1245	573	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.27	0.27	0.12	0.17	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.40	0.40	0.17	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.52	0.00	0.68	0.68	0.68	0.29	0.00
Uniform Del:	0.0	0.0	0.0	15.5	0.0	15.4	0.0	11.0	11.0	17.4	4.8	0.0
IncramntDel:	0.0	0.0	0.0	1.8	0.0	1.3	0.0	2.6	2.6	5.8	0.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	0.0	16.7	0.0	13.6	13.6	23.2	5.0	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	17.3	0.0	16.7	0.0	13.6	13.6	23.2	5.0	0.0
HCM2kAvg:	0	0	0	4	0	3	0	7	7	4	2	0

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

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 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
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Cycle (sec): 80 Critical Vol./Cap. (X): 0.866  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 30.3  
 Optimal Cycle: 80 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	1

Volume Module:

Base Vol:	0	0	0	499	0	258	0	484	167	110	202	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	499	0	258	0	484	167	110	202	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	554	0	287	0	538	186	122	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	554	0	287	0	538	186	122	224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	554	0	287	0	538	186	122	224	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	0.85	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.74	0.26	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1363	470	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.18	0.00	0.39	0.39	0.07	0.12	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.45	0.45	0.09	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.51	0.00	0.88	0.88	0.77	0.22	0.00
Uniform Del:	0.0	0.0	0.0	24.4	0.0	20.6	0.0	20.0	20.0	35.7	9.7	0.0
IncrcmntDel:	0.0	0.0	0.0	13.1	0.0	0.8	0.0	10.4	10.4	20.8	0.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	21.3	0.0	30.4	30.4	56.6	9.8	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	37.5	0.0	21.3	0.0	30.4	30.4	56.6	9.8	0.0
HCM2kAvg:	0	0	0	17	0	6	0	20	20	5	3	0

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

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Intersection #19 Hwy 68 EB Ramps/Reservation Rd
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Cycle (sec): 80 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 65 Level Of Service: C
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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, etc.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 55 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 48 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 13 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.



Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy

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Average Delay (sec/veh): 11.4 Worst Case Level Of Service: B [ 13.4 ]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	103	2	0	0	0	0	184	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	103	2	0	0	0	0	184	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	117	2	0	0	0	0	209	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	117	2	0	0	0	0	209	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	418	418	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	595	529	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	489	406	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	0.01	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	485	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			13.4			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

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

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 Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy  
 \*\*\*\*\*

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: B[ 11.0]  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	45	3	0	0	0	0	120	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	45	3	0	0	0	0	120	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	51	3	0	0	0	0	136	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	51	3	0	0	0	0	136	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	273	273	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	721	638	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	637	541	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.01	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	624	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			11.0			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 10.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Ignore, Include), and Lanes (1 0 0 0 1).

Volume Module table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 2 columns: Critical Gap (6.4, 4.1) and FollowUpTim (3.5, 2.2).

Capacity Module table with 2 columns: Cnflct Vol (332, 192) and Volume/Cap (0.00).

Level Of Service Module table with 2 columns: Queue (0.0, 0.0), Stopped Del (10.4, 7.6), LOS by Move (B, A), and ApproachDel (10.4).

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

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Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy

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Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 10.4]

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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 13 columns for gap metrics like Critical Gp, FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics like Cnflct Vol, Potent Cap, Move Cap, etc.

Level Of Service Module: Table with 13 columns for LOS metrics like Queue, Stopped Del, LOS by Move, etc.

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

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Intersection #22 3rd St/4th Ave
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green (0), and Lanes (0 0 1 0 0).

Volume Module: Table with 13 columns for traffic volumes and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow factors. Rows include Adjustment (1.00), Lanes (0.16), and Final Sat (108).

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat (0.38), Crit Moves (\*\*\*\*), Delay/Veh (10.9), Delay Adj (1.00), AdjDel/Veh (10.9), LOS by Move (B), ApproachDel (10.9), Delay Adj (1.00), ApprAdjDel (10.9), and LOS by Appr (B).

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

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Intersection #22 3rd St/4th Ave
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green (0 0 0), and Lanes (0 0 1 0 0).

Volume Module: Table with 12 columns for traffic volumes and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns for saturation flow factors. Rows include Adjustment (1.00), Lanes (0.07), and Final Sat. (53).

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics. Rows include Vol/Sat (0.69), Crit Moves (\*\*\*\*), Delay/Veh (16.8), Delay Adj (1.00), AdjDel/Veh (16.8), LOS by Move (C), ApproachDel (16.8), Delay Adj (1.00), ApprAdjDel (16.8), and LOS by Appr (C).

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

Intersection #23 Light Fighter Dr/1st Ave

Cycle (sec): 55 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 13 rows. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

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Intersection #23 Light Fighter Dr/1st Ave
\*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 36 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing saturation flow rates and adjustment factors for different lanes.

Capacity Analysis Module: Table with 13 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.



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

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Intersection #24 Light Fighter Dr/2nd Ave
\*\*\*\*\*

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[ 23.1]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module: Table with 12 columns and 3 rows showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns and 4 rows showing capacity-related metrics.

Level Of Service Module: Table with 12 columns and 10 rows showing queue, delay, LOS, and shared capacity values.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #24 Light Fighter Dr/2nd Ave

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Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[ 28.2]

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Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	0	0	1	0	0	1	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	1	5	7	5	3	99	175	547	9	2	572	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:	1	5	7	5	3	99	175	547	9	2	572	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	1	5	7	5	3	105	186	582	10	2	609	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	5	7	5	3	105	186	582	10	2	609	4

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1269	1576	296	1281	1579	306	613	xxxx	xxxxx	591	xxxx	xxxxx
Potent Cap.:	127	111	707	125	110	696	976	xxxx	xxxxx	994	xxxx	xxxxx
Move Cap.:	90	89	707	101	89	696	976	xxxx	xxxxx	994	xxxx	xxxxx
Volume/Cap:	0.01	0.06	0.01	0.05	0.04	0.15	0.19	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	0.2	0.7	xxxx	xxxxx	0.0	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	42.8	xxxx	10.6	9.6	xxxx	xxxxx	8.6	xxxx	xxxxx			
LOS by Move:	*	*	*	E	*	B	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	169	xxxxx	xxxx	xxxx	501	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	28.2	xxxxx	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	D	*	*	*	B	*	*	*	*	*	*			
ApproachDel:	28.2			13.3			xxxxxx			xxxxxx					
ApproachLOS:	D			B			*			*					

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

Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd

Cycle (sec): 55 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 46 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic directions and various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

\*\*\*\*\*  
 Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd  
 \*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.719  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.8  
 Optimal Cycle: 50 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	7	7	10	10
Lanes:	2	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	271	207	0	3	167	224	388	89	202	3	94	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:	271	207	0	3	167	224	388	89	202	3	94	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	308	235	0	3	190	255	441	101	0	3	107	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	235	0	3	190	255	441	101	0	3	107	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
Final Vol.:	308	235	0	3	190	255	441	101	0	3	107	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	0.87	0.87	0.95	1.00	1.00	0.95	0.99	0.99
Lanes:	2.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	3502	1900	0	1805	1650	1650	1805	1900	1900	1805	1790	95

Capacity Analysis Module:

Vol/Sat:	0.09	0.12	0.00	0.00	0.12	0.15	0.24	0.05	0.00	0.00	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.20	0.00	0.14	0.20	0.20	0.22	0.25	0.00	0.17	0.20	0.20
Volume/Cap:	0.63	0.62	0.00	0.01	0.58	0.77	1.11	0.22	0.00	0.01	0.30	0.30
Uniform Del:	20.3	18.3	0.0	18.5	18.1	18.9	19.5	15.0	0.0	17.1	17.0	17.0
IncramntDel:	2.6	3.1	0.0	0.0	1.1	6.4	78.5	0.2	0.0	0.0	0.4	0.4
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:	22.9	21.4	0.0	18.5	19.1	25.3	98.0	15.2	0.0	17.1	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:	22.9	21.4	0.0	18.5	19.1	25.3	98.0	15.2	0.0	17.1	17.5	17.5
HCM2kAvg:	4	4	0	0	4	6	17	1	0	0	2	2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd
\*\*\*\*\*

Average Delay (sec/veh): 317.9 Worst Case Level Of Service: F[748.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume and growth factors across four directions.

Critical Gap Module: Table with 13 columns for gap and follow-up times.

Capacity Module: Table with 13 columns for conflict, potent, and move capacities.

Level Of Service Module: Table with 13 columns for queue, stopped delay, LOS, and shared queue metrics.

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 4.2 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	379	5	25	0	36	68	397	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:	0	0	0	379	5	25	0	36	68	397	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	436	6	29	0	41	78	456	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	436	6	29	0	41	78	456	79	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	436	6	29	0	41	78	456	79	0

PCE Module:

AutoPCE:	0	0	0	436	6	29	0	41	78	456	79	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	436	6	29	0	41	78	456	79	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	477	536	898	0
MaxVolume:	xxxxxx	2038	715	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	2038	715	1200
ApproachVol:	xxxxxx	470	120	536
ApproachDel:	xxxxxx	2.3	6.0	5.4
Queue:	xxxx	0.9	0.6	2.4

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 119.0 Worst Case Level Of Service: F[451.0]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	255	2	61	0	116	212	383	209	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	255	2	61	0	116	212	383	209	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	266	2	64	0	121	221	399	218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	266	2	64	0	121	221	399	218	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1247	1357	218	xxxx	xxxx	xxxxx	342	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	193	150	827	xxxx	xxxx	xxxxx	1229	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	130	88	827	xxxx	xxxx	xxxxx	1229	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.04	0.02	0.08	xxxx	xxxx	xxxx	0.32	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	130	xxxx	652	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	21.8	xxxx	0.3	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	558.8	xxxx	11.1	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	B	*	*	*	A	*	*
ApproachDel:	xxxxxxx			451.0			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 5.4 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	255	2	61	0	116	212	383	209	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	255	2	61	0	116	212	383	209	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	266	2	64	0	121	221	399	218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	2	64	0	121	221	399	218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	266	2	64	0	121	221	399	218	0

PCE Module:

AutoPCE:	0	0	0	266	2	64	0	121	221	399	218	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	266	2	64	0	121	221	399	218	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	386	617	667	0
MaxVolume:	xxxxxx	1980	840	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1980	840	1200
ApproachVol:	xxxxxx	331	342	617
ApproachDel:	xxxxxx	2.2	7.2	6.1
Queue:	xxxx	0.6	2.0	3.0



Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd

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Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[ 18.4]

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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1

Volume Module:

Base Vol:	38	0	227	0	0	0	21	462	0	0	481	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	0	227	0	0	0	21	462	0	0	481	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	43	0	255	0	0	0	24	519	0	0	540	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	43	0	255	0	0	0	24	519	0	0	540	253

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1233	xxxx	519	xxxx	xxxx	xxxxx	793	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	197	xxxx	561	xxxx	xxxx	xxxxx	837	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	193	xxxx	561	xxxx	xxxx	xxxxx	837	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.22	xxxx	0.45	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.8	xxxx	2.4	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	28.9	xxxx	16.7	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	18.4		xxxxxxx				xxxxxxx			xxxxxxx		
ApproachLOS:	C		*				*			*		

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd
\*\*\*\*\*

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: D[ 25.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 12 columns showing critical gap values and follow-up times for different movements.

Capacity Module: Table with 12 columns showing conflict volumes, potential capacity, move capacity, and volume/capacity ratios.

Level Of Service Module: Table with 12 columns showing queue lengths, stopped delay, LOS by movement, shared capacity, and approach delay/LOS.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
\*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 85.7
Optimal Cycle: 111 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 12 columns and 12 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
*****
Cycle (sec):          55          Critical Vol./Cap. (X):          0.913
Loss Time (sec):      6 (Y+R = 4 sec) Average Delay (sec/veh):      25.8
Optimal Cycle:        77          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      10 0 10      10 10 0      0 10 10
Lanes:        0 0 0 0 0      1 0 0 0 1      1 0 1 0 0      0 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      562 0 59      52 645 0      0 550 60
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0      562 0 59      52 645 0      0 550 60
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume:     0 0 0      703 0 74      65 806 0      0 688 75
Reduct Vol:     0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:    0 0 0      703 0 74      65 806 0      0 688 75
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     0 0 0      703 0 74      65 806 0      0 688 75
-----|-----|-----|-----|
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 0.85 0.70 1.00 1.00 1.00 0.99 0.99
Lanes:         0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.90 0.10
Final Sat.:    0 0 0      1805 0 1615 1338 1900 0 0 1691 184
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.39 0.00 0.05 0.05 0.42 0.00 0.00 0.41 0.41
Crit Moves:    ****          ****
Green/Cycle:   0.00 0.00 0.00 0.43 0.00 0.43 0.46 0.46 0.00 0.00 0.46 0.46
Volume/Cap:    0.00 0.00 0.00 0.91 0.00 0.11 0.10 0.91 0.00 0.00 0.87 0.87
Uniform Del:    0.0 0.0 0.0 14.8 0.0 9.5 8.3 13.7 0.0 0.0 13.3 13.3
IncrcmntDel:   0.0 0.0 0.0 15.2 0.0 0.1 0.1 13.7 0.0 0.0 9.8 9.8
Delay Adj:     0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Delay/Veh:     0.0 0.0 0.0 30.1 0.0 9.6 8.4 27.4 0.0 0.0 23.1 23.1
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 30.1 0.0 9.6 8.4 27.4 0.0 0.0 23.1 23.1
HCM2kAvg:      0 0 0      17 0 1 1 18 0 0 16 16
*****

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

Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray

Cycle (sec): 120 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 176 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 13 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

\*\*\*\*\*
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.888
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 92 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 13 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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**APPENDIX D – REGIONAL LAND USE DATA, AND EXISTING AND  
FUTURE NETWORK ASSUMPTIONS**

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**TABLE I, ALTERNATIVE 1:  
LAND USE ASSUMPTIONS FOR MODELING ORGANIZED BY CDP AND COMMUNITY AREA IN 2020  
SEVEN (7) COMMUNITIES WITH ADJUSTED CITY GROWTH**

Incorporated Cities Salinas Valley Cities	Dwelling Units		Retail Wholesale		Population		Public & Office		Total Jobs		Jobs/ Housing Ratio
	ESTIMATED	OBSERVED	Public & Office	Wholesale	Population	Wholesale	Public & Office	Office	Jobs	Jobs	
Gonzales	1,724	7,525	874	0	16,781	658	0	1,498	3,999	0.89	
Greenfield	2,726	12,553	660	0	24,861	947	0	2,284	3,316	0.50	
King City	2,822	11,094	1,193	0	21,145	1,632	0	2,839	6,362	1.06	
Salinas	39,659	143,776	11,744	0	192,877	17,986	0	33,135	66,669	1.21	
Solidad	2,534	11,634	322	0	20,697	741	0	5,506	7,871	1.47	
The Prison	1	11,000	0	0	11,000	0	0	0	1,800	1.60	
<b>subtotal:</b>	<b>49,466</b>	<b>197,612</b>	<b>14,594</b>	<b>0</b>	<b>287,161</b>	<b>22,054</b>	<b>0</b>	<b>45,262</b>	<b>90,157</b>	<b>1.15</b>	
<b>Peninsula Cities</b>											
Carmel	3,334	4,081	874	0	4,767	779	0	1,046	3,676	1.03	
Del Rey Oaks	727	1,850	492	0	1,763	482	0	133	787	1.01	
Marina	8,537	21,014	574	0	31,996	6,934	0	5,894	11,650	0.98	
Monterey	13,362	29,874	836	0	38,324	6,834	0	19,077	34,926	2.12	
Pacific Grove	6,032	15,522	1,341	0	17,812	1,461	0	3,206	4,904	0.56	
Sand City	87	261	761	0	1,807	818	0	803	3,203	6.47	
Seaside	11,005	31,696	2,101	0	40,846	3,541	0	3,052	10,995	0.78	
<b>subtotal:</b>	<b>45,104</b>	<b>103,898</b>	<b>13,098</b>	<b>0</b>	<b>137,045</b>	<b>15,860</b>	<b>0</b>	<b>32,913</b>	<b>70,423</b>	<b>1.25</b>	
<b>Combined Cities Total:</b>											
	<b>94,669</b>	<b>301,510</b>	<b>27,692</b>	<b>0</b>	<b>424,206</b>	<b>37,924</b>	<b>0</b>	<b>78,175</b>	<b>160,580</b>	<b>1.19</b>	
<b>Unincorporated Monterey County</b>											
Aromas	609	1,901	66	0	2,031	89	0	341	561	0.89	
Boronida	332	1,328	0	0	3,201	115	0	561	909	1.13	
Bradley	42	120	20	0	387	20	0	17	216	1.89	
Carmel Valley	2,105	4,700	210	0	5,022	423	0	1,634	2,239	1.01	
Castroville	1,482	6,724	480	0	12,509	700	0	2,243	4,028	1.20	
Chular	301	1,444	6	0	1,568	103	0	60	354	1.04	
Del Monte Forest	2,947	4,531	186	0	4,531	212	0	2,447	2,682	1.01	
(Fort Ord) East Garrison					1,470	4,591	0	85	1,454	0.11	
(Fort Ord) MBEST					227	669	0	3,075	4,352	20.05	
Elkhorn	542	1,591	0	0	1,591	34	0	11	415	0.77	
Las Lomas	598	3,078	28	0	3,078	90	0	219	366	0.61	
Moss Landing	135	300	75	0	300	48	0	851	747	5.53	
Pajaro	667	3,384	50	0	6,464	212	0	225	3,269	1.98	
Pine Canyon	503	2,009	0	0	8,703	212	0	225	1,517	0.75	
Prunedale	5,591	16,438	786	0	30,231	1,146	0	2,608	5,411	0.54	
Rancho San Juan					10,040	12,688	0	1,591	4,923	1.21	
Rancho San Juan II					4,343	13,687	0	371	1,287	0.29	
San Ardo	167	501	11	0	2,056	73	0	366	475	1.82	
San Lucas	97	419	0	0	625	129	0	66	1,659	0.31	
Spreckels	176	465	111	0	1,597	117	0	11	249	0.47	
Toro	814	1,997	22	0	4,677	4,374	0	11,487	26,958	1.37	
Other Unincorporated Areas	20,855	51,613	3,220	0	21,143	46,777	0	9,403	28,958	1.44	
<b>subtotal:</b>	<b>37,133</b>	<b>100,262</b>	<b>5,258</b>	<b>0</b>	<b>161,066</b>	<b>9,403</b>	<b>0</b>	<b>28,122</b>	<b>65,984</b>	<b>1.08</b>	
<b>Target Population: 690,700 Target Jobs: 223,189</b>											
<b>Countywide Total: 192,768 585,262 47,327 106,297 223,664 1.16</b>											

**TABLE 00:  
LAND USES FOR MODELING ORGANIZED BY CDP AND COMMUNITY AREA  
IN THE MONTEREY COUNTY GENERAL PLAN UPDATE (BASELINE 2000-2001)**

Incorporated Cities Salinas Valley Cities	Dwelling Units		Retail Wholesale		Population		Public & Office		Total Jobs		Jobs/ Housing Ratio
	ESTIMATED	OBSERVED	Public & Office	Wholesale	Population	Wholesale	Public & Office	Office	Jobs	Jobs	
Gonzales	1,724	7,525	874	0	16,781	658	0	1,498	3,999	2.13	
Greenfield	2,726	12,553	660	0	24,861	947	0	2,284	3,316	1.03	
King City	2,822	11,094	1,193	0	21,145	1,632	0	2,839	6,362	1.96	
Salinas	39,659	143,776	11,744	0	192,877	17,986	0	33,135	66,669	1.29	
Solidad	2,534	11,634	322	0	20,697	741	0	5,506	7,871	1.63	
The Prison	1	11,000	0	0	11,000	0	0	0	1,800	1600.00	
<b>subtotal:</b>	<b>49,466</b>	<b>197,612</b>	<b>14,594</b>	<b>0</b>	<b>287,161</b>	<b>22,054</b>	<b>0</b>	<b>45,262</b>	<b>90,157</b>	<b>0.71</b>	
<b>Peninsula Cities</b>											
Carmel	3,334	4,081	874	0	4,767	779	0	1,046	3,676	1.28	
Del Rey Oaks	727	1,850	492	0	1,763	482	0	133	787	1.14	
Marina	8,537	21,014	574	0	31,996	6,934	0	5,894	11,650	0.36	
Monterey	13,362	29,874	836	0	38,324	6,834	0	19,077	34,926	2.32	
Pacific Grove	6,032	15,522	1,341	0	17,812	1,461	0	3,206	4,904	0.60	
Sand City	87	261	761	0	1,807	818	0	803	3,203	37.93	
Seaside	11,005	31,696	2,101	0	40,846	3,541	0	3,052	10,995	0.71	
<b>subtotal:</b>	<b>45,104</b>	<b>103,898</b>	<b>13,098</b>	<b>0</b>	<b>137,045</b>	<b>15,860</b>	<b>0</b>	<b>32,913</b>	<b>70,423</b>	<b>0.71</b>	
<b>Combined Cities Total:</b>											
	<b>94,669</b>	<b>301,510</b>	<b>27,692</b>	<b>0</b>	<b>424,206</b>	<b>37,924</b>	<b>0</b>	<b>78,175</b>	<b>160,580</b>	<b>1.25</b>	
<b>Unincorporated Monterey County</b>											
Aromas	609	1,901	66	0	2,031	89	0	341	561	0.89	
Boronida	332	1,328	0	0	3,201	115	0	561	909	0.76	
Bradley	42	120	20	0	387	20	0	17	216	4.84	
Carmel Valley	2,105	4,700	210	0	5,022	423	0	1,634	2,239	0.56	
Castroville	1,482	6,724	480	0	12,509	700	0	2,243	4,028	2.08	
Chular	301	1,444	6	0	1,568	103	0	60	354	0.83	
Del Monte Forest	2,947	4,531	186	0	4,531	212	0	2,447	2,682	0.89	
(Fort Ord) East Garrison					1,470	4,591	0	85	1,454	0.00	
(Fort Ord) MBEST					227	669	0	3,075	4,352	0.00	
Elkhorn	542	1,591	0	0	1,591	34	0	11	415	0.78	
Las Lomas	598	3,078	28	0	3,078	90	0	219	366	0.67	
Moss Landing	135	300	75	0	300	48	0	851	747	5.58	
Pajaro	667	3,384	50	0	6,464	212	0	225	1,517	3.90	
Pine Canyon	503	2,009	0	0	8,703	212	0	225	1,517	0.00	
Prunedale	5,591	16,438	786	0	30,231	1,146	0	2,608	5,411	0.70	
Rancho San Juan					10,040	12,688	0	1,591	4,923	0.00	
Rancho San Juan II					4,343	13,687	0	371	1,287	0.00	
San Ardo	167	501	11	0	2,056	73	0	366	475	0.48	
San Lucas	97	419	0	0	625	129	0	66	1,659	0.47	
Spreckels	176	465	111	0	1,597	117	0	11	249	9.08	
Toro	814	1,997	22	0	4,677	4,374	0	11,487	26,958	0.06	
Other Unincorporated Areas	20,855	51,613	3,220	0	21,143	46,777	0	9,403	28,958	1.14	
<b>subtotal:</b>	<b>37,133</b>	<b>100,262</b>	<b>5,258</b>	<b>0</b>	<b>161,066</b>	<b>9,403</b>	<b>0</b>	<b>28,122</b>	<b>65,984</b>	<b>0.80</b>	
<b>Countywide Total: 131,707 401,762 32,947 79,275 165,669 131,708 401,762 165,982 1.26</b>											



# **A List of Road and Highway Projects Used in the Traffic Model for The East Garrison Specific Plan**

## **List I: Road and Highway Projects Recently Constructed and Included in the 2002-2003 Traffic Model Network for the East Garrison Specific Plan -INCLUDED IN THE MODEL-**

- A. The San Miguel Interchange at Highway 101 in Prunedale.
- B. The Imjin Parkway and 12<sup>th</sup> Street Improvements between Highway 1 and Reservation Road.
- C. Blanco Road Widening and Reservation Road Widening between MBEST Driveways and Imjin Parkway respectively.
- D. California Avenue, construct California Avenue between Imjin Parkway and Reindollar Avenue in Marina.
- E. Boronda Road, extend (2) lane arterial between Constitution and Williams.
- F. The collector Street Network in North and East Salinas.
- G. Del Monte Avenue Improvements and widening (1998-2002 time frame) between Washington and Highway 1 in Monterey City.
- H. Lighthouse Avenue, include left turn prohibitions.
- I. Presidio of Monterey, exclude through trips in the Presidio of Monterey caused by gate closures.
- J. Carmel Valley Road, widen to 4 lanes east of Highway 1.
- K. Bardin Road widening at Sherwood and North Main Street.

## **List II: Projects with Funding and High a Probability of Being Built by 2020 and Included in the 2022 Traffic Model Network for the East Garrison Specific Plan. -INCLUDED IN THE MODEL-**

- A. The Prunedale Improvement Project (the PIP) between Crazy Horse and Russell/Espinosa.
- B. The Salinas Road Interchange at Highway 1 and improvements between the county line and ¼ mile south of Salinas Road.
- C. Airport Road Interchange at Highway 101.
- D. Highway 1, add (1) Northbound lane by Carmel between Rio Road and Carmel Valley Road.
- E. California Avenue, upgrade California Avenue between Reindollar and Carmel Avenue.
- F. Crescent Court, construct collector street to Abrams.
- G. River Road, widen to four lanes between Highway 68 and Las Palmas.
- H. Highway 68, widen to (4) lanes between Ragsdale and Highway 218.

- I. Davis Road, widen to (4 lanes) between Blanco Road and Salinas City Limit (FORA).
- J. Del Monte Boulevard widening at select location in the City of Monterey: (6) lanes west of El Estero; (6) lanes between El Estero and Aguajito; (5) lanes between Aguajito and Sloat .
- K. City of Monterey Operational Improvements including additional lanes at the following intersections: Del Monte and Washington, Fremont and Camino Aguaito, Del Monte and Figueroa.
- L. Del Monte Extension, Construct (2) lane collector between 2nd Avenue and Reindollar Avenue in Marina (FORA).
- M. 2<sup>nd</sup> Avenue, upgrade to (4) lane arterial between Light fighter Drive and Imjin Parkway.
- N. Imjin Parkway, widen to (4) lanes between California Avenue and Reservation Road (FORA).
- O. 8<sup>th</sup> Street, construct (2) lane arterial from Highway 1 overpass to Inter-Garrison (FORA).
- P. Inter-Garrison, upgrade to a (2) lane arterial between 8<sup>th</sup> Street and Reservation Road (FORA).
- Q. Gigling Road, construct (4) lane arterial between General Jim Moore Boulevard to Eastside Road (FORA).
- R. 2nd Avenue, construct (4) lane arterial from Light fighter Drive to Del Monte Boulevard (FORA).
- S. General Jim Moore Boulevard, widen to (4) lanes between Normandy Road and Coe Avenue. Update General Jim to arterial status between Highway 218 and Coe Avenue (FORA).
- T. Salinas Avenue, construct a (2) lane arterial from Salinas Avenue to Abrams Drive near Barth Court (FORA).
- U. Eucalyptus Road, upgrade (2) lane collector from General Jim Moore Blvd. to Parker Flats (FORA).
- V. Eastside Road, construct (2) lane arterial from intersection with Gigling Road northeasterly to intersection with Inter-Garrison Road and Imjin Road (FORA)
- W. The Highway 101 & Highway 156 interchange Improvements including Prunedale North and Prunedale South Connection and Highway 156 on ramp.
- X. **OPTIONAL (Not Used for E.Gar): Open York Road between Highway 68 and South Boundary Road; open South Boundary Road to General Jim Moore Boulevard, construct a collector street between Upper Ragsdale and South Boundary Road.**
- Y. **OPTIONAL(Not Used for E.Gar): Holman Highway (68), widen Holman Highway to (4) lanes between Highway 1 and ¾ mile past CHOMP driveway.**

List III: Projects of Un-certain Funding with a Low Probability of Being Built by 2020 and Included in the “build-out” 2020-22 Traffic Model Network for the City of Monterey General Plan Update. – NOT INCLUDED IN THE MODEL-

- A.) Highway 1, construct addition (1) southbound lane between Freemont Interchange and Del Monte Interchange.
- B.) Highway 156, widen to (4) lanes from Highway 101 to Highway 183.
- C.) Blanco Road, widen to (4) lanes from MBEST to Davis Road.
- D.) Highway 218, widen to (4) lanes between General Jim Moore Boulevard and Highway 68.
- E.) Highway 1 in Carmel, construct additional lanes and turn channels consistent with the Highway PSR.
- F.) Dunbarton Road and San Juan Road interchange at Highway 101.
- G.) Highway 68 Bypass, construct (4) lane highway through Fort Ord between Toro and the intersection of Highway 218 and Existing Highway 68.
- H.) Blanco-Imjin Connector, extend Blanco Road to Imjin Parkway (4) lanes.
- I.) Reservation Road, widen to (6) lanes between Del Monte and Crescent and Salinas Avenue and Reservation; also construct (4) lane arterial between UC MBEST and Watkin’s Gate.
- J.) The Prunedale Bypass between Crazy Horse and Russell/Espinosa.
- K.) Highway 1 between Castroville and the Santa Cruz County Line, widen to (4) lanes.
- L.) The Westside Bypass, construct (4) lane bypass between Boronda Road interchange and Blanco Road west of the Boronda Community.
- M.) The Rossi Street Extension, construct (4) lane arterial west of intersection of Rossi Street and Davis Road.
- N.) The Russell Road extension, construct a (4) lane arterial between Highway 101 and Old Stage Road.
- O.) The Salinas General Plan Capital Improvements: (See the Salinas General Plan) capacity enhancements include an Alvin Road over crossing, Boronda Road widening to (6) lanes, Williams Road extension, Kern Street Extension and others.
- P.) The Eastside Bypass, construct new (4) lane Parkway from the midpoint of the Prunedale Bypass to a proposed interchange close to Harris Road and Highway 101.
- Q.) LaSalle and Hilby Gates, provide access to Seaside at General Jim Moore.
- R.) The Freemont Interchange at Highway 1, construct alternative access and egress to Del Monte and Freemont and Coe.
- S.) Interchange at Highway 156 and Castroville Boulevard.

**TABLE 00:  
LAND USES FOR MODELING ORGANIZED BY CDP AND COMMUNITY AREA  
IN THE MONTEREY COUNTY GENERAL PLAN UPDATE (BASELINE 2000-2001)**

Incorporated Cities Salinas Valley Cities	ESTIMATED			OBSERVED			Jobs/ Housing Ratio
	Dwelling Units	Population	Total Jobs	Census DU	Census Pop	EDD JOBS	
Gonzales	1,724	7,525	3,673	1,724	7,525	3,673	2.13
Greenfield	2,726	12,553	2,800	2,726	12,553	2,800	1.03
King City	2,822	11,094	5,543	2,822	11,094	5,796	1.96
Salinas	39,859	143,776	51,332	39,859	143,776	51,332	1.29
Soledad	2,534	11,834	4,127	2,534	11,834	4,127	1.53
The Prison	1	11,000	1,600	1	11,000	1,600	1.60
<b>subtotal:</b>	<b>49,466</b>	<b>197,612</b>	<b>69,076</b>	<b>49,466</b>	<b>197,612</b>	<b>69,253</b>	
Peninsula Cities	3,334	4,091	4,258	3,334	4,091	4,258	1.26
Carmel	727	1,850	628	727	1,850	628	1.14
Del Rey Oaks	6,537	21,014	3,102	6,537	21,014	3,102	0.36
Marina	13,382	29,874	17,918	13,382	29,874	31,104	2.32
Monterey	8,032	15,522	4,854	8,032	15,522	4,854	0.60
Pacific Grove	87	261	330	87	261	330	3.79
Sand City	11,005	31,696	7,799	11,005	31,696	7,799	0.71
Seaside	45,104	103,898	55,244	45,104	103,898	55,244	
<b>subtotal:</b>	<b>94,669</b>	<b>301,510</b>	<b>124,319</b>	<b>94,670</b>	<b>301,510</b>	<b>124,512</b>	
<b>Combined Cities Total:</b>	<b>144,135</b>	<b>499,122</b>	<b>193,395</b>	<b>144,136</b>	<b>499,122</b>	<b>193,765</b>	
Unincorporated Monterey County CDP Areas	609	1,901	600	609	1,901	600	0.99
Aromas	332	1,326	252	332	1,326	252	0.76
Bononda	42	120	165	42	120	195	4.64
Bradley	2,105	4,700	1,169	2,105	4,700	1,169	0.56
Carmel Valley	1,482	6,724	3,045	1,482	6,724	3,045	2.08
Castroville	301	1,444	250	301	1,444	250	0.83
Chular	2,647	4,531	2,352	2,647	4,531	2,352	0.89
Del Monte Forest (Fort Ord) East Garrison (Fort Ord) MBEST	542	1,591	422	542	1,591	422	0.76
Elkhorn	596	3,078	342	596	3,078	342	0.67
Las Lomas	135	300	750	135	300	750	5.66
Moss Landing	867	3,384	2,600	867	3,384	2,600	3.90
Pajaro	503	2,009	0	503	2,009	0	0.00
Pine Canyon	5,591	16,438	3,897	5,591	16,438	3,897	0.70
Prunedale	167	501	80	167	501	80	0.48
Rancho San Juan	97	419	46	97	419	46	0.47
Rancho San Juan II	176	485	1,594	176	485	1,594	9.06
San Lucas	814	1,897	50	814	1,897	50	0.06
Spreckels	20,855	51,613	23,706	20,855	51,613	23,706	1.14
Toro	37,138	100,252	41,370	37,138	100,252	41,370	0.00
Other Unincorporated Areas	20,855	51,613	23,706	20,855	51,613	23,706	1.14
<b>subtotal:</b>	<b>37,138</b>	<b>100,252</b>	<b>41,370</b>	<b>37,138</b>	<b>100,252</b>	<b>41,370</b>	
<b>Countywide Total:</b>	<b>131,707</b>	<b>401,762</b>	<b>165,699</b>	<b>131,708</b>	<b>401,762</b>	<b>165,892</b>	<b>1.26</b>

**TABLE 1, ALTERNATIVE 1:  
LAND USE ASSUMPTIONS FOR MODELING ORGANIZED BY CDP AND COMMUNITY AREA IN 2020  
SEVEN (7) COMMUNITIES WITH ADJUSTED CITY GROWTH**

Incorporated Cities Salinas Valley Cities	ESTIMATED			OBSERVED			Jobs/ Housing Ratio
	Dwelling Units	Population	Total Jobs	Census DU	Census Pop	EDD JOBS	
Gonzales	4,509	18,781	858	4,509	18,781	858	0.89
Greenfield	6,897	24,981	947	6,897	24,981	947	0.50
King City	8,064	21,145	1,632	8,064	21,145	1,632	1.06
Salinas	55,437	192,877	17,988	55,437	192,877	17,988	1.21
Soledad	5,435	20,697	741	5,435	20,697	741	1.47
The Prison	1	11,000	0	1	11,000	0	1.60
<b>subtotal:</b>	<b>78,133</b>	<b>287,161</b>	<b>22,064</b>	<b>78,133</b>	<b>287,161</b>	<b>22,064</b>	<b>1.15</b>
Peninsula Cities	3,585	4,779	779	3,585	4,779	779	1.03
Carmel	762	1,783	462	762	1,783	462	1.01
Del Rey Oaks	12,225	31,696	5,594	12,225	31,696	5,594	0.98
Marina	16,511	38,324	8,934	16,511	38,324	8,934	2.12
Monterey	8,770	17,812	3,206	8,770	17,812	3,206	0.66
Pacific Grove	598	1,807	818	598	1,807	818	5.47
Sand City	13,969	40,846	3,541	13,969	40,846	3,541	0.79
Seaside	65,358	137,049	15,860	65,358	137,049	15,860	1.25
<b>subtotal:</b>	<b>134,521</b>	<b>424,206</b>	<b>37,924</b>	<b>134,521</b>	<b>424,206</b>	<b>37,924</b>	<b>1.19</b>
<b>Combined Cities Total:</b>	<b>192,654</b>	<b>711,367</b>	<b>75,988</b>	<b>192,655</b>	<b>711,367</b>	<b>75,988</b>	
Unincorporated Monterey County CDP Areas	651	2,031	69	651	2,031	69	0.89
Aromas	607	3,201	115	607	3,201	115	1.13
Bononda	17	128	20	17	128	20	1.89
Bradley	2,209	5,022	423	2,209	5,022	423	1.01
Carmel Valley	3,342	12,509	700	3,342	12,509	700	1.20
Castroville	341	1,568	103	341	1,568	103	1.04
Chular	2,647	4,531	212	2,647	4,531	212	0.89
Del Monte Forest (Fort Ord) East Garrison (Fort Ord) MBEST	227	689	230	227	689	230	1.01
Elkhorn	542	1,591	415	542	1,591	415	0.77
Las Lomas	135	300	747	135	300	747	5.63
Moss Landing	1,687	8,484	48	1,687	8,484	48	1.96
Pajaro	2,030	8,703	212	2,030	8,703	212	0.75
Pine Canyon	10,040	30,231	1,106	10,040	30,231	1,106	0.54
Prunedale	4,073	12,666	1,148	4,073	12,666	1,148	1.21
Rancho San Juan	4,343	13,867	123	4,343	13,867	123	0.29
Rancho San Juan II	281	792	73	281	792	73	1.82
San Ardo	825	2,056	0	825	2,056	0	0.20
San Lucas	176	485	129	176	485	129	9.43
Spreckels	814	1,897	117	814	1,897	117	0.31
Toro	21,143	46,777	4,374	21,143	46,777	4,374	1.27
Other Unincorporated Areas	20,855	51,613	23,706	20,855	51,613	23,706	1.08
<b>subtotal:</b>	<b>65,267</b>	<b>161,056</b>	<b>9,403</b>	<b>65,267</b>	<b>161,056</b>	<b>9,403</b>	
<b>Countywide Total:</b>	<b>192,768</b>	<b>585,262</b>	<b>47,327</b>	<b>192,768</b>	<b>585,262</b>	<b>47,327</b>	<b>1.16</b>

Target Population: 550,700  
Target Jobs: 223,159

# **A List of Road and Highway Projects Used in the Traffic Model for The East Garrison Specific Plan**

## **List I: Road and Highway Projects Recently Constructed and Included in the 2002-2003 Traffic Model Network for the East Garrison Specific Plan -INCLUDED IN THE MODEL-**

- A. The San Miguel Interchange at Highway 101 in Prunedale.
- B. The Imjin Parkway and 12<sup>th</sup> Street Improvements between Highway 1 and Reservation Road.
- C. Blanco Road Widening and Reservation Road Widening between MBEST Driveways and Imjin Parkway respectively.
- D. California Avenue, construct California Avenue between Imjin Parkway and Reindollar Avenue in Marina.
- E. Boronda Road, extend (2) lane arterial between Constitution and Williams.
- F. The collector Street Network in North and East Salinas.
- G. Del Monte Avenue Improvements and widening (1998-2002 time frame) between Washington and Highway 1 in Monterey City.
- H. Lighthouse Avenue, include left turn prohibitions.
- I. Presidio of Monterey, exclude through trips in the Presidio of Monterey caused by gate closures.
- J. Carmel Valley Road, widen to 4 lanes east of Highway 1.
- K. Bardin Road widening at Sherwood and North Main Street.

## **List II: Projects with Funding and High a Probability of Being Built by 2020 and Included in the 2022 Traffic Model Network for the East Garrison Specific Plan. -INCLUDED IN THE MODEL-**

- A. The Prunedale Improvement Project (the PIP) between Crazy Horse and Russell/Espinosa.
- B. The Salinas Road Interchange at Highway 1 and improvements between the county line and ¼ mile south of Salinas Road.
- C. Airport Road Interchange at Highway 101.
- D. Highway 1, add (1) Northbound lane by Carmel between Rio Road and Carmel Valley Road.
- E. California Avenue, upgrade California Avenue between Reindollar and Carmel Avenue.
- F. Crescent Court, construct collector street to Abrams.
- G. River Road, widen to four lanes between Highway 68 and Las Palmas.
- H. Highway 68, widen to (4) lanes between Ragsdale and Highway 218.

- I. Davis Road, widen to (4 lanes) between Blanco Road and Salinas City Limit (FORA).
- J. Del Monte Boulevard widening at select location in the City of Monterey: (6) lanes west of El Estero; (6) lanes between El Estero and Aguajito; (5) lanes between Aguajito and Sloat .
- K. City of Monterey Operational Improvements including additional lanes at the following intersections: Del Monte and Washington, Fremont and Camino Aguaito, Del Monte and Figueroa.
- L. Del Monte Extension, Construct (2) lane collector between 2nd Avenue and Reindollar Avenue in Marina (FORA).
- M. 2<sup>nd</sup> Avenue, upgrade to (4) lane arterial between Light fighter Drive and Imjin Parkway.
- N. Imjin Parkway, widen to (4) lanes between California Avenue and Reservation Road (FORA).
- O. 8<sup>th</sup> Street, construct (2) lane arterial from Highway 1 overpass to Inter-Garrison (FORA).
- P. Inter-Garrison, upgrade to a (2) lane arterial between 8<sup>th</sup> Street and Reservation Road (FORA).
- Q. Gigling Road, construct (4) lane arterial between General Jim Moore Boulevard to Eastside Road (FORA).
- R. 2nd Avenue, construct (4) lane arterial from Light fighter Drive to Del Monte Boulevard (FORA).
- S. General Jim Moore Boulevard, widen to (4) lanes between Normandy Road and Coe Avenue. Update General Jim to arterial status between Highway 218 and Coe Avenue (FORA).
- T. Salinas Avenue, construct a (2) lane arterial from Salinas Avenue to Abrams Drive near Barth Court (FORA).
- U. Eucalyptus Road, upgrade (2) lane collector from General Jim Moore Blvd. to Parker Flats (FORA).
- V. Eastside Road, construct (2) lane arterial from intersection with Gigling Road northeasterly to intersection with Inter-Garrison Road and Imjin Road (FORA)
- W. The Highway 101 & Highway 156 interchange Improvements including Prunedale North and Prunedale South Connection and Highway 156 on ramp.
- X. **OPTIONAL (Not Used for E.Gar): Open York Road between Highway 68 and South Boundary Road; open South Boundary Road to General Jim Moore Boulevard, construct a collector street between Upper Ragsdale and South Boundary Road.**
- Y. **OPTIONAL(Not Used for E.Gar): Holman Highway (68), widen Holman Highway to (4) lanes between Highway 1 and ¾ mile past CHOMP driveway.**

List III: Projects of Un-certain Funding with a Low Probability of Being Built by 2020 and Included in the “build-out” 2020-22 Traffic Model Network for the City of Monterey General Plan Update. – NOT INCLUDED IN THE MODEL-

- A.) Highway 1, construct addition (1) southbound lane between Freemont Interchange and Del Monte Interchange.
- B.) Highway 156, widen to (4) lanes from Highway 101 to Highway 183.
- C.) Blanco Road, widen to (4) lanes from MBEST to Davis Road.
- D.) Highway 218, widen to (4) lanes between General Jim Moore Boulevard and Highway 68.
- E.) Highway 1 in Carmel, construct additional lanes and turn channels consistent with the Highway PSR.
- F.) Dunbarton Road and San Juan Road interchange at Highway 101.
- G.) Highway 68 Bypass, construct (4) lane highway through Fort Ord between Toro and the intersection of Highway 218 and Existing Highway 68.
- H.) Blanco-Imjin Connector, extend Blanco Road to Imjin Parkway (4) lanes.
- I.) Reservation Road, widen to (6) lanes between Del Monte and Crescent and Salinas Avenue and Reservation; also construct (4) lane arterial between UC MBEST and Watkin’s Gate.
- J.) The Prunedale Bypass between Crazy Horse and Russell/Espinosa.
- K.) Highway 1 between Castroville and the Santa Cruz County Line, widen to (4) lanes.
- L.) The Westside Bypass, construct (4) lane bypass between Boronda Road interchange and Blanco Road west of the Boronda Community.
- M.) The Rossi Street Extension, construct (4) lane arterial west of intersection of Rossi Street and Davis Road.
- N.) The Russell Road extension, construct a (4) lane arterial between Highway 101 and Old Stage Road.
- O.) The Salinas General Plan Capital Improvements: (See the Salinas General Plan) capacity enhancements include an Alvin Road over crossing, Boronda Road widening to (6) lanes, Williams Road extension, Kern Street Extension and others.
- P.) The Eastside Bypass, construct new (4) lane Parkway from the midpoint of the Prunedale Bypass to a proposed interchange close to Harris Road and Highway 101.
- Q.) LaSalle and Hilby Gates, provide access to Seaside at General Jim Moore.
- R.) The Freemont Interchange at Highway 1, construct alternative access and egress to Del Monte and Freemont and Coe.
- S.) Interchange at Highway 156 and Castroville Boulevard.

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**APPENDIX E – LEVEL OF SERVICE WORKSHEETS:  
CUMULATIVE YEAR 2020**

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

\*\*\*\*\*
Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd
\*\*\*\*\*

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: B[ 11.9]

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across movements.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across movements.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across movements.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

\*\*\*\*\*

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[ 10.1]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1!	0	0	1!	0	1	0

Volume Module:

Base Vol:	0	0	0	101	2	7	1	7	5	53	6	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	101	2	7	1	7	5	53	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	119	2	8	1	8	6	62	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	119	2	8	1	8	6	62	7	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	145	148	7	7	xxxx	xxxxx	14	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	852	747	1081	1627	xxxx	xxxxx	1617	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	825	717	1081	1627	xxxx	xxxxx	1617	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	0.00	0.01	0.00	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	836	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			10.1			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

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

\*\*\*\*\*
Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd
\*\*\*\*\*

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[ 13.3]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.) across four approaches.

Critical Gap Module: Table with 12 columns for gap metrics (Critical Gp, FollowUpTim) across four approaches.

Capacity Module: Table with 12 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.) across four approaches.

Level Of Service Module: Table with 12 columns for LOS metrics (Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS) across four approaches.

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

\*\*\*\*\*
Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd
\*\*\*\*\*

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: C [ 17.1 ]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module: Table with 12 columns and 3 rows showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns and 5 rows showing capacity-related metrics.

Level Of Service Module: Table with 12 columns and 10 rows showing queue, delay, and LOS values.

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 Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
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\*\*\*\*\*  
 Intersection #3 S. Davis Rd/W. Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.837  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 254.7  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	246	493	252	435	1279	1524	400	667	33	527	575	308
Growth Adj:	1.00	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	493	252	435	1279	1524	400	667	33	527	575	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	262	524	268	463	1361	1621	426	710	35	561	612	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	524	268	463	1361	1621	426	710	35	561	612	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	524	268	463	1361	1621	426	710	35	561	612	328

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	1.00	0.85	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.32	0.68	1.00	1.00	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1805	2267	1159	1805	1900	1615	3502	3416	169	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.14	0.23	0.23	0.26	0.72	1.00	0.12	0.21	0.21	0.31	0.17	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.30	0.30	0.33	0.55	0.55	0.11	0.11	0.11	0.17	0.18	0.18
Volume/Cap:	1.84	0.78	0.78	0.78	1.31	1.84	1.15	1.84	1.84	1.84	0.96	1.15
Uniform Del:	59.9	41.8	41.8	39.4	29.5	29.5	58.1	57.6	57.6	54.0	53.1	53.5
IncrementDel:	402.5	3.9	3.9	6.6	147	381.0	94.0	386	386.0	389.1	26.0	100.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	462.4	45.8	45.8	45.9	176	410.4	152.2	444	443.7	443.1	79.1	153.5
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:	462.4	45.8	45.8	45.9	176	410.4	152.2	444	443.7	443.1	79.1	153.5
HCM2kAvg:	28	16	16	19	93	153	16	37	37	57	16	21

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #3 S. Davis Rd/W. Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 70 Critical Vol./Cap. (X): 0.988  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.3  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	3	0	2	3	3	0	3	2	0	3

Volume Module:

Base Vol:	246	493	252	435	1279	1524	400	667	33	527	575	308
Growth Adj:	1.00	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	493	252	435	1279	1524	400	667	33	527	575	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	262	524	268	463	1361	1621	426	710	35	561	612	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	524	268	463	1361	1621	426	710	35	561	612	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	524	268	463	1361	1621	426	710	35	561	612	328

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	0.95	0.75	0.92	0.91	0.85	0.92	0.91	0.75
Lanes:	1.00	3.00	1.00	2.00	2.00	3.00	3.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	1805	5187	1615	3502	3610	4264	5253	5187	1615	3502	5187	2842

Capacity Analysis Module:

Vol/Sat:	0.14	0.10	0.17	0.13	0.38	0.38	0.08	0.14	0.02	0.16	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.29	0.29	0.23	0.38	0.50	0.13	0.14	0.14	0.16	0.18	0.41
Volume/Cap:	0.99	0.35	0.57	0.57	0.99	0.75	0.65	0.96	0.15	0.99	0.66	0.28
Uniform Del:	29.9	19.5	21.0	23.8	21.7	13.9	29.2	29.8	26.3	29.3	26.8	13.7
IncrcmntDel:	53.9	0.1	1.6	1.0	23.0	1.6	2.3	23.1	0.3	36.4	1.8	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.8	19.6	22.7	24.7	44.6	15.5	31.4	52.9	26.6	65.8	28.5	13.8
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:	83.8	19.6	22.7	24.7	44.6	15.5	31.4	52.9	26.6	65.8	28.5	13.8
HCM2kAvg:	11	3	6	5	22	11	4	9	1	12	5	3

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

Intersection #3 S. Davis Rd/W. Blanco Rd

Cycle (sec): 125 Critical Vol./Cap. (X): 1.705
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 242.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values across four approaches.

Saturation Flow Module: Table with 12 columns representing saturation flow values and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #3 S. Davis Rd/W. Blanco Rd
*****
Cycle (sec):          125          Critical Vol./Cap. (X):          0.882
Loss Time (sec):     12 (Y+R = 4 sec) Average Delay (sec/veh):          45.2
Optimal Cycle:       112          Level Of Service:          D
*****
Approach:           North Bound      South Bound      East Bound      West Bound
Movement:          L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:           Protected      Protected      Protected      Protected
Rights:            Ov1          Ov1          Include       Ov1
Min. Green:        7  10  10      7  10  10      7  10  10      7  10  10
Lanes:             1  0  3  0  1      2  0  2  0  3      3  0  3  0  1      2  0  3  0  2
-----|-----|-----|-----|
Volume Module:
Base Vol:          39 1198  436  609  596  451  1175  697  36  175  626  491
Growth Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:       39 1198  436  609  596  451  1175  697  36  175  626  491
User Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:           0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:        41 1274  464  648  634  480  1250  741  38  186  666  522
Reduct Vol:        0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:       41 1274  464  648  634  480  1250  741  38  186  666  522
PCE Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:        41 1274  464  648  634  480  1250  741  38  186  666  522
-----|-----|-----|-----|
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 0.95  0.75  0.92 0.91  0.85  0.92 0.91  0.75
Lanes:             1.00 3.00  1.00  2.00 2.00  3.00  3.00 3.00  1.00  2.00 3.00  2.00
Final Sat.:        1805 5187  1615  3502 3610  4264  5253 5187  1615  3502 5187  2842
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:           0.02 0.25  0.29  0.19 0.18  0.11  0.24 0.14  0.02  0.05 0.13  0.18
Crit Moves:                ****          ****          ****          ****
Green/Cycle:       0.06 0.28  0.33  0.21 0.43  0.70  0.27 0.36  0.36  0.06 0.15  0.36
Volume/Cap:        0.41 0.88  0.86  0.88 0.41  0.16  0.88 0.40  0.07  0.95 0.88  0.52
Uniform Del:       57.0 43.1  38.8  47.9 24.4  6.2  43.7 29.9  26.3  58.8 52.3  31.8
IncremntDel:       2.7  6.7  13.0  12.1 0.2  0.0  6.8  0.1  0.0  49.7 11.8  0.5
Delay Adj:         1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:         59.7 49.8  51.8  60.0 24.6  6.3  50.5 30.1  26.3  108.5 64.1  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:        59.7 49.8  51.8  60.0 24.6  6.3  50.5 30.1  26.3  108.5 64.1  32.3
HCM2kAvg:          2  19  19  16  8  2  19  7  1  7  11  8
*****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #4 Hwy 1 SB Ramps/Reservation Rd

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Average Delay (sec/veh): 161.7 Worst Case Level Of Service: F[615.8]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	213	3	33	0	28	14	625	67	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	213	3	33	0	28	14	625	67	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	229	3	35	0	30	15	672	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	229	3	35	0	30	15	672	72	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxxx	1454	1461	72	xxxx	xxxx	xxxxxx	45	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	145	130	996	xxxx	xxxx	xxxxxx	1576	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	97	75	996	xxxx	xxxx	xxxxxx	1576	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.37	0.04	0.04	xxxx	xxxx	xxxx	0.43	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxxx	xxxx	xxxxxx	20.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	717.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.0	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	491	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	13.0	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	xxxxxxx			615.8			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

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

Intersection #4 Hwy 1 SB Ramps/Reservation Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

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Intersection #4 Hwy 1 SB Ramps/Reservation Rd
\*\*\*\*\*

Average Delay (sec/veh): 33.7 Worst Case Level Of Service: F [ 70.6]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 12 columns for gap and timing. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS. Rows include Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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

\*\*\*\*\*
Intersection #4 Hwy 1 SB Ramps/Reservation Rd
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 32 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns and 13 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

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Intersection #5 Hwy 1 NB Ramps/Reservation Rd
\*\*\*\*\*

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[ 13.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and growth factors across four approaches.

Critical Gap Module: Table with 13 columns for critical gap and follow-up times.

Capacity Module: Table with 13 columns for conflict volumes, capacity, and volume/capacity ratios.

Level Of Service Module: Table with 13 columns for queue lengths, delay, LOS, and approach delay.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #5 Hwy 1 NB Ramps/Reservation Rd
\*\*\*\*\*

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: C[ 18.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module: Table with 13 columns for volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 13 columns for gap metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 13 columns for LOS metrics. Rows include Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 67 Critical Vol./Cap. (X): 0.848  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.1  
 Optimal Cycle: 75 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
	L	T	R	L	T	R	L	T	R	L	T	R								
Movement:																				
Control:	Protected			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10								
Lanes:	1	0	1	0	2	2	0	1	1	0	0	1	0	1	0	2	0	1	0	1

Volume Module:

Base Vol:	113	208	574	329	470	13	31	228	65	880	184	210
Growth Adj:	1.00	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	208	574	329	470	13	31	228	65	880	184	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	123	226	624	358	511	14	34	248	71	957	200	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	226	624	358	511	14	34	248	71	957	200	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	226	624	358	511	14	34	248	71	957	200	228

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	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.85
Lanes:	1.00	1.00	2.00	2.00	1.95	0.05	0.19	1.41	0.40	2.00	1.00	1.00
Final Sat.:	1805	1900	2842	3502	3499	97	333	2452	699	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.22	0.10	0.15	0.15	0.10	0.10	0.10	0.27	0.11	0.14
Crit Moves:			****	****			****			****		
Green/Cycle:	0.15	0.25	0.25	0.12	0.21	0.21	0.15	0.15	0.15	0.31	0.31	0.31
Volume/Cap:	0.46	0.48	0.89	0.89	0.68	0.68	0.68	0.68	0.68	0.89	0.34	0.46
Uniform Del:	26.0	21.5	24.3	29.2	24.3	24.3	27.0	27.0	27.0	22.0	17.9	18.7
IncrementDel:	1.2	0.8	12.9	20.2	2.6	2.6	3.6	3.6	3.6	9.0	0.3	0.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.2	22.3	37.2	49.4	26.8	26.8	30.5	30.5	30.5	31.0	18.3	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:	27.2	22.3	37.2	49.4	26.8	26.8	30.5	30.5	30.5	31.0	18.3	19.3
HCM2kAvg:	3	4	10	7	6	6	5	5	5	14	3	4

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

Intersection #6 Reservation Rd/Del Monte Blvd

Cycle (sec): 67 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 75 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns for saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.



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

Intersection #6 Reservation Rd/Del Monte Blvd

Cycle (sec): 75 Critical Vol./Cap. (X): 1.073
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 60.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green (7, 10, 10), and Lanes (1 0 1 0 2).

Volume Module table with 13 columns. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns. Rows include Sat/Lane (1900), Adjustment (0.95), Lanes (1.00), and Final Sat. (1805).

Capacity Analysis Module table with 13 columns. Rows include Vol/Sat (0.07), Crit Moves (\*\*\*\*), Green/Cycle (0.21), Volume/Cap (0.31), Uniform Del (25.2), Delay Adj (1.00), Delay/Veh (25.6), User DelAdj (1.00), AdjDel/Veh (25.6), and HCM2kAvg (3).

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.867  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.7  
 Optimal Cycle: 84 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	2	0	2	0	2	0	1	1	0	0

Volume Module:

Base Vol:	115	878	833	216	251	7	20	336	106	615	329	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:	115	878	833	216	251	7	20	336	106	615	329	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	117	896	850	220	256	7	20	343	108	628	336	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	896	850	220	256	7	20	343	108	628	336	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	896	850	220	256	7	20	343	108	628	336	373

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.75	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.85
Lanes:	1.00	2.00	2.00	2.00	1.95	0.05	0.09	1.45	0.46	2.00	1.00	1.00
Final Sat.:	1805	3610	2842	3502	3498	98	151	2531	799	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.25	0.30	0.06	0.07	0.07	0.14	0.14	0.14	0.18	0.18	0.23
Crit Moves:			****	****			****			****		
Green/Cycle:	0.18	0.34	0.34	0.09	0.25	0.25	0.15	0.15	0.15	0.26	0.26	0.26
Volume/Cap:	0.37	0.74	0.89	0.67	0.29	0.29	0.89	0.89	0.89	0.69	0.68	0.89
Uniform Del:	27.2	22.0	23.6	32.9	22.6	22.6	31.2	31.2	31.2	25.1	25.0	26.8
IncrementDel:	0.7	2.5	10.6	5.5	0.2	0.2	17.1	17.1	17.1	2.3	3.9	20.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.9	24.5	34.2	38.4	22.8	22.8	48.3	48.3	48.3	27.4	28.9	47.3
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:	27.9	24.5	34.2	38.4	22.8	22.8	48.3	48.3	48.3	27.4	28.9	47.3
HCM2kAvg:	3	11	13	4	3	3	9	9	9	8	8	12

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

\*\*\*\*\*
Intersection #7 Reservation Rd/Vista Del Camino
\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 38 Level Of Service: A
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

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

\*\*\*\*\*  
 Intersection #7 Reservation Rd/Vista Del Camino  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.573  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.4  
 Optimal Cycle: 38 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10	
Lanes:	0	1	0	0	1	0	0	1	1	0	2	0	1

Volume Module:

Base Vol:	41	4	18	116	7	40	141	1393	49	38	1155	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	4	18	116	7	40	141	1393	49	38	1155	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	42	4	19	120	7	41	145	1436	51	39	1191	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	4	19	120	7	41	145	1436	51	39	1191	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	4	19	120	7	41	145	1436	51	39	1191	144

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.85	0.69	0.69	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.91	0.09	1.00	0.94	0.06	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1196	117	1615	1244	75	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.01	0.10	0.10	0.03	0.08	0.40	0.03	0.02	0.33	0.09
Crit Moves:				****			****			****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.15	0.66	0.66	0.08	0.59	0.59
Volume/Cap:	0.22	0.22	0.07	0.60	0.60	0.16	0.55	0.60	0.05	0.28	0.55	0.15
Uniform Del:	32.9	32.9	32.1	35.1	35.1	32.6	35.8	8.5	5.3	39.1	11.0	8.1
IncrementDel:	0.5	0.5	0.1	4.8	4.8	0.3	2.6	0.4	0.0	1.1	0.3	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.4	33.4	32.2	39.9	39.9	32.9	38.4	9.0	5.3	40.2	11.3	8.2
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:	33.4	33.4	32.2	39.9	39.9	32.9	38.4	9.0	5.3	40.2	11.3	8.2
HCM2kAvg:	2	2	0	6	6	1	5	12	0	1	10	2

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

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Intersection #8 Reservation Rd/Seacrest Ave
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Cycle (sec): 60 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 36 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic flow metrics and 10 rows of data.

Saturation Flow Module: Table with 13 columns representing saturation flow factors and 4 rows of data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data.

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

\*\*\*\*\*
Intersection #8 Reservation Rd/Seacrest Ave
\*\*\*\*\*

Cycle (sec): 65 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 65 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module: Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module: Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

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Intersection #9 Reservation Rd/De Forest Rd
\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 36 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic scenarios and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 12 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

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 Intersection #9 Reservation Rd/De Forest Rd  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.521  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.0  
 Optimal Cycle: 36 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10				
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1	0	2	0	1

Volume Module:

Base Vol:	71	11	87	44	6	56	42	1304	93	47	1068	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:	71	11	87	44	6	56	42	1304	93	47	1068	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	73	11	90	45	6	58	43	1344	96	48	1101	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	11	90	45	6	58	43	1344	96	48	1101	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	11	90	45	6	58	43	1344	96	48	1101	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.71	0.71	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.87	0.13	1.00	0.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1161	180	1615	1179	161	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.02	0.37	0.06	0.03	0.30	0.03
Crit Moves:	****						****			****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.09	0.67	0.67	0.09	0.67	0.67
Volume/Cap:	0.50	0.50	0.44	0.31	0.31	0.29	0.27	0.55	0.09	0.31	0.45	0.05
Uniform Del:	32.7	32.7	32.4	31.9	31.9	31.8	34.1	6.7	4.5	34.2	6.1	4.4
IncrementDel:	2.4	2.4	1.6	1.0	1.0	0.8	0.9	0.3	0.0	1.1	0.1	0.0
Delay Adj:	1.00	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	35.1	34.0	32.9	32.9	32.5	35.1	7.0	4.5	35.3	6.2	4.4
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:	35.1	35.1	34.0	32.9	32.9	32.5	35.1	7.0	4.5	35.3	6.2	4.4
HCM2kAvg:	3	3	3	2	2	2	1	9	1	1	7	0



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

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 Intersection #10 Reservation Rd/Crescent Ave  
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.543  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.0  
 Optimal Cycle: 36 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted			Permitted			Protected			Protected							
Rights:	Include			Include			Include			Include							
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10					
Lanes:	1	0	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	170	27	134	68	39	23	25	84	74	93	993	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:	170	27	134	68	39	23	25	84	74	93	993	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	181	29	143	72	41	24	27	89	79	99	1056	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	29	143	72	41	24	27	89	79	99	1056	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
Final Vol.:	181	29	143	72	41	24	27	89	79	99	1056	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.85	0.80	0.80	0.85	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	0.64	0.36	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1292	1900	1615	971	557	1615	1805	3610	1615	1805	3532	68

Capacity Analysis Module:

Vol/Sat:	0.14	0.02	0.09	0.07	0.07	0.02	0.01	0.02	0.05	0.05	0.30	0.30
Crit Moves:	****											
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.36	0.36	0.25	0.48	0.48
Volume/Cap:	0.62	0.07	0.39	0.33	0.33	0.07	0.12	0.07	0.14	0.22	0.62	0.62
Uniform Del:	19.2	16.7	18.1	17.8	17.8	16.7	21.3	11.6	11.9	16.3	10.5	10.5
IncrementDel:	4.0	0.1	0.7	0.6	0.6	0.1	0.2	0.0	0.1	0.2	0.7	0.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.2	16.8	18.8	18.4	18.4	16.8	21.5	11.6	12.0	16.6	11.2	11.2
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:	23.2	16.8	18.8	18.4	18.4	16.8	21.5	11.6	12.0	16.6	11.2	11.2
HCM2kAvg:	5	0	2	2	2	0	1	1	1	2	8	8

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

Intersection #10 Reservation Rd/Crescent Ave

Cycle (sec): 55 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 42 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 12 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Reservation Rd/Imjin Rd

Cycle (sec): 70 Critical Vol./Cap. (X): 1.689
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 347.2
Optimal Cycle: 180 Level of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 12 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncrementDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #11 Reservation Rd/Imjin Rd

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Cycle (sec): 70 Critical Vol./Cap. (X): 0.810  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 42.9  
 Optimal Cycle: 69 Level Of Service: D

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	1	0	1	1	0	3	0	1	1

Volume Module:

Base Vol:	192	14	1412	2	8	8	29	883	160	1860	840	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:	192	14	1412	2	8	8	29	883	160	1860	840	11
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:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	221	16	0	2	9	9	33	1015	184	2138	966	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	16	0	2	9	9	33	1015	184	2138	966	13
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
Final Vol.:	221	16	0	2	9	9	33	1015	184	2138	966	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	0.85	0.95	0.91	0.85	0.92	0.95	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	3.00	1.97	0.03
Final Sat.:	3502	1900	1900	1805	1900	1615	1805	5187	1615	5253	3556	47

Capacity Analysis Module:

Vol/Sat:	0.06	0.01	0.00	0.00	0.00	0.01	0.02	0.20	0.11	0.41	0.27	0.27
Crit Moves:	****					****	****			****		
Green/Cycle:	0.10	0.14	0.00	0.10	0.14	0.14	0.10	0.19	0.19	0.40	0.49	0.49
Volume/Cap:	0.63	0.06	0.00	0.01	0.03	0.04	0.18	1.03	0.60	1.03	0.56	0.56
Uniform Del:	30.3	25.9	0.0	28.4	25.8	25.9	28.9	28.3	25.9	21.2	12.7	12.7
IncrementDel:	3.7	0.1	0.0	0.0	0.1	0.1	0.5	36.3	3.3	27.6	0.4	0.4
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:	33.9	26.0	0.0	28.4	25.9	25.9	29.4	64.7	29.2	48.7	13.1	13.1
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:	33.9	26.0	0.0	28.4	25.9	25.9	29.4	64.7	29.2	48.7	13.1	13.1
HCM2kAvg:	4	0	0	0	0	0	1	14	5	26	8	8

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

Intersection #11 Reservation Rd/Imjin Rd

Cycle (sec): 75 Critical Vol./Cap. (X): 1.792
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 385.6
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 5 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns and 14 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Intersection #11 Reservation Rd/Imjin Rd

Cycle (sec): 75 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 61 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns showing saturation flow rates and adjustment factors for each lane.

Capacity Analysis Module: Table with 12 columns showing capacity analysis metrics like Vol/Sat, Green/Cycle, Volume/Cap, etc.

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

Intersection #12 Reservation Rd/Blanco Rd

Cycle (sec): 95 Critical Vol./Cap. (X): 1.425
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 234.3
Optimal Cycle: 180 Level Of Service: F

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control (Split Phase, Protected), Rights (Include, Ignore), Min. Green, and Lanes.

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, and Final Vol. Rows include various volume and adjustment factors.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and adjustment values.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg. Rows include capacity and delay analysis metrics.

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

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 Intersection #12 Reservation Rd/Blanco Rd  
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Cycle (sec): 130 Critical Vol./Cap. (X): 0.864  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 33.9  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Lanes:	0	0	0	2	0	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	11	0	1278	916	846	0	0	1948	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	11	0	1278	916	846	0	0	1948	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	0	0	11	0	0	916	846	0	0	1948	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	0	916	846	0	0	1948	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	11	0	0	916	846	0	0	1948	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	1.08	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3502	0	4102	3502	3610	0	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.23	0.00	0.00	0.54	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.28	0.85	0.00	0.00	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.00	0.94	0.27	0.00	0.00	0.94	0.00
Uniform Del:	0.0	0.0	0.0	55.6	0.0	0.0	45.8	1.8	0.0	0.0	25.5	0.0
IncrementDel:	0.0	0.0	0.0	0.1	0.0	0.0	16.0	0.0	0.0	0.0	9.0	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	55.6	0.0	0.0	61.8	1.9	0.0	0.0	34.5	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	55.6	0.0	0.0	61.8	1.9	0.0	0.0	34.5	0.0
HCM2kAvg:	0	0	0	0	0	0	23	3	0	0	40	0



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

Intersection #12 Reservation Rd/Blanco Rd

Cycle (sec): 110 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 99 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 13 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

Intersection #12 Reservation Rd/Blanco Rd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle:OPTIMIZED Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 13 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

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

\*\*\*\*\*
Intersection #17 Reservation Rd/S. Davis Rd
\*\*\*\*\*

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxxx]
\*\*\*\*\*

Table with columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows: Movement, Control, Rights, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows for each metric.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim. Rows for each metric.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows for each metric.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Rows for each metric.

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

Intersection #17 Reservation Rd/S. Davis Rd

Cycle (sec): 105 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 49 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 12 columns and 13 rows showing capacity analysis metrics like Vol/Sat, Green/Cycle, Delay Adj, etc.

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

\*\*\*\*\*
Intersection #17 Reservation Rd/S. Davis Rd
\*\*\*\*\*

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxxx]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and 4 rows for Base Vol, Growth Adj, Initial Bse, and User Adj.

Critical Gap Module: Table with 13 columns for gap times and 2 rows for Critical Gp and FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 13 columns for LOS metrics and 8 rows for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #17 Reservation Rd/S. Davis Rd
*****
Cycle (sec):          70          Critical Vol./Cap. (X):          0.922
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):      31.3
Optimal Cycle:        95          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Permitted      Permitted      Protected      Protected
Rights:         Include      Ignore      Include      Include
Min. Green:     0 0 0      0 0 0      0 0 0      0 0 0
Lanes:          0 0 1! 0 0      0 1 0 0 1      2 0 0 1 0      1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:       9 5 7 310 5 315 1256 787 17 7 398 131
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    9 5 7 310 5 315 1256 787 17 7 398 131
User Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       0.93 0.93 0.93 0.93 0.93 0.00 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:    10 5 8 333 5 0 1351 846 18 8 428 141
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   10 5 8 333 5 0 1351 846 18 8 428 141
PCE Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    10 5 8 333 5 0 1351 846 18 8 428 141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:    0.83 0.83 0.83 0.70 0.70 1.00 0.92 1.00 1.00 0.95 0.91 0.91
Lanes:         0.43 0.24 0.33 0.98 0.02 1.00 2.00 0.98 0.02 1.00 1.50 0.50
Final Sat.:    673 374 524 1311 21 1900 3502 1854 40 1805 2616 861
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.01 0.01 0.01 0.25 0.25 0.00 0.39 0.46 0.46 0.00 0.16 0.16
Crit Moves:    *****
Green/Cycle:   0.28 0.28 0.28 0.28 0.28 0.00 0.42 0.59 0.59 0.01 0.18 0.18
Volume/Cap:    0.05 0.05 0.05 0.92 0.92 0.00 0.92 0.77 0.77 0.77 0.92 0.92
Uniform Del:   18.6 18.6 18.6 24.6 24.6 0.0 19.3 10.8 10.8 34.8 28.3 28.3
IncrmntDel:   0.1 0.1 0.1 28.2 28.2 0.0 9.9 3.4 3.4 158.6 19.5 19.5
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:     18.7 18.7 18.7 52.8 52.8 0.0 29.2 14.2 14.2 193.3 47.8 47.8
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:   18.7 18.7 18.7 52.8 52.8 0.0 29.2 14.2 14.2 193.3 47.8 47.8
HCM2kAvg:      0 0 0 15 15 0 19 16 16 1 10 10
*****

```

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

\*\*\*\*\*  
 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 45 Critical Vol./Cap. (X): 0.675  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.8  
 Optimal Cycle: 40 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0

Volume Module:

Base Vol:	0	0	0	207	0	228	0	318	139	238	663	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	207	0	228	0	318	139	238	663	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	225	0	248	0	346	151	259	721	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	248	0	346	151	259	721	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	225	0	248	0	346	151	259	721	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	0.85	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.70	0.30	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1268	554	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.15	0.00	0.27	0.27	0.14	0.38	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.38	0.38	0.20	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.69	0.00	0.72	0.72	0.72	0.66	0.00
Uniform Del:	0.0	0.0	0.0	15.5	0.0	16.1	0.0	11.9	11.9	16.8	6.5	0.0
IncrementDel:	0.0	0.0	0.0	1.8	0.0	5.6	0.0	3.7	3.7	6.9	1.5	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	0.0	21.7	0.0	15.6	15.6	23.8	7.9	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	17.3	0.0	21.7	0.0	15.6	15.6	23.8	7.9	0.0
HCM2kAvg:	0	0	0	4	0	5	0	8	8	5	8	0

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

Intersection #18 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 45 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 12 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, etc.



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

\*\*\*\*\*
Intersection #18 Hwy 68 WB Ramps/Reservation Rd
\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 1.421
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 191.9
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume metrics (Base Vol, Growth Adj, etc.) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, etc.) and 4 rows for North, South, East, and West bounds.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, etc.) and 13 rows for various performance indicators.

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

\*\*\*\*\*  
 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.952  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 36.5  
 Optimal Cycle: 120 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	1	1	0	0	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	821	0	241	0	873	246	134	257	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	821	0	241	0	873	246	134	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	912	0	268	0	970	273	149	286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	912	0	268	0	970	273	149	286	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	912	0	268	0	970	273	149	286	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	1900	1615	1805	1900	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.17	0.00	0.51	0.17	0.08	0.15	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.54	0.54	0.09	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.63	0.00	0.95	0.32	0.94	0.24	0.00
Uniform Del:	0.0	0.0	0.0	28.9	0.0	25.9	0.0	17.6	10.4	36.3	6.7	0.0
IncramntDel:	0.0	0.0	0.0	18.8	0.0	2.9	0.0	18.0	0.2	54.6	0.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	47.7	0.0	28.9	0.0	35.6	10.6	90.9	6.8	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	47.7	0.0	28.9	0.0	35.6	10.6	90.9	6.8	0.0
HCM2kAvg:	0	0	0	17	0	7	0	29	4	7	3	0

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

Intersection #19 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 122 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns and 5 rows of saturation flow metrics.

Capacity Analysis Module table with 13 columns and 13 rows of capacity analysis metrics.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #19 Hwy 68 EB Ramps/Reservation Rd

\*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap. (X): 0.972

Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 44.6

Optimal Cycle:OPTIMIZED Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10
Lanes:	0	1	0	0	0	1	0	0	0	0	1	1

Volume Module:

Base Vol:	191	0	93	0	0	0	281	334	0	0	802	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	0	93	0	0	0	281	334	0	0	802	741
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	225	0	109	0	0	0	331	393	0	0	944	872
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	0	109	0	0	0	331	393	0	0	944	872
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	225	0	109	0	0	0	331	393	0	0	944	872

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.91	1.09	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1613	1917	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.07	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.50	0.54
Crit Moves:	****						****					
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.56	0.56
Volume/Cap:	0.97	0.00	0.53	0.00	0.00	0.00	0.97	0.97	0.00	0.00	0.89	0.97
Uniform Del:	36.9	0.0	34.7	0.0	0.0	0.0	33.3	33.3	0.0	0.0	16.7	18.3
IncrementDel:	51.0	0.0	2.6	0.0	0.0	0.0	26.1	26.1	0.0	0.0	9.9	23.3
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	88.0	0.0	37.3	0.0	0.0	0.0	59.4	59.4	0.0	0.0	26.6	41.6
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:	88.0	0.0	37.3	0.0	0.0	0.0	59.4	59.4	0.0	0.0	26.6	41.6
HCM2kAvg:	11	0	3	0	0	0	15	15	0	0	26	29

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
 \*\*\*\*\*  
 Cycle (sec): 55 Critical Vol./Cap. (X): 0.979  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 46.2  
 Optimal Cycle: 103 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10
Lanes:	0	1	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	141	0	217	0	0	0	295	1205	0	0	296	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	0	217	0	0	0	295	1205	0	0	296	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	162	0	249	0	0	0	339	1385	0	0	340	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	249	0	0	0	339	1385	0	0	340	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	162	0	249	0	0	0	339	1385	0	0	340	389

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1805	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.00	0.15	0.00	0.00	0.00	0.19	0.73	0.00	0.00	0.18	0.24
Crit Moves:	****											
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.29	0.65	0.00	0.00	0.37	0.37
Volume/Cap:	0.49	0.00	0.85	0.00	0.00	0.00	0.65	1.11	0.00	0.00	0.49	0.65
Uniform Del:	20.2	0.0	21.8	0.0	0.0	0.0	17.2	9.5	0.0	0.0	13.4	14.5
IncrementDel:	1.2	0.0	20.2	0.0	0.0	0.0	3.0	62.7	0.0	0.0	0.5	2.6
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	21.4	0.0	42.0	0.0	0.0	0.0	20.2	72.2	0.0	0.0	13.9	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	0.0	42.0	0.0	0.0	0.0	20.2	72.2	0.0	0.0	13.9	17.1
HCM2kAvg:	3	0	7	0	0	0	7	46	0	0	5	7

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

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 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
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Cycle (sec): 85 Critical Vol./Cap. (X): 0.981  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 46.7  
 Optimal Cycle:OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10
Lanes:	0	1	0	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	141	0	217	0	0	0	295	1205	0	0	296	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	0	217	0	0	0	295	1205	0	0	296	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	162	0	249	0	0	0	339	1385	0	0	340	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	249	0	0	0	339	1385	0	0	340	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	162	0	249	0	0	0	339	1385	0	0	340	389

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.94	0.94	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.39	1.61	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	703	2871	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.00	0.15	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.18	0.24
Crit Moves:			****									****
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.25	0.25
Volume/Cap:	0.57	0.00	0.98	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.73	0.98
Uniform Del:	33.1	0.0	35.7	0.0	0.0	0.0	21.2	21.2	0.0	0.0	29.5	31.9
IncrementDel:	2.7	0.0	51.0	0.0	0.0	0.0	17.2	17.2	0.0	0.0	5.8	40.1
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	35.9	0.0	86.7	0.0	0.0	0.0	38.4	38.4	0.0	0.0	35.3	72.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	0.0	86.7	0.0	0.0	0.0	38.4	38.4	0.0	0.0	35.3	72.0
HCM2kAvg:	5	0	11	0	0	0	30	30	0	0	10	16

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

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Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy
\*\*\*\*\*

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 12 columns for gap and timing. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity and conflict. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS and delay. Rows include Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: 138 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 11 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.



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

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Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy
\*\*\*\*\*

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxxx]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS metrics. Rows include Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 42 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 11 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 11 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

\*\*\*\*\*
Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy
\*\*\*\*\*

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: F[ 63.5]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 4 rows for Base Vol, Growth Adj, Initial Bse, and User Adj.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time across four approaches.

Capacity Module: Table with 12 columns for capacity-related metrics across four approaches.

Level Of Service Module: Table with 12 columns for LOS metrics across four approaches.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 110 Level Of Service: C

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

\*\*\*\*\*

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

\*\*\*\*\*
Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy
\*\*\*\*\*

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: F[ 79.5]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns representing critical gap and follow-up time metrics.

Capacity Module: Table with 12 columns representing capacity metrics like Cnflct Vol, Potent Cap., Move Cap., etc.

Level Of Service Module: Table with 12 columns representing level of service metrics like Queue, Stopped Del, LOS by Move, etc.

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

\*\*\*\*\*  
 Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.7  
 Optimal Cycle: 79 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	1	1	0	0	1

Volume Module:

Base Vol:	4	0	1059	0	0	0	14	421	0	0	841	555
Growth Adj:	1.00	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	1059	0	0	0	14	421	0	0	841	555
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:	0.74	0.74	0.00	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	5	0	0	0	0	0	19	569	0	0	1136	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	0	0	0	19	569	0	0	1136	750
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
Final Vol.:	5	0	0	0	0	0	19	569	0	0	1136	750

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	1.00	0.95	0.95	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.06	1.94	0.00	0.00	1.00	1.00
Final Sat.:	1805	0	1900	0	0	0	116	3487	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.60	0.46
Crit Moves:	****						****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.71	0.71
Volume/Cap:	0.84	0.00	0.00	0.00	0.00	0.00	0.84	0.84	0.00	0.00	0.84	0.65
Uniform Del:	49.8	0.0	0.0	0.0	0.0	0.0	38.8	38.8	0.0	0.0	10.3	7.7
IncrementDel:	246.7	0.0	0.0	0.0	0.0	0.0	8.9	8.9	0.0	0.0	4.9	1.3
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	296.5	0.0	0.0	0.0	0.0	0.0	47.7	47.7	0.0	0.0	15.2	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	296.5	0.0	0.0	0.0	0.0	0.0	47.7	47.7	0.0	0.0	15.2	9.1
HCM2kAvg:	1	0	0	0	0	0	11	11	0	0	27	13

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

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Intersection #22 3rd St/4th Ave
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 3 rows showing adjustment factors and final saturation values.

Capacity Analysis Module: Table with 13 columns and 10 rows showing delay, LOS, and approach delay metrics.

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

Intersection #22 3rd St/4th Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns and 3 rows: Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows: Vol/Sat, Crit Moves, Delay/Veh, etc.



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

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 Intersection #23 Light Fighter Dr/1st Ave  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 1.098  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 46.9  
 Optimal Cycle: 180 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Permitted			Permitted			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0						
Lanes:	1	0	0	0	1	0	0	1	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	448	0	177	10	2	36	0	698	451	276	703	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:	448	0	177	10	2	36	0	698	451	276	703	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	553	0	219	12	2	44	0	862	557	341	868	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	0	219	12	2	44	0	862	557	341	868	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	553	0	219	12	2	44	0	862	557	341	868	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.89	0.89	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.83	0.17	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1436	0	1615	1414	283	1615	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.39	0.00	0.14	0.01	0.01	0.03	0.00	0.24	0.34	0.19	0.24	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.35	0.00	0.35	0.35	0.35	0.35	0.00	0.31	0.31	0.17	0.49	0.00
Volume/Cap:	1.10	0.00	0.39	0.02	0.02	0.08	0.00	0.76	1.10	1.10	0.49	0.00
Uniform Del:	17.9	0.0	13.4	11.7	11.7	11.9	0.0	17.0	18.9	22.8	9.6	0.0
IncrcmntDel:	69.6	0.0	0.4	0.0	0.0	0.1	0.0	3.1	69.5	80.1	0.2	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	87.5	0.0	13.9	11.7	11.7	12.0	0.0	20.1	88.4	102.8	9.8	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:	87.5	0.0	13.9	11.7	11.7	12.0	0.0	20.1	88.4	102.8	9.8	0.0
HCM2kAvg:	26	0	3	0	0	1	0	9	21	14	5	0

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

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Intersection #23 Light Fighter Dr/1st Ave

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Cycle (sec): 55 Critical Vol./Cap. (X): 0.806  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.9  
 Optimal Cycle: 57 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	2	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	448	0	177	10	2	36	0	698	451	276	703	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:	448	0	177	10	2	36	0	698	451	276	703	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	553	0	219	12	2	44	0	862	557	341	868	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	0	219	12	2	44	0	862	557	341	868	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	553	0	219	12	2	44	0	862	557	341	868	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.85	0.89	0.89	0.85	1.00	0.95	0.75	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.83	0.17	1.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	2245	0	1615	1403	281	1615	0	3610	2842	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.25	0.00	0.14	0.01	0.01	0.03	0.00	0.24	0.20	0.19	0.24	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.31	0.00	0.31	0.31	0.31	0.31	0.00	0.30	0.30	0.23	0.53	0.00
Volume/Cap:	0.81	0.00	0.44	0.03	0.03	0.09	0.00	0.81	0.66	0.81	0.45	0.00
Uniform Del:	17.6	0.0	15.3	13.4	13.4	13.6	0.0	17.9	16.9	19.9	8.0	0.0
IncrementDel:	6.9	0.0	0.6	0.0	0.0	0.1	0.0	4.6	2.0	10.8	0.2	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	24.5	0.0	16.0	13.4	13.4	13.7	0.0	22.5	18.9	30.7	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:	24.5	0.0	16.0	13.4	13.4	13.7	0.0	22.5	18.9	30.7	8.1	0.0
HCM2kAvg:	10	0	3	0	0	1	0	9	5	8	5	0

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

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Intersection #23 Light Fighter Dr/1st Ave
\*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap. (X): 1.441
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 109.0
Optimal Cycle: 180 Level Of Service: F
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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Green/Cycle, Delay Adj, etc.

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

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 Intersection #23 Light Fighter Dr/1st Ave  
 \*\*\*\*\*

Cycle (sec): 40 Critical Vol./Cap. (X): 0.970  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.8  
 Optimal Cycle: 75 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	2	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	619	0	271	2	1	78	0	922	701	324	922	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:	619	0	271	2	1	78	0	922	701	324	922	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	666	0	291	2	1	84	0	991	754	348	991	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	0	291	2	1	84	0	991	754	348	991	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	666	0	291	2	1	84	0	991	754	348	991	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	1.00	0.85	0.92	0.92	0.85	1.00	0.95	0.75	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.67	0.33	1.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	2341	0	1615	1160	580	1615	0	3610	2842	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.18	0.00	0.00	0.05	0.00	0.27	0.27	0.19	0.27	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.29	0.00	0.29	0.29	0.29	0.29	0.00	0.28	0.28	0.20	0.48	0.00
Volume/Cap:	0.97	0.00	0.62	0.01	0.01	0.18	0.00	0.97	0.94	0.97	0.57	0.00
Uniform Del:	14.0	0.0	12.2	10.0	10.0	10.5	0.0	14.2	14.0	15.9	7.4	0.0
IncrcmntDel:	27.0	0.0	2.4	0.0	0.0	0.2	0.0	21.2	18.2	39.5	0.5	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	41.0	0.0	14.6	10.0	10.0	10.7	0.0	35.4	32.2	55.4	7.9	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:	41.0	0.0	14.6	10.0	10.0	10.7	0.0	35.4	32.2	55.4	7.9	0.0
HCM2kAvg:	13	0	4	0	0	1	0	12	10	10	5	0

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #24 Light Fighter Dr/2nd Ave

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Average Delay (sec/veh): 79.8 Worst Case Level Of Service: F[739.2]

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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	3	0	1	115	3	584	481	415	9	3	419	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:	3	0	1	115	3	584	481	415	9	3	419	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	0	1	121	3	615	506	437	9	3	441	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	1	121	3	615	506	437	9	3	441	105

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1683	xxxx	223	1731	1959	273	546	xxxx	xxxxxx	446	xxxx	xxxxxx
Potent Cap.:	63	xxxx	786	58	64	731	1033	xxxx	xxxxxx	1125	xxxx	xxxxxx
Move Cap.:	6	xxxx	786	35	33	731	1033	xxxx	xxxxxx	1125	xxxx	xxxxxx
Volume/Cap:	0.55	xxxx	0.00	3.42	0.10	0.84	0.49	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	14.0	xxxx	2.1	2.8	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	1326	xxxx	13.5	11.8	xxxx	xxxxxx	8.2	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	8	xxxxxx	xxxx	xxxx	600	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.1	xxxxxx	xxxxxx	xxxx	3.0	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	739	xxxxxx	xxxxxx	xxxx	17.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	739.2			230.0			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #24 Light Fighter Dr/2nd Ave

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.689

Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.8

Optimal Cycle: 50 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	3	0	1	115	3	584	481	415	9	3	419	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:	3	0	1	115	3	584	481	415	9	3	419	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	0	1	121	3	615	506	437	9	3	441	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	121	3	615	506	437	9	3	441	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
Final Vol.:	3	0	1	121	3	615	506	437	9	3	441	105

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	0.77	0.85	0.85	0.95	0.95	0.95	0.95	0.92	0.92
Lanes:	0.75	0.00	0.25	1.00	0.01	1.99	1.00	1.96	0.04	1.00	1.61	0.39
Final Sat.:	1277	0	426	1459	17	3217	1805	3523	76	1805	2830	675

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.19	0.19	0.28	0.12	0.12	0.00	0.16	0.16
Crit Moves:				****			****			****		
Green/Cycle:	0.28	0.00	0.28	0.28	0.28	0.28	0.41	0.56	0.56	0.07	0.23	0.23
Volume/Cap:	0.01	0.00	0.01	0.30	0.69	0.69	0.69	0.22	0.22	0.02	0.69	0.69
Uniform Del:	26.2	0.0	26.2	28.5	32.3	32.3	24.5	10.9	10.9	43.3	35.5	35.5
IncrementDel:	0.0	0.0	0.0	0.4	2.3	2.3	2.8	0.1	0.1	0.1	2.6	2.6
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.2	0.0	26.2	28.9	34.6	34.6	27.2	11.0	11.0	43.4	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:	26.2	0.0	26.2	28.9	34.6	34.6	27.2	11.0	11.0	43.4	38.1	38.1
HCM2kAvg:	0	0	0	4	10	10	14	3	3	0	9	9

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #24 Light Fighter Dr/2nd Ave

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

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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	1	5	7	145	3	681	755	433	9	2	610	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	5	7	145	3	681	755	433	9	2	610	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	1	5	7	154	3	724	803	461	10	2	649	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	5	7	154	3	724	803	461	10	2	649	148

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	2402	2873	235	2566	2804	398	797	xxxx	xxxxx	470	xxxx	xxxxx
Potent Cap.:	18	17	773	13	19	607	834	xxxx	xxxxx	1102	xxxx	xxxxx
Move Cap.:	0	1	773	0	1	607	834	xxxx	xxxxx	1102	xxxx	xxxxx
Volume/Cap:	xxxx	8.59	0.01	xxxx	4.64	1.19	0.96	xxxx	xxxx	0.00	xxxx	xxxx

Level of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.9	15.5	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	19.3	45.0	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	E	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	40.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2027	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Intersection #24 Light Fighter Dr/2nd Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 52.7
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 13 columns and 13 rows of capacity analysis metrics.



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

Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd

Cycle (sec): 55 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 13 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 13 columns and 12 rows showing capacity analysis metrics like Vol/Sat, Green/Cycle, etc.

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

Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 46 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd
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Average Delay (sec/veh): 710.4 Worst Case Level Of Service: F[1379.7]
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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module table with 13 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 13 columns and 10 rows including Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

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 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
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Average Delay (sec/veh): 4.2 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	569	5	21	0	35	61	405	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:	0	0	0	569	5	21	0	35	61	405	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	654	6	24	0	40	70	466	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	654	6	24	0	40	70	466	79	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	654	6	24	0	40	70	466	79	0

PCE Module:

AutoPCE:	0	0	0	654	6	24	0	40	70	466	79	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	654	6	24	0	40	70	466	79	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	694	545	1125	0
MaxVolume:	xxxxxx	2032	592	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	2032	592	1200
ApproachVol:	xxxxxx	684	110	545
ApproachDel:	xxxxxx	2.7	7.5	5.5
Queue:	xxxx	1.5	0.7	2.4

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 248.6 Worst Case Level Of Service: F[824.9]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	345	2	60	0	142	212	383	224	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	345	2	60	0	142	212	383	224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	359	2	63	0	148	221	399	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	359	2	63	0	148	221	399	233	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1290	1400	233	xxxx	xxxx	xxxxx	369	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	182	142	811	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	121	81	811	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.96	0.03	0.08	xxxx	xxxx	xxxx	0.33	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	121	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	34.0	xxxx	0.3	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	970.2	xxxx	11.4	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	B	*	*	*	A	*	*
ApproachDel:	xxxxxxx			824.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 5.7 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	345	2	60	0	142	212	383	224	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	345	2	60	0	142	212	383	224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	359	2	63	0	148	221	399	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	359	2	63	0	148	221	399	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	359	2	63	0	148	221	399	233	0

PCE Module:

AutoPCE:	0	0	0	359	2	63	0	148	221	399	233	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	359	2	63	0	148	221	399	233	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	507	632	760	0
MaxVolume:	xxxxxx	1969	789	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1969	789	1200
ApproachVol:	xxxxxx	424	369	632
ApproachDel:	xxxxxx	2.3	8.5	6.3
Queue:	xxxx	0.8	2.5	3.2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 15.4 Worst Case Level Of Service: F[ 63.2]

\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 0 1

Volume Module:

Base Vol: 38 0 390 0 0 0 33 609 0 0 486 225
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 0 390 0 0 0 33 609 0 0 486 225
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 43 0 438 0 0 0 37 684 0 0 546 253
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 43 0 438 0 0 0 37 684 0 0 546 253

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxxx xxxx xxxxxx 4.1 xxxx xxxxxx xxxxxx xxxx xxxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx

Capacity Module:

Cnflct Vol: 1431 xxxx 684 xxxxxx xxxxxx xxxxxx 799 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potent Cap.: 150 xxxx 452 xxxxxx xxxxxx xxxxxx 833 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: 144 xxxx 452 xxxxxx xxxxxx xxxxxx 833 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: 0.30 xxxxxx 0.97 xxxxxx xxxxxx xxxxxx 0.04 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:

Queue: 1.2 xxxx 12.0 xxxxxx xxxx xxxxxx 0.1 xxxx xxxxxx xxxxxx xxxx xxxxxx
Stopped Del: 40.1 xxxx 65.5 xxxxxx xxxx xxxxxx 9.5 xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: E \* F \* \* \* A \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 9.5 xxxxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: \* \* \* \* \* A \* \* \* \* \*
ApproachDel: 63.2 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: F \* \* \* \*

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: C [ 20.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module table with 12 columns and 2 rows showing critical gap and follow-up time values.

Capacity Module table with 12 columns and 4 rows showing conflict volume, capacity, and volume/capacity ratios.

Level Of Service Module table with 12 columns and 10 rows showing queue lengths, stopped delay, LOS, and approach delay.



Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 25.5 Worst Case Level Of Service: F[ 86.7]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	101	0	599	0	0	0	15	491	5	0	499	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
Initial Bse:	101	0	599	0	0	0	15	491	5	0	499	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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	104	0	618	0	0	0	15	506	5	0	514	697
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	104	0	618	0	0	0	15	506	5	0	514	697

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1403	xxxx	509	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	156	xxxx	568	xxxx	xxxx	xxxxx	583	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	153	xxxx	568	xxxx	xxxx	xxxxx	583	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.68	xxxx	1.09	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	3.9	xxxx	18.6	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	68.3	xxxx	89.8	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	86.7			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

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

Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd

Average Delay (sec/veh): 9.0 Worst Case Level Of Service: D[ 30.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (1 0 0 0 1).

Volume Module table with 13 columns representing different volume metrics like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns showing critical gap and follow-up time values, many are marked as xxxxx.

Capacity Module table with 13 columns showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level Of Service Module table with 13 columns showing queue, stopped delay, LOS by move, movement, shared queue, shared stop delay, shared LOS, approach delay, and approach LOS.

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

\*\*\*\*\*
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
\*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 1.368
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 267.6
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

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, and Final Vol. across four approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across four approaches.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg. across four approaches.

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

\*\*\*\*\*
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
\*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 1.051
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 43.4
Optimal Cycle: 180 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 13 columns representing saturation flow factors and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 13 rows of adjustment factors.

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

Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray

Cycle (sec): 120 Critical Vol./Cap. (X): 1.433
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 198.7
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray

Cycle (sec): 120 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 56 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 13 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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**APPENDIX F – LEVEL OF SERVICE WORKSHEETS:  
CUMULATIVE YEAR 2020 PLUS PROJECT (1,470 HOMES)**

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

\*\*\*\*\*

Average Delay (sec/veh): 11.6 Worst Case Level Of Service: B[ 12.7]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	186	22	2	0	5	2	34	1	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	186	22	2	0	5	2	34	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
PHF Volume:	0	0	0	326	39	4	0	9	4	60	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	326	39	4	0	9	4	60	2	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	132	133	2	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	867	761	1088	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	842	732	1088	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.39	0.05	0.00	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	831	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			12.7			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		



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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd
*****
Average Delay (sec/veh):      8.3   Worst Case Level Of Service:      B[ 10.1]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 0 0      0 0 1! 0 0      0 0 1! 0 0      0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 101 2 7 1 7 5 52 5 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 0 101 2 7 1 7 5 52 5 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 0 0 0 119 2 8 1 8 6 61 6 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 119 2 8 1 8 6 61 6 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 142 145 6 6 xxxx xxxxxx 14 xxxx xxxxxx
Potent Cap.: xxxx xxxx xxxxx 856 750 1083 1628 xxxx xxxxxx 1617 xxxx xxxxxx
Move Cap.: xxxx xxxx xxxxx 830 720 1083 1628 xxxx xxxxxx 1617 xxxx xxxxxx
Volume/Cap: xxxx xxxx xxxxx 0.14 0.00 0.01 0.00 xxxx xxxxxx 0.04 xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxxx 0.1 xxxx xxxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.2 xxxx xxxxxx 7.3 xxxx xxxxxx
LOS by Move: * * * * * A * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 840 xxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxx xxxxxx 0.1 xxxx xxxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.1 xxxxx xxxxx xxxx xxxxxx 7.3 xxxx xxxxxx
Shared LOS:      * * * * * B * * * * A * *
ApproachDel:      xxxxxx 10.1 xxxxxx xxxxxx
ApproachLOS:      * B * * *

```

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

\*\*\*\*\*  
 Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[ 13.8]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1!0	0	0	1!0	0	0	1!0	0	0	1!0

Volume Module:

Base Vol:	2	7	30	34	14	6	4	94	4	91	39	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:	2	7	30	34	14	6	4	94	4	91	39	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	2	9	37	42	17	7	5	116	5	112	48	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	9	37	42	17	7	5	116	5	112	48	105

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	466	506	119	477	456	101	153	xxxx	xxxxx	121	xxxx	xxxxx
Potent Cap.:	510	472	939	502	503	960	1440	xxxx	xxxxx	1479	xxxx	xxxxx
Move Cap.:	460	432	939	444	461	960	1440	xxxx	xxxxx	1479	xxxx	xxxxx
Volume/Cap:	0.01	0.02	0.04	0.09	0.04	0.01	0.00	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	743	xxxxx	xxxx	477	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.2	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.2			13.8			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd
*****
Average Delay (sec/veh):      6.4   Worst Case Level Of Service:      C[ 17.4]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      8 11 57 28 26 6 19 82 8 139 35 67
Growth Adj: 1.00 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 11 57 28 26 6 19 82 8 139 35 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81
PHF Volume: 10 14 70 35 32 7 23 101 10 172 43 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 14 70 35 32 7 23 101 10 172 43 83
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: 601 622 106 623 586 85 126 xxxx xxxxx 111 xxxx xxxxx
Potent Cap.: 415 405 954 401 425 980 1473 xxxx xxxxx 1491 xxxx xxxxx
Move Cap.: 343 348 954 322 365 980 1473 xxxx xxxxx 1491 xxxx xxxxx
Volume/Cap: 0.03 0.04 0.07 0.11 0.09 0.01 0.02 xxxx xxxx 0.12 xxxx xxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx 0.4 xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.5 xxxx xxxxx 7.7 xxxx xxxxx
LOS by Move: * * * * * A * * A * *
Movement:  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.: xxxx 663 xxxxx xxxx 365 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.5 xxxxx xxxxx 0.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx 11.3 xxxxx xxxxx 17.4 xxxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS:  * B * * C * * * * *
ApproachDel: 11.3 17.4 xxxxxx xxxxxx
ApproachLOS:  B C * *

```

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

\*\*\*\*\*  
 Intersection #3 S. Davis Rd/W. Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.645  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 250.7  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1	0	1	2	0	1	1	0	2

Volume Module:

Base Vol:	245	609	348	419	1456	1320	604	537	37	524	734	342
Growth Adj:	1.00	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	609	348	419	1456	1320	604	537	37	524	734	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	261	648	370	446	1549	1404	643	571	39	557	781	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	648	370	446	1549	1404	643	571	39	557	781	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	261	648	370	446	1549	1404	643	571	39	557	781	364

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	1.00	0.85	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.27	0.73	1.00	1.00	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1805	2171	1241	1805	1900	1615	3502	3344	230	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.14	0.30	0.30	0.25	0.82	0.87	0.18	0.17	0.17	0.31	0.22	0.23
Crit Moves:	****					****		****		****		
Green/Cycle:	0.09	0.34	0.34	0.28	0.53	0.53	0.13	0.10	0.10	0.19	0.16	0.16
Volume/Cap:	1.65	0.89	0.89	0.89	1.54	1.65	1.40	1.65	1.65	1.65	1.35	1.40
Uniform Del:	59.3	40.7	40.7	44.9	30.7	30.7	56.5	58.3	58.3	52.8	54.6	54.6
IncrcmntDel:	317.0	8.5	8.5	16.9	249	295.8	193.8	302	302.4	303.4	167	202.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	376.3	49.2	49.2	61.8	280	326.4	250.3	361	360.6	356.2	222	257.2
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:	376.3	49.2	49.2	61.8	280	326.4	250.3	361	360.6	356.2	222	257.2
HCM2kAvg:	26	22	22	21	127	122	27	28	28	52	30	29

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

\*\*\*\*\*  
 Intersection #3 S. Davis Rd/W. Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap. (X): 0.900  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.4  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	3	3	0	2	0	3	1

Volume Module:

Base Vol:	245	609	348	419	1456	1320	604	537	37	524	734	342
Growth Adj:	1.00	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	609	348	419	1456	1320	604	537	37	524	734	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	261	648	370	446	1549	1404	643	571	39	557	781	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	648	370	446	1549	1404	643	571	39	557	781	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	261	648	370	446	1549	1404	643	571	39	557	781	364

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	0.95	0.75	0.92	0.91	0.85	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	3.00	2.00	3.00	3.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	5253	3610	4264	5253	5187	1615	3502	5187	2842

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.23	0.08	0.43	0.33	0.12	0.11	0.02	0.16	0.15	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.41	0.41	0.15	0.48	0.61	0.13	0.12	0.12	0.18	0.17	0.32
Volume/Cap:	0.90	0.31	0.56	0.56	0.90	0.54	0.91	0.90	0.20	0.90	0.91	0.40
Uniform Del:	38.6	17.0	19.3	33.5	20.4	9.6	36.3	36.8	33.6	34.2	34.9	22.8
IncrcmntDel:	28.7	0.1	1.1	0.9	6.9	0.2	16.1	15.8	0.5	16.1	13.8	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.3	17.1	20.4	34.4	27.2	9.8	52.4	52.6	34.0	50.4	48.7	23.1
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:	67.3	17.1	20.4	34.4	27.2	9.8	52.4	52.6	34.0	50.4	48.7	23.1
HCM2kAvg:	7	4	8	5	23	8	9	8	1	11	10	4

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

\*\*\*\*\*  
 Intersection #3 S. Davis Rd/W. Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 1.777  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 264.7  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1	0	1	2	0	1	1	0	2

Volume Module:

Base Vol:	37	1277	441	647	695	428	1248	682	36	237	586	484
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1277	441	647	695	428	1248	682	36	237	586	484
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	39	1359	469	688	739	455	1328	726	38	252	623	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1359	469	688	739	455	1328	726	38	252	623	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	1359	469	688	739	455	1328	726	38	252	623	515

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	1.00	0.85	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.49	0.51	1.00	1.00	1.00	2.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1805	2579	891	1805	1900	1615	3502	3405	180	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.53	0.53	0.38	0.39	0.28	0.38	0.21	0.21	0.14	0.17	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.30	0.30	0.21	0.46	0.46	0.21	0.24	0.24	0.16	0.18	0.18
Volume/Cap:	0.39	1.78	1.78	1.78	0.85	0.62	1.78	0.90	0.90	0.90	0.96	1.78
Uniform Del:	56.9	44.0	44.0	49.1	30.4	25.8	49.2	46.2	46.2	51.8	50.9	51.3
IncrcmntDel:	2.5	353	353.5	359.8	8.4	1.6	354.9	12.3	12.3	29.0	26.2	363.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.4	397	397.4	408.9	38.7	27.5	404.1	58.5	58.5	80.8	77.1	414.5
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:	59.4	397	397.4	408.9	38.7	27.5	404.1	58.5	58.5	80.8	77.1	414.5
HCM2kAvg:	2	84	84	67	27	14	65	18	18	13	16	48

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #3 S. Davis Rd/W. Blanco Rd
*****
Cycle (sec):          75          Critical Vol./Cap. (X):          0.946
Loss Time (sec):     12 (Y+R = 4 sec) Average Delay (sec/veh):          34.4
Optimal Cycle:OPTIMIZED          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ovl      Include      Ovl
Min. Green:   7  10  10      7  10  10      7  10  10      7  10  10
Lanes:      2  0  3  0  1      3  0  2  0  3      3  0  3  0  1      2  0  3  0  2
-----
Volume Module:
Base Vol:      37 1277  441  647  695  428  1248  682  36  237  586  484
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  37 1277  441  647  695  428  1248  682  36  237  586  484
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:   39 1359  469  688  739  455  1328  726  38  252  623  515
Reduct Vol:   0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:  39 1359  469  688  739  455  1328  726  38  252  623  515
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   39 1359  469  688  739  455  1328  726  38  252  623  515
-----
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 0.95  0.75  0.92 0.91  0.85  0.92 0.91  0.75
Lanes:        2.00 3.00  1.00  3.00 2.00  3.00  3.00 3.00  1.00  2.00 3.00  2.00
Final Sat.:   3502 5187  1615  5253 3610  4264  5253 5187  1615  3502 5187  2842
-----
Capacity Analysis Module:
Vol/Sat:      0.01 0.26  0.29  0.13 0.20  0.11  0.25 0.14  0.02  0.07 0.12  0.18
Crit Moves:      ****  ****  ****  ****
Green/Cycle:   0.09 0.30  0.30  0.14 0.35  0.61  0.26 0.30  0.30  0.09 0.13  0.27
Volume/Cap:    0.12 0.86  0.95  0.95 0.59  0.17  0.95 0.46  0.08  0.77 0.90  0.67
Uniform Del:   31.2 24.6  25.6  32.1 20.0  6.3  27.1 21.1  18.6  33.2 32.0  24.4
IncremntDel:   0.2  5.0  29.2  22.8 0.7  0.0  14.6 0.2  0.1  10.8 15.0  2.3
Delay Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:     31.3 29.6  54.8  55.0 20.8  6.3  41.7 21.3  18.6  44.0 47.0  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:    31.3 29.6  54.8  55.0 20.8  6.3  41.7 21.3  18.6  44.0 47.0  26.6
HCM2kAvg:      1  13  16  10  8  2  16  5  1  5  8  7
*****

```

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

\*\*\*\*\*  
 Intersection #4 Hwy 1 SB Ramps/Reservation Rd  
 \*\*\*\*\*

Average Delay (sec/veh): 142.2 Worst Case Level Of Service: F[502.3]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	232	3	23	0	34	33	556	65	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	232	3	23	0	34	33	556	65	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	249	3	25	0	37	35	598	70	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	249	3	25	0	37	35	598	70	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1320	1338	70	xxxx	xxxx	xxxxx	72	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	175	154	999	xxxx	xxxx	xxxxx	1541	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	122	95	999	xxxx	xxxx	xxxxx	1541	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.05	0.03	0.02	xxxx	xxxx	xxxx	0.39	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	20.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.9	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	557.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	475	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	xxxxxx			502.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		



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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 Hwy 1 SB Ramps/Reservation Rd
*****
Average Delay (sec/veh):      34.1   Worst Case Level Of Service:      F[ 71.4]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 0 0      1 0 0 1 0      0 0 0 1 0      1 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      354 3 26      0 80 48      215 125 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      354 3 26      0 80 48      215 125 0
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      0.97 0.97 0.97      0.97 0.97 0.97      0.97 0.97 0.97      0.97 0.97 0.97
PHF Volume:    0 0 0      365 3 27      0 82 49      222 129 0
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Final Vol.:    0 0 0      365 3 27      0 82 49      222 129 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx      6.4 6.5 6.2 xxxxx xxxx xxxxx      4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx      3.5 4.0 3.3 xxxxx xxxx xxxxx      2.2 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx      679 704 129 xxxx xxxx xxxxx      132 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx      420 364 926 xxxx xxxx xxxxx      1466 xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx      371 309 926 xxxx xxxx xxxxx      1466 xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx      0.98 0.01 0.03 xxxx xxxx xxxx      0.15 xxxx xxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue: xxxxx xxxx xxxxx      11.3 xxxx xxxxx xxxxx xxxx xxxxx      0.5 xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx      76.5 xxxx xxxxx xxxxx xxxx xxxxx      7.9 xxxx xxxxx
LOS by Move: * * *      F * * * * *      A * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx      xxxx xxxx 768 xxxx xxxx xxxxx      xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx 0.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx 9.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * *      A * * * * *
ApproachDel: xxxxxx      71.4 xxxxxx      xxxxxx
ApproachLOS: * * * * *      F * * * *

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #5 Hwy 1 NB Ramps/Reservation Rd  
 \*\*\*\*\*

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[ 14.5]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	0 0 0	1	0	1 0 0	0	0	1 0 1

Volume Module:

Base Vol:	30	0	141	0	0	0	8	270	0	0	607	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:	30	0	141	0	0	0	8	270	0	0	607	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	0	148	0	0	0	8	284	0	0	639	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	32	0	148	0	0	0	8	284	0	0	639	235

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1057	xxxx	284	xxxx	xxxx	xxxxx	874	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	251	xxxx	760	xxxx	xxxx	xxxxx	781	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	249	xxxx	760	xxxx	xxxx	xxxxx	781	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	0.20	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	559	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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 Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Base Volume Alternative)  
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\*\*\*\*\*  
 Intersection #5 Hwy 1 NB Ramps/Reservation Rd  
 \*\*\*\*\*

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[ 17.9]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	26	1	290	0	0	0	24	391	0	0	264	339
Growth Adj:	1.00	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	1	290	0	0	0	24	391	0	0	264	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	27	1	296	0	0	0	24	399	0	0	269	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	27	1	296	0	0	0	24	399	0	0	269	346

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	890	1063	399	xxxx	xxxx	xxxxx	615	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	316	225	655	xxxx	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	310	219	655	xxxx	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.45	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	597	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	3.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	17.9			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	C			*			*			*					

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 67 Critical Vol./Cap. (X): 0.838  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.5  
 Optimal Cycle: 73 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	1	0	1	0	2	0	1	0	1	0

Volume Module:

Base Vol:	91	323	574	368	464	13	31	276	85	747	157	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	323	574	368	464	13	31	276	85	747	157	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	99	351	624	400	504	14	34	300	92	812	171	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	351	624	400	504	14	34	300	92	812	171	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	351	624	400	504	14	34	300	92	812	171	323

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	0.95	0.95	0.91	0.91	0.91	0.92	1.00	0.85
Lanes:	1.00	1.00	2.00	2.00	1.95	0.05	0.16	1.41	0.43	2.00	1.00	1.00
Final Sat.:	1805	1900	2842	3502	3498	98	275	2448	754	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.22	0.11	0.14	0.14	0.12	0.12	0.12	0.23	0.09	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.26	0.26	0.14	0.23	0.23	0.15	0.15	0.15	0.28	0.28	0.28
Volume/Cap:	0.34	0.71	0.84	0.84	0.62	0.62	0.82	0.82	0.82	0.84	0.33	0.73
Uniform Del:	24.8	22.5	23.5	28.3	23.0	23.0	27.6	27.6	27.6	22.9	19.3	22.0
IncrementDel:	0.7	4.7	8.6	12.8	1.4	1.4	10.1	10.1	10.1	6.8	0.4	5.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.5	27.2	32.1	41.1	24.4	24.4	37.7	37.7	37.7	29.7	19.7	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	27.2	32.1	41.1	24.4	24.4	37.7	37.7	37.7	29.7	19.7	27.9
HCM2kAvg:	2	8	9	7	6	6	7	7	7	11	3	8

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 67 Critical Vol./Cap. (X): 0.838  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.9  
 Optimal Cycle: 73 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	91	323	574	368	464	13	31	276	85	747	157	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	323	574	368	464	13	31	276	85	747	157	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	99	351	624	400	504	14	34	300	92	812	171	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	351	624	400	504	14	34	300	92	812	171	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	351	624	400	504	14	34	300	92	812	171	323

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.75	0.92	0.95	0.95	0.91	0.91	0.91	0.92	1.00	0.85
Lanes:	1.00	2.00	2.00	2.00	1.95	0.05	0.16	1.41	0.43	2.00	1.00	1.00
Final Sat.:	1805	3610	2842	3502	3498	98	275	2448	754	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.22	0.11	0.14	0.14	0.12	0.12	0.12	0.23	0.09	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.26	0.26	0.14	0.23	0.23	0.15	0.15	0.15	0.28	0.28	0.28
Volume/Cap:	0.34	0.37	0.84	0.84	0.62	0.62	0.82	0.82	0.82	0.84	0.33	0.73
Uniform Del:	24.8	20.3	23.5	28.3	23.0	23.0	27.6	27.6	27.6	22.9	19.3	22.0
IncrementDel:	0.7	0.3	8.6	12.8	1.4	1.4	10.1	10.1	10.1	6.8	0.4	5.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.5	20.5	32.1	41.1	24.4	24.4	37.7	37.7	37.7	29.7	19.7	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	20.5	32.1	41.1	24.4	24.4	37.7	37.7	37.7	29.7	19.7	27.9
HCM2kAvg:	2	3	9	7	6	6	7	7	7	11	3	8

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 1.144  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 76.0  
 Optimal Cycle: 180 Level of Service: E  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	1	0	1	0	2	0	1	0	1	0

Volume Module:

Base Vol:	113	966	833	220	250	7	20	339	108	615	340	382
Growth Adj:	1.00	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	966	833	220	250	7	20	339	108	615	340	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	115	986	850	224	255	7	20	346	110	628	347	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	986	850	224	255	7	20	346	110	628	347	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	986	850	224	255	7	20	346	110	628	347	390

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	0.95	0.95	0.91	0.91	0.91	0.92	1.00	0.85
Lanes:	1.00	1.00	2.00	2.00	1.95	0.05	0.09	1.45	0.46	2.00	1.00	1.00
Final Sat.:	1805	1900	2842	3502	3498	98	149	2524	804	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.52	0.30	0.06	0.07	0.07	0.14	0.14	0.14	0.18	0.18	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.42	0.42	0.09	0.30	0.30	0.13	0.13	0.13	0.19	0.19	0.19
Volume/Cap:	0.30	1.24	0.71	0.69	0.24	0.24	1.03	1.03	1.03	0.92	0.94	1.24
Uniform Del:	25.0	21.8	18.1	32.9	19.8	19.8	32.5	32.5	32.5	29.6	29.7	30.2
IncrementDel:	0.5	118	2.1	6.0	0.1	0.1	49.1	49.1	49.1	17.8	31.2	131.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.4	140	20.2	39.0	19.9	19.9	81.6	81.6	81.6	47.4	60.9	162.1
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:	25.4	140	20.2	39.0	19.9	19.9	81.6	81.6	81.6	47.4	60.9	162.1
HCM2kAvg:	3	49	10	4	2	2	11	11	11	12	12	21

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.883  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.3  
 Optimal Cycle: 88 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	113	966	833	220	250	7	20	339	108	615	340	382
Growth Adj:	1.00	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	966	833	220	250	7	20	339	108	615	340	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	115	986	850	224	255	7	20	346	110	628	347	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	986	850	224	255	7	20	346	110	628	347	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	986	850	224	255	7	20	346	110	628	347	390

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.75	0.92	0.95	0.95	0.91	0.91	0.91	0.92	1.00	0.85
Lanes:	1.00	2.00	2.00	2.00	1.95	0.05	0.09	1.45	0.46	2.00	1.00	1.00
Final Sat.:	1805	3610	2842	3502	3498	98	149	2524	804	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.27	0.30	0.06	0.07	0.07	0.14	0.14	0.14	0.18	0.18	0.24
Crit Moves:			****	****			****					****
Green/Cycle:	0.17	0.33	0.33	0.09	0.25	0.25	0.15	0.15	0.15	0.27	0.27	0.27
Volume/Cap:	0.37	0.83	0.91	0.69	0.29	0.29	0.91	0.91	0.91	0.67	0.69	0.91
Uniform Del:	27.3	23.2	24.0	32.9	22.8	22.8	31.3	31.3	31.3	24.6	24.7	26.6
IncrementDel:	0.7	5.0	12.4	6.0	0.2	0.2	19.5	19.5	19.5	2.0	3.9	22.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.0	28.2	36.4	39.0	23.0	23.0	50.8	50.8	50.8	26.6	28.6	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:	28.0	28.2	36.4	39.0	23.0	23.0	50.8	50.8	50.8	26.6	28.6	49.3
HCM2kAvg:	3	13	14	4	3	3	9	9	9	8	8	13

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

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 Intersection #7 Reservation Rd/Vista Del Camino  
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Cycle (sec): 90 Critical Vol./Cap. (X): 0.479  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.4  
 Optimal Cycle: 36 Level Of Service: A  
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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10				
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1	0	2	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	2	0	66	3	52	52	948	10	14	1158	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2	0	66	3	52	52	948	10	14	1158	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	11	2	0	71	3	56	56	1019	11	15	1245	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2	0	71	3	56	56	1019	11	15	1245	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	2	0	71	3	56	56	1019	11	15	1245	75

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	1.00	0.71	0.71	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.83	0.17	1.00	0.96	0.04	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1273	255	1900	1296	59	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.01	0.00	0.05	0.05	0.03	0.03	0.28	0.01	0.01	0.34	0.05
Crit Moves:				****			****			****		
Green/Cycle:	0.11	0.11	0.00	0.11	0.11	0.11	0.08	0.71	0.71	0.08	0.71	0.71
Volume/Cap:	0.07	0.07	0.00	0.49	0.49	0.31	0.40	0.40	0.01	0.11	0.49	0.07
Uniform Del:	35.7	35.7	0.0	37.5	37.5	36.7	39.5	5.3	3.8	38.6	5.8	4.0
IncrementDel:	0.2	0.2	0.0	2.4	2.4	1.0	1.9	0.1	0.0	0.3	0.1	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:	35.9	35.9	0.0	39.9	39.9	37.7	41.4	5.4	3.8	38.9	5.9	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	0.0	39.9	39.9	37.7	41.4	5.4	3.8	38.9	5.9	4.0
HCM2kAvg:	0	0	0	3	3	2	2	6	0	0	8	1



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

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Intersection #7 Reservation Rd/Vista Del Camino  
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Cycle (sec): 90 Critical Vol./Cap. (X): 0.550  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.6  
Optimal Cycle: 37 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Permitted			Permitted			Protected			Protected											
Rights:	Include			Include			Include			Include											
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10									
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	41	4	18	116	7	40	141	1321	49	38	1183	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	4	18	116	7	40	141	1321	49	38	1183	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	42	4	19	120	7	41	145	1362	51	39	1220	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	4	19	120	7	41	145	1362	51	39	1220	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	4	19	120	7	41	145	1362	51	39	1220	144

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.69	0.69	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.91	0.09	1.00	0.94	0.06	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1226	120	1615	1244	75	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.01	0.10	0.10	0.03	0.08	0.38	0.03	0.02	0.34	0.09
Crit Moves:				****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.14	0.66	0.66	0.08	0.59	0.59
Volume/Cap:	0.21	0.21	0.07	0.58	0.58	0.15	0.57	0.58	0.05	0.28	0.57	0.15
Uniform Del:	32.3	32.3	31.6	34.5	34.5	32.0	36.1	8.6	5.5	39.1	11.3	8.2
IncrementDel:	0.5	0.5	0.1	3.7	3.7	0.3	3.1	0.4	0.0	1.1	0.4	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.8	32.8	31.7	38.3	38.3	32.3	39.2	8.9	5.5	40.2	11.7	8.3
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:	32.8	32.8	31.7	38.3	38.3	32.3	39.2	8.9	5.5	40.2	11.7	8.3
HCM2kAvg:	2	2	0	5	5	1	5	11	0	1	11	2

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

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 Intersection #8 Reservation Rd/Seacrest Ave  
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Cycle (sec): 60 Critical Vol./Cap. (X): 0.474  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.5  
 Optimal Cycle: 36 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Lanes:	1	0	0	0	0	0	0	2	0	1	0	0

Volume Module:

Base Vol:	95	0	49	0	0	0	0	897	91	111	931	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:	95	0	49	0	0	0	0	897	91	111	931	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	106	0	54	0	0	0	0	997	101	123	1034	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	54	0	0	0	0	997	101	123	1034	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	0	54	0	0	0	0	997	101	123	1034	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.28	0.06	0.07	0.29	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.55	0.55	0.14	0.68	0.00
Volume/Cap:	0.35	0.00	0.20	0.00	0.00	0.00	0.00	0.50	0.11	0.50	0.42	0.00
Uniform Del:	22.1	0.0	21.6	0.0	0.0	0.0	0.0	8.5	6.5	24.1	4.2	0.0
IncramntDel:	0.7	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.1	1.7	0.1	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:	22.8	0.0	21.9	0.0	0.0	0.0	0.0	8.7	6.6	25.7	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:	22.8	0.0	21.9	0.0	0.0	0.0	0.0	8.7	6.6	25.7	4.3	0.0
HCM2kAvg:	2	0	1	0	0	0	0	6	1	3	5	0

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

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 Intersection #8 Reservation Rd/Seacrest Ave  
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Cycle (sec): 65 Critical Vol./Cap. (X): 0.824  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.4  
 Optimal Cycle: 64 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	2

Volume Module:

Base Vol:	213	0	90	0	0	0	0	1320	224	255	956	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:	213	0	90	0	0	0	0	1320	224	255	956	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	242	0	102	0	0	0	0	1500	255	290	1086	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	102	0	0	0	0	1500	255	290	1086	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	242	0	102	0	0	0	0	1500	255	290	1086	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.06	0.00	0.00	0.00	0.00	0.42	0.16	0.16	0.30	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.50	0.50	0.19	0.70	0.00
Volume/Cap:	0.82	0.00	0.39	0.00	0.00	0.00	0.00	0.82	0.31	0.82	0.43	0.00
Uniform Del:	26.3	0.0	24.3	0.0	0.0	0.0	0.0	13.7	9.5	25.1	4.2	0.0
IncrementDel:	17.0	0.0	1.0	0.0	0.0	0.0	0.0	3.2	0.2	14.6	0.1	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:	43.3	0.0	25.3	0.0	0.0	0.0	0.0	16.9	9.7	39.7	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:	43.3	0.0	25.3	0.0	0.0	0.0	0.0	16.9	9.7	39.7	4.3	0.0
HCM2kAvg:	8	0	2	0	0	0	0	15	3	9	5	0

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

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 Intersection #9 Reservation Rd/De Forest Rd  
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Cycle (sec): 90 Critical Vol./Cap. (X): 0.349  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.8  
 Optimal Cycle: 36 Level Of Service: A  
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Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Permitted			Permitted			Protected			Protected											
Rights:	Include			Include			Include			Include											
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10									
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	33	3	39	46	8	41	22	775	46	39	914	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:	33	3	39	46	8	41	22	775	46	39	914	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	34	3	40	47	8	42	23	799	47	40	942	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	3	40	47	8	42	23	799	47	40	942	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
Final Vol.:	34	3	40	47	8	42	23	799	47	40	942	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.85	0.73	0.73	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.92	0.08	1.00	0.85	0.15	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1264	115	1615	1182	205	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.02	0.04	0.04	0.03	0.01	0.22	0.03	0.02	0.26	0.02
Crit Moves:				****			****			****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.08	0.71	0.71	0.08	0.71	0.71
Volume/Cap:	0.24	0.24	0.22	0.36	0.36	0.24	0.16	0.31	0.04	0.29	0.37	0.03
Uniform Del:	36.5	36.5	36.5	37.0	37.0	36.5	38.8	4.8	3.9	39.1	5.1	3.8
IncrementDel:	0.8	0.8	0.6	1.4	1.4	0.7	0.5	0.1	0.0	1.1	0.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	37.4	37.1	38.5	38.5	37.2	39.3	4.9	3.9	40.3	5.2	3.9
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:	37.4	37.4	37.1	38.5	38.5	37.2	39.3	4.9	3.9	40.3	5.2	3.9
HCM2kAvg:	1	1	1	2	2	1	1	4	0	1	5	0

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

\*\*\*\*\*  
 Intersection #9 Reservation Rd/De Forest Rd  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.513  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.0  
 Optimal Cycle: 36 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Permitted			Permitted			Protected			Protected											
Rights:	Include			Include			Include			Include											
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10									
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	71	11	89	45	6	56	42	1279	93	48	1099	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:	71	11	89	45	6	56	42	1279	93	48	1099	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	73	11	92	46	6	58	43	1319	96	49	1133	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	11	92	46	6	58	43	1319	96	49	1133	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	11	92	46	6	58	43	1319	96	49	1133	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.70	0.70	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.87	0.13	1.00	0.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1161	180	1615	1180	157	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.02	0.37	0.06	0.03	0.31	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.09	0.67	0.67	0.09	0.67	0.67
Volume/Cap:	0.50	0.50	0.45	0.31	0.31	0.29	0.27	0.54	0.09	0.31	0.46	0.05
Uniform Del:	32.7	32.7	32.5	31.9	31.9	31.8	34.1	6.7	4.5	34.2	6.2	4.4
IncrementDel:	2.4	2.4	1.6	1.1	1.1	0.8	0.9	0.2	0.0	1.1	0.1	0.0
Delay Adj:	1.00	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	35.1	34.1	33.0	33.0	32.5	35.1	6.9	4.5	35.4	6.3	4.4
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:	35.1	35.1	34.1	33.0	33.0	32.5	35.1	6.9	4.5	35.4	6.3	4.4
HCM2kAvg:	3	3	3	2	2	2	1	9	1	2	7	0

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

\*\*\*\*\*  
 Intersection #10 Reservation Rd/Crescent Ave  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.483  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.6  
 Optimal Cycle: 36 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1	0	1	0	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	160	27	119	53	39	23	25	852	100	96	856	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:	160	27	119	53	39	23	25	852	100	96	856	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	170	29	127	56	41	24	27	906	106	102	911	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	29	127	56	41	24	27	906	106	102	911	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	29	127	56	41	24	27	906	106	102	911	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	1.00	0.85	0.83	0.83	0.85	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	0.58	0.42	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1313	1900	1615	913	672	1615	1805	3610	1615	1805	3505	90

Capacity Analysis Module:

Vol/Sat:	0.13	0.02	0.08	0.06	0.06	0.02	0.01	0.25	0.07	0.06	0.26	0.26
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.13	0.47	0.47	0.13	0.47	0.47
Volume/Cap:	0.55	0.06	0.33	0.26	0.26	0.06	0.12	0.53	0.14	0.44	0.55	0.55
Uniform Del:	18.4	16.3	17.4	17.1	17.1	16.3	21.3	10.2	8.2	22.2	10.3	10.3
IncrementDel:	2.1	0.1	0.5	0.4	0.4	0.1	0.2	0.3	0.1	1.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.5	16.4	17.9	17.5	17.5	16.4	21.5	10.5	8.3	23.6	10.7	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:	20.5	16.4	17.9	17.5	17.5	16.4	21.5	10.5	8.3	23.6	10.7	10.7
HCM2kAvg:	4	0	2	2	2	0	1	6	1	2	6	6

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

\*\*\*\*\*  
 Intersection #10 Reservation Rd/Crescent Ave  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.671  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.9  
 Optimal Cycle: 42 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1	0	1	0	1	0	1	0	2	1	0	1

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Volume Module:

Base Vol:	105	38	152	55	29	34	65	1237	182	153	939	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:	105	38	152	55	29	34	65	1237	182	153	939	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	113	41	163	59	31	37	70	1330	196	165	1010	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	41	163	59	31	37	70	1330	196	165	1010	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	41	163	59	31	37	70	1330	196	165	1010	57

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	0.85	0.79	0.79	0.85	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	0.65	0.35	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1324	1900	1615	982	518	1615	1805	3610	1615	1805	3390	191

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Capacity Analysis Module:

Vol/Sat:	0.09	0.02	0.10	0.06	0.06	0.02	0.04	0.37	0.12	0.09	0.30	0.30
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.13	0.52	0.52	0.13	0.53	0.53
Volume/Cap:	0.47	0.12	0.56	0.33	0.33	0.12	0.30	0.70	0.23	0.70	0.56	0.56
Uniform Del:	20.1	18.8	20.5	19.6	19.6	18.8	21.8	9.8	7.1	22.9	8.8	8.8
IncrcmntDel:	1.4	0.2	2.4	0.7	0.7	0.2	0.8	1.2	0.1	9.2	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.6	19.0	22.8	20.3	20.3	19.0	22.5	11.0	7.2	32.1	9.2	9.2
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:	21.6	19.0	22.8	20.3	20.3	19.0	22.5	11.0	7.2	32.1	9.2	9.2
HCM2kAvg:	3	1	3	2	2	1	1	10	2	4	7	7

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #11 Reservation Rd/Imjin Rd

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Cycle (sec): 70 Critical Vol./Cap. (X): 1.382  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 219.7  
 Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	1	0	1	2	0	2	0	2	0

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Volume Module:

Base Vol:	192	14	1069	2	8	8	29	929	160	1411	778	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:	192	14	1069	2	8	8	29	929	160	1411	778	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	221	16	1229	2	9	9	33	1068	184	1622	894	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	16	1229	2	9	9	33	1068	184	1622	894	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
Final Vol.:	221	16	1229	2	9	9	33	1068	184	1622	894	13

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.95	1.00	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.03	1.97	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	42	3196	1805	1900	1615	3502	3610	1615	3502	3610	1615

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Capacity Analysis Module:

Vol/Sat:	0.06	0.38	0.38	0.00	0.00	0.01	0.01	0.30	0.11	0.46	0.25	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.24	0.24	0.10	0.20	0.20	0.10	0.19	0.19	0.30	0.38	0.38
Volume/Cap:	0.44	1.57	1.57	0.01	0.02	0.03	0.10	1.57	0.60	1.57	0.65	0.02
Uniform Del:	27.5	26.4	26.4	28.4	22.3	22.4	28.6	28.4	26.0	24.7	17.7	13.4
IncrementDel:	0.6	262	262.4	0.0	0.0	0.0	0.1	263	3.4	261.0	1.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.1	289	288.8	28.4	22.4	22.4	28.7	292	29.4	285.6	18.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	289	288.8	28.4	22.4	22.4	28.7	292	29.4	285.6	18.7	13.4
HCM2kAvg:	3	43	43	0	0	0	0	37	5	58	9	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #11 Reservation Rd/Imjin Rd
*****
Cycle (sec):          70          Critical Vol./Cap. (X):          0.704
Loss Time (sec):     12 (Y+R = 4 sec) Average Delay (sec/veh):          25.5
Optimal Cycle:       55          Level Of Service:          C
*****
Approach:           North Bound      South Bound      East Bound      West Bound
Movement:          L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:           Protected        Protected        Protected        Protected
Rights:            Ignore          Include          Include          Include
Min. Green:        7   10   10      7   10   10      7   10   10      7   10   10
Lanes:             2   0   0   1   1      1   0   1   0   1      1   0   3   0   1      3   0   1   1   0
-----
Volume Module:
Base Vol:          192   14  1069      2   8   8   29  929  160  1411  778   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:        192   14  1069      2   8   8   29  929  160  1411  778   11
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:            0.87  0.87  0.00      0.87  0.87  0.87  0.87  0.87  0.87  0.87  0.87  0.87
PHF Volume:         221   16   0       2   9   9   33 1068  184  1622  894   13
Reduct Vol:         0   0   0       0   0   0   0   0   0   0   0   0   0
Reduced Vol:        221   16   0       2   9   9   33 1068  184  1622  894   13
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
Final Vol.:         221   16   0       2   9   9   33 1068  184  1622  894   13
-----
Saturation Flow Module:
Sat/Lane:           1900 1900  1900      1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:         0.92 1.00  1.00      0.95 1.00  0.85  0.95 0.91  0.85  0.92 0.95  0.95
Lanes:              2.00 1.00  1.00      1.00 1.00  1.00  1.00 3.00  1.00  3.00 1.97  0.03
Final Sat.:         3502 1900  1900      1805 1900  1615  1805 5187  1615  5253 3553   50
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Capacity Analysis Module:
Vol/Sat:            0.06 0.01  0.00      0.00 0.00  0.01  0.02 0.21  0.11  0.31 0.25  0.25
Crit Moves:         ****          ****          ****
Green/Cycle:        0.10 0.14  0.00      0.10 0.14  0.14  0.10 0.23  0.23  0.35 0.49  0.49
Volume/Cap:         0.63 0.06  0.00      0.01 0.03  0.04  0.18 0.88  0.49  0.88 0.52  0.52
Uniform Del:        30.3 25.9   0.0      28.4 25.8  25.9  28.9 25.8  23.2  21.3 12.4  12.4
IncremntDel:        3.7  0.1   0.0       0.0  0.1   0.1   0.5  7.6   1.0   5.2  0.3   0.3
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:          33.9 26.0   0.0      28.4 25.9  25.9  29.4 33.4  24.1  26.5 12.6  12.6
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:         33.9 26.0   0.0      28.4 25.9  25.9  29.4 33.4  24.1  26.5 12.6  12.6
HCM2kAvg:           4   0   0       0   0   0   1  11   4   15   7   7
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Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

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 Intersection #11 Reservation Rd/Imjin Rd  
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Cycle (sec): 75 Critical Vol./Cap. (X): 1.393  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 216.8  
 Optimal Cycle: 180 Level Of Service: F  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	1	0	1	2	0	2	2	0	2

Volume Module:

Base Vol:	169	9	1518	6	8	28	4	1070	195	1067	982	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:	169	9	1518	6	8	28	4	1070	195	1067	982	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	184	10	1650	7	9	30	4	1163	212	1160	1067	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	10	1650	7	9	30	4	1163	212	1160	1067	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	10	1650	7	9	30	4	1163	212	1160	1067	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.95	1.00	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.01	1.99	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	19	3215	1805	1900	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.51	0.51	0.00	0.00	0.02	0.00	0.32	0.13	0.33	0.30	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.33	0.33	0.09	0.25	0.25	0.09	0.21	0.21	0.21	0.32	0.32
Volume/Cap:	0.30	1.56	1.56	0.04	0.02	0.08	0.01	1.56	0.64	1.56	0.91	0.00
Uniform Del:	27.0	25.2	25.2	30.9	21.3	21.6	30.9	29.8	27.2	29.6	24.3	17.1
IncrementDel:	0.3	258	257.7	0.1	0.0	0.1	0.0	260	4.0	259.7	10.6	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	1.00
Delay/Veh:	27.3	283	282.9	31.0	21.3	21.7	30.9	289	31.2	289.2	34.8	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:	27.3	283	282.9	31.0	21.3	21.7	30.9	289	31.2	289.2	34.8	17.1
HCM2kAvg:	2	57	57	0	0	1	0	41	6	43	16	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #11 Reservation Rd/Imjin Rd
*****
Cycle (sec):          75          Critical Vol./Cap. (X):          0.615
Loss Time (sec):     12 (Y+R = 4 sec) Average Delay (sec/veh):          21.8
Optimal Cycle:       47          Level Of Service:          C
*****
Approach:           North Bound          South Bound          East Bound          West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:            Protected          Protected          Protected          Protected
Rights:             Ignore          Include          Include          Include
Min. Green:         7  10  10          7  10  10          7  10  10          7  10  10
Lanes:              2  0  0  1  1          1  0  1  0  1          1  0  3  0  1          3  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:           169  9 1518          6  8  28          4 1070  195 1067 982  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:         169  9 1518          6  8  28          4 1070  195 1067 982  2
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:            0.92 0.92 0.00          0.92 0.92 0.92          0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:         184  10  0          7  9  30          4 1163  212 1160 1067  2
Reduct Vol:         0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:        184  10  0          7  9  30          4 1163  212 1160 1067  2
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
Final Vol.:         184  10  0          7  9  30          4 1163  212 1160 1067  2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1900 1900 1900          1900 1900 1900          1900 1900 1900 1900 1900 1900
Adjustment:         0.92 1.00 1.00          0.95 1.00 0.85          0.95 0.91 0.85 0.92 0.95 0.95
Lanes:              2.00 1.00 1.00          1.00 1.00 1.00          1.00 3.00 1.00 3.00 1.99 0.01
Final Sat.:         3502 1900 1900          1805 1900 1615          1805 5187 1615 5253 3603  7
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.05 0.01 0.00          0.00 0.00 0.02          0.00 0.22 0.13 0.22 0.30 0.30
Crit Moves:         ****          ****          ****          ****
Green/Cycle:        0.09 0.13 0.00          0.09 0.13 0.13          0.09 0.31 0.31 0.30 0.52 0.52
Volume/Cap:         0.56 0.04 0.00          0.04 0.03 0.14          0.03 0.73 0.42 0.73 0.57 0.57
Uniform Del:        32.5 28.3  0.0          30.9 28.3  28.7          30.9 23.1 20.6 23.3 12.3 12.3
IncremntDel:        2.2  0.1  0.0          0.1  0.1  0.3          0.1  1.7  0.6  1.7  0.4  0.4
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:          34.8 28.4  0.0          31.0 28.4  29.0          31.0 24.8 21.2 25.0 12.7 12.7
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:         34.8 28.4  0.0          31.0 28.4  29.0          31.0 24.8 21.2 25.0 12.7 12.7
HCM2kAvg:           3  0  0          0  0  1          0  10  4  10  9  9
*****

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

\*\*\*\*\*  
 Intersection #12 Reservation Rd/Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 1.201  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 145.1  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Lanes:	0	0	0	2	0	0	2	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	21	0	1278	916	702	0	0	1351	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:	0	0	0	21	0	1278	916	702	0	0	1351	25
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	23	0	0	1018	780	0	0	1501	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	0	1018	780	0	0	1501	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	23	0	0	1018	780	0	0	1501	28

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	1.08	0.92	0.95	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3502	0	4102	3502	3610	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.29	0.22	0.00	0.00	0.79	0.02
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.00	0.22	0.80	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.00	1.35	0.27	0.00	0.00	1.35	0.03
Uniform Del:	0.0	0.0	0.0	38.3	0.0	0.0	37.3	2.4	0.0	0.0	19.7	8.3
IncrementDel:	0.0	0.0	0.0	0.1	0.0	0.0	166.6	0.1	0.0	0.0	164	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	1.00
Delay/Veh:	0.0	0.0	0.0	38.4	0.0	0.0	203.9	2.5	0.0	0.0	184	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.4	0.0	0.0	203.9	2.5	0.0	0.0	184	8.3
HCM2kAvg:	0	0	0	0	0	0	35	3	0	0	92	0

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

\*\*\*\*\*  
 Intersection #12 Reservation Rd/Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 95 Critical Vol./Cap. (X): 0.798  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.3  
 Optimal Cycle: 67 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Lanes:	0	0	0	2	0	0	2	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	21	0	1278	916	702	0	0	1351	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:	0	0	0	21	0	1278	916	702	0	0	1351	25
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	23	0	0	1018	780	0	0	1501	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	0	1018	780	0	0	1501	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	23	0	0	1018	780	0	0	1501	28

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	1.08	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	3502	0	4102	3502	3610	0	0	3534	65

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.29	0.22	0.00	0.00	0.42	0.42
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.00	0.33	0.80	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.00	0.89	0.27	0.00	0.00	0.89	0.89
Uniform Del:	0.0	0.0	0.0	38.3	0.0	0.0	30.5	2.4	0.0	0.0	22.8	22.8
IncrcmntDel:	0.0	0.0	0.0	0.1	0.0	0.0	9.3	0.1	0.0	0.0	6.5	6.5
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.4	0.0	0.0	39.8	2.5	0.0	0.0	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.4	0.0	0.0	39.8	2.5	0.0	0.0	29.3	29.3
HCM2kAvg:	0	0	0	0	0	0	19	3	0	0	24	24

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

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*****
Intersection #12 Reservation Rd/Blanco Rd
*****
Cycle (sec):      110          Critical Vol./Cap. (X):      0.883
Loss Time (sec):  9 (Y+R = 4 sec) Average Delay (sec/veh):      31.5
Optimal Cycle:   98          Level Of Service:      C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Ignore      Include      Include
Min. Green:   0 0 0      10 0 10      7 10 10      0 10 10
Lanes:      0 0 0 0 0      2 0 0 0 2      2 0 2 0 0      0 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      64 0 1118      1344 1184 0      0 684 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:   0 0 0      64 0 1118      1344 1184 0      0 684 35
User Adj:     1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      0.94 0.94 0.94      0.94 0.94 0.00      0.94 0.94 0.94      0.94 0.94 0.94
PHF Volume:   0 0 0      68 0 0      1430 1260 0      0 728 37
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 0 0      68 0 0      1430 1260 0      0 728 37
PCE Adj:     1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00
Final Vol.:   0 0 0      68 0 0      1430 1260 0      0 728 37
-----|-----|-----|-----|
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 1.08      0.92 0.95 1.00      1.00 1.00 0.85
Lanes:       0.00 0.00 0.00      2.00 0.00 2.00      2.00 2.00 0.00      0.00 1.00 1.00
Final Sat.:   0 0 0      3502 0 4102      3502 3610 0      0 1900 1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00      0.02 0.00 0.00      0.41 0.35 0.00      0.00 0.38 0.02
Crit Moves:   ****                      ****                      ****
Green/Cycle: 0.00 0.00 0.00      0.09 0.00 0.00      0.43 0.83 0.00      0.00 0.40 0.40
Volume/Cap:  0.00 0.00 0.00      0.21 0.00 0.00      0.96 0.42 0.00      0.00 0.96 0.06
Uniform Del:  0.0 0.0 0.0      46.4 0.0 0.0      30.5 2.5 0.0      0.0 32.0 20.2
IncrmntDel:  0.0 0.0 0.0      0.3 0.0 0.0      14.3 0.1 0.0      0.0 22.5 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 1.00
Delay/Veh:   0.0 0.0 0.0      46.7 0.0 0.0      44.8 2.6 0.0      0.0 54.6 20.3
User DelAdj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
AdjDel/Veh:  0.0 0.0 0.0      46.7 0.0 0.0      44.8 2.6 0.0      0.0 54.6 20.3
HCM2kAvg:   0 0 0      1 0 0      30 6 0      0 29 1
*****
    
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #12 Reservation Rd/Blanco Rd
*****
Cycle (sec):          110          Critical Vol./Cap. (X):          0.698
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          18.9
Optimal Cycle:        52          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Split Phase      Split Phase      Protected      Protected
Rights:        Include          Ignore           Include         Include
Min. Green:    0 0 0 0 0 10 0 10 7 10 10 0 10 10
Lanes:         0 0 0 0 0 2 0 0 2 0 0 0 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 64 0 1118 1344 1184 0 0 684 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:   0 0 0 64 0 1118 1344 1184 0 0 684 35
User Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       0.94 0.94 0.94 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:    0 0 0 68 0 0 1430 1260 0 0 728 37
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 68 0 0 1430 1260 0 0 728 37
PCE Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0 0 0 68 0 0 1430 1260 0 0 728 37
-----|-----|-----|-----|
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 1.08 0.92 0.95 1.00 1.00 0.94 0.94
Lanes:         0.00 0.00 0.00 2.00 0.00 2.00 2.00 2.00 0.00 0.00 1.90 0.10
Final Sat.:    0 0 0 3502 0 4102 3502 3610 0 0 3410 175
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.02 0.00 0.00 0.41 0.35 0.00 0.00 0.21 0.21
Crit Moves:    ****          ****          ****
Green/Cycle:   0.00 0.00 0.00 0.09 0.00 0.00 0.54 0.83 0.00 0.00 0.28 0.28
Volume/Cap:    0.00 0.00 0.00 0.21 0.00 0.00 0.75 0.42 0.00 0.00 0.75 0.75
Uniform Del:   0.0 0.0 0.0 46.4 0.0 0.0 19.4 2.5 0.0 0.0 35.9 35.9
IncrcmntDel:   0.0 0.0 0.0 0.3 0.0 0.0 1.7 0.1 0.0 0.0 3.2 3.2
Delay Adj:     0.00 0.00 0.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
Delay/Veh:     0.0 0.0 0.0 46.7 0.0 0.0 21.1 2.6 0.0 0.0 39.0 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:    0.0 0.0 0.0 46.7 0.0 0.0 21.1 2.6 0.0 0.0 39.0 39.0
HCM2kAvg:      0 0 0 1 0 0 21 6 0 0 13 13
*****

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

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 Intersection #13 Reservation Rd/West Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.1  
 Optimal Cycle: 54 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0				
Lanes:	0	1	0	1	0	0	0	0	2	1	0	1	0	1	1	0

Volume Module:

Base Vol:	179	22	199	0	0	0	0	602	121	596	1197	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	22	199	0	0	0	0	602	121	596	1197	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	195	24	216	0	0	0	0	654	132	648	1301	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	24	216	0	0	0	0	654	132	648	1301	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
Final Vol.:	195	24	216	0	0	0	0	654	132	648	1301	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.89	0.89	0.95	0.95	0.95
Lanes:	0.90	0.11	0.99	0.00	1.00	0.00	0.00	2.50	0.50	1.00	1.97	0.03
Final Sat.:	1382	170	1537	0	1900	0	0	4211	846	1805	3549	53

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.16	0.16	0.36	0.37	0.37
Crit Moves:	****						****			****		
Green/Cycle:	0.20	0.20	0.69	0.00	0.00	0.00	0.00	0.22	0.22	0.50	0.71	0.71
Volume/Cap:	0.72	0.72	0.20	0.00	0.00	0.00	0.00	0.72	0.72	0.72	0.51	0.51
Uniform Del:	37.7	37.7	5.4	0.0	0.0	0.0	0.0	36.4	36.4	19.6	6.4	6.4
IncrementDel:	4.2	4.2	0.0	0.0	0.0	0.0	0.0	2.4	2.4	2.9	0.2	0.2
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.9	41.9	5.5	0.0	0.0	0.0	0.0	38.8	38.8	22.5	6.6	6.6
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	41.9	5.5	0.0	0.0	0.0	0.0	38.8	38.8	22.5	6.6	6.6
HCM2kAvg:	8	8	3	0	0	0	0	9	9	17	9	9



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

\*\*\*\*\*  
 Intersection #13 Reservation Rd/West Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.910  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 34.3  
 Optimal Cycle: 108 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Lanes:	1	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	128	0	831	99	28	0	0	1018	230	343	591	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:	128	0	831	99	28	0	0	1018	230	343	591	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	139	0	903	108	30	0	0	1107	250	373	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	0	903	108	30	0	0	1107	250	373	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	0	903	108	30	0	0	1107	250	373	642	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.85	0.79	0.79	1.00	1.00	0.88	0.88	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.78	0.22	0.00	0.00	2.45	0.55	1.00	2.00	0.00
Final Sat.:	1292	0	1615	1175	332	0	0	4113	929	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.56	0.09	0.09	0.00	0.00	0.27	0.27	0.21	0.18	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.39	0.00	0.61	0.39	0.39	0.00	0.00	0.30	0.30	0.23	0.52	0.00
Volume/Cap:	0.28	0.00	0.91	0.24	0.24	0.00	0.00	0.91	0.91	0.91	0.34	0.00
Uniform Del:	21.0	0.0	16.9	20.6	20.6	0.0	0.0	33.9	33.9	37.7	13.9	0.0
IncrementDel:	0.3	0.0	12.1	0.2	0.2	0.0	0.0	8.6	8.6	24.0	0.1	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	21.3	0.0	29.0	20.9	20.9	0.0	0.0	42.6	42.6	61.6	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:	21.3	0.0	29.0	20.9	20.9	0.0	0.0	42.6	42.6	61.6	14.0	0.0
HCM2kAvg:	4	0	28	4	4	0	0	17	17	16	6	0

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #14 Inter-Garrison Rd/new collector  
 \*\*\*\*\*

Average Delay (sec/veh): 14.9 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	0	0	0	0	714	328	73	0	0	542	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	714	328	73	0	0	542	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	776	357	79	0	0	589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	776	357	79	0	0	589	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	776	357	79	0	0	589	0

PCE Module:

AutoPCE:	0	0	0	0	0	776	357	79	0	0	589	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	776	357	79	0	0	589	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	436	589	0	357
MaxVolume:	xxxxxx	882	1200	1007
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	882	1200	1007
ApproachVol:	xxxxxx	776	436	589
ApproachDel:	xxxxxx	25.5	4.7	8.5
Queue:	xxxx	11.7	1.7	3.9

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                        Level Of Service Computation Report
                        FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection #14 Inter-Garrison Rd/new collector
*****
Average Delay (sec/veh):      14.2                      Level Of Service:      B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      1      2      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      0 0 714 328 73 0 0 542 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 0 714 328 73 0 0 542 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0      0 0 776 357 79 0 0 589 0
Reduct Vol: 0 0 0      0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0      0 0 776 357 79 0 0 589 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0      0 0 776 357 79 0 0 589 0
-----|-----|-----|-----|
PCE Module:
AutoPCE: 0 0 0      0 0 776 357 79 0 0 589 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 0 776 357 79 0 0 589 0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 436      589      0      357
MaxVolume: xxxxxx      882      2424      1007
PedVolume: 0      0      0      0
AdjMaxVol: xxxxxx      882      2424      1007
ApproachVol: xxxxxx      776      436      589
ApproachDel: xxxxxx      25.5      1.8      8.5
Queue: xxxxx      11.7      0.7      3.9

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Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #14 Inter-Garrison Rd/new collector  
 \*\*\*\*\*

Average Delay (sec/veh): 52.6 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	0	0	0	0	520	946	285	0	0	0	88	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	520	946	285	0	0	0	88	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	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	565	1028	310	0	0	0	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	565	1028	310	0	0	0	96	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
Final Vol.:	0	0	0	0	0	565	1028	310	0	0	0	96	0

PCE Module:

AutoPCE:	0	0	0	0	0	565	1028	310	0	0	0	96	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	565	1028	310	0	0	0	96	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	1338	96	0	1028
MaxVolume:	xxxxxx	1148	1200	645
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1148	1200	645
ApproachVol:	xxxxxx	565	1338	96
ApproachDel:	xxxxxx	6.1	75.5	6.6
Queue:	xxxx	2.8	32.6	0.5

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)
*****
Intersection #14 Inter-Garrison Rd/new collector
*****
Average Delay (sec/veh):      4.3          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1          1          2          1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0  0  0  0  0  520  946  285  0  0  88  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  520  946  285  0  0  88  0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:   0  0  0  0  0  565  1028  310  0  0  96  0
Reduct Vol:   0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:  0  0  0  0  0  565  1028  310  0  0  96  0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  0  0  0  0  0  565  1028  310  0  0  96  0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      0  0  0  0  0  565  1028  310  0  0  96  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  565  1028  310  0  0  96  0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:   1338          96          0          1028
MaxVolume:   xxxxxx          1148          2424          645
PedVolume:    0          0          0          0
AdjMaxVol:   xxxxxx          1148          2424          645
ApproachVol: xxxxxx          565          1338          96
ApproachDel: xxxxxx          6.1          3.3          6.6
Queue:       xxxxx          2.8          3.6          0.5

```

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #15 Reservation Rd/Main Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.3  
 Optimal Cycle: 56 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0				
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	148	0	77	0	0	0	0	719	82	40	1645	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:	148	0	77	0	0	0	0	719	82	40	1645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	161	0	84	0	0	0	0	782	89	43	1788	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	84	0	0	0	0	782	89	43	1788	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	161	0	84	0	0	0	0	782	89	43	1788	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.76	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	0.66	0.00	0.34	0.00	0.00	0.00	0.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	944	0	491	0	0	0	0	3192	364	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.24	0.24	0.02	0.50	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.61	0.61	0.07	0.68	0.00
Volume/Cap:	0.73	0.00	0.73	0.00	0.00	0.00	0.00	0.40	0.40	0.34	0.73	0.00
Uniform Del:	35.5	0.0	35.5	0.0	0.0	0.0	0.0	10.2	10.2	44.3	10.3	0.0
IncrementDel:	8.0	0.0	8.0	0.0	0.0	0.0	0.0	0.1	0.1	1.6	1.2	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:	43.5	0.0	43.5	0.0	0.0	0.0	0.0	10.3	10.3	45.9	11.5	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:	43.5	0.0	43.5	0.0	0.0	0.0	0.0	10.3	10.3	45.9	11.5	0.0
HCM2kAvg:	9	0	10	0	0	0	0	7	7	2	18	0

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

\*\*\*\*\*  
 Intersection #15 Reservation Rd/Main Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.7  
 Optimal Cycle: 85 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0				
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	106	0	56	0	0	0	0	1581	367	93	828	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:	106	0	56	0	0	0	0	1581	367	93	828	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	115	0	61	0	0	0	0	1718	399	101	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	61	0	0	0	0	1718	399	101	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	0	61	0	0	0	0	1718	399	101	900	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.76	1.00	1.00	1.00	1.00	0.92	0.92	0.95	0.95	1.00
Lanes:	0.65	0.00	0.35	0.00	0.00	0.00	0.00	1.62	0.38	1.00	2.00	0.00
Final Sat.:	940	0	496	0	0	0	0	2848	661	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.60	0.60	0.06	0.25	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.70	0.70	0.07	0.77	0.00
Volume/Cap:	0.86	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.86	0.80	0.32	0.00
Uniform Del:	42.0	0.0	42.0	0.0	0.0	0.0	0.0	11.5	11.5	45.8	3.6	0.0
IncrementDel:	29.7	0.0	29.7	0.0	0.0	0.0	0.0	3.5	3.5	29.3	0.1	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:	71.6	0.0	71.6	0.0	0.0	0.0	0.0	15.0	15.0	75.1	3.6	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:	71.6	0.0	71.6	0.0	0.0	0.0	0.0	15.0	15.0	75.1	3.6	0.0
HCM2kAvg:	10	0	10	0	0	0	0	27	27	5	4	0

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Reservation Rd/East Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.964  
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 15.3  
 Optimal Cycle: 180 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	481	1685	0	0	796	0	0	0	126	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	1685	0	0	796	0	0	0	126	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	523	1832	0	0	865	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	1832	0	0	865	0	0	0	0	0	0	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
Final Vol.:	523	1832	0	0	865	0	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	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	3610	0	0	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.29	0.96	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.55	1.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.53	0.96	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	14.4	0.0	0.0	0.0	19.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncrementDel:	0.5	13.2	0.0	0.0	0.3	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	15.0	13.2	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	13.2	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	11	11	0	0	10	0	0	0	0	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #16 Reservation Rd/East Prj Access
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.631
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          6.0
Optimal Cycle:        44          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Protected      Protected      Permitted      Protected
Rights:        Include      Include      Ignore      Include
Min. Green:    7  10  0      0  10  0      0  0  10      0  0  0
Lanes:         1  0  1  0  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      135  921  0      0  1637  0      0  0  440      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:    135  921  0      0  1637  0      0  0  440      0  0  0
User Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  1.00
PHF Adj:       0.92  0.92  0.92  0.92  0.92  0.92  0.92  0.92  0.00  0.92  0.92  0.92
PHF Volume:    147  1001  0      0  1779  0      0  0  0      0  0  0
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   147  1001  0      0  1779  0      0  0  0      0  0  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
Final Vol.:    147  1001  0      0  1779  0      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  1.00  1.00  1.00  0.95  0.95  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:         1.00  1.00  0.00  0.00  2.00  0.00  0.00  0.00  1.00  0.00  0.00  0.00
Final Sat.:    1805  1900  0      0  3610  0      0  0  1900  0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.08  0.53  0.00  0.00  0.49  0.00  0.00  0.00  0.00  0.00  0.00  0.00
Crit Moves:    ****          ****
Green/Cycle:   0.13  0.91  0.00  0.00  0.78  0.00  0.00  0.00  0.00  0.00  0.00  0.00
Volume/Cap:    0.63  0.58  0.00  0.00  0.63  0.00  0.00  0.00  0.00  0.00  0.00  0.00
Uniform Del:   41.3  0.9  0.0  0.0  4.7  0.0  0.0  0.0  0.0  0.0  0.0  0.0
IncrcmntDel:   5.5  0.5  0.0  0.0  0.5  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  0.00  0.00  0.00  0.00  0.00  0.00  0.00
Delay/Veh:     46.8  1.4  0.0  0.0  5.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0
User DelAdj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:    46.8  1.4  0.0  0.0  5.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0
HCM2kAvg:      6  7  0      0  12  0      0  0  0      0  0  0
*****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #17 Reservation Rd/S. Davis Rd  
 \*\*\*\*\*

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxxx]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	12	5	3	209	7	1322	579	336	7	2	832	210
Growth Adj:	1.00	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	5	3	209	7	1322	579	336	7	2	832	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	12	5	3	215	7	1363	597	346	7	2	858	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	12	5	3	215	7	1363	597	346	7	2	858	216

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	3199	2622	350	2518	2518	966	1074	xxxx	xxxxxx	354	xxxx	xxxxxx
Potent Cap.:	6	24	698	19	28	312	657	xxxx	xxxxxx	1216	xxxx	xxxxxx
Move Cap.:	0	2	698	0	3	312	657	xxxx	xxxxxx	1216	xxxx	xxxxxx
Volume/Cap:	xxxx	2.33	0.00	xxxx	2.79	4.38	0.91	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	135.2	11.7	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1550	41.6	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	F	E	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxxx	0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #17 Reservation Rd/S. Davis Rd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.707
Loss Time (sec):     9 (Y+R = 4 sec) Average Delay (sec/veh):          27.1
Optimal Cycle:       52          Level Of Service:          C
*****
Approach:           North Bound      South Bound      East Bound      West Bound
Movement:           L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:            Permitted      Permitted      Protected      Protected
Rights:             Include        Ignore         Include        Include
Min. Green:         0 0 0 0        0 0 0 0        0 0 0 0        0 0 0 0
Lanes:              0 0 1! 0 0      0 1 0 0 1      2 0 0 1 0      1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:           12 5 3 209 7 1322 579 336 7 2 832 210
Growth Adj:         1.00 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 5 3 209 7 1322 579 336 7 2 832 210
User Adj:           1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:            0.97 0.97 0.97 0.97 0.97 0.00 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume:         12 5 3 215 7 0 597 346 7 2 858 216
Reduct Vol:         0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:        12 5 3 215 7 0 597 346 7 2 858 216
PCE Adj:            1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:            1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:         12 5 3 215 7 0 597 346 7 2 858 216
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:         0.83 0.83 0.83 0.71 0.71 1.00 0.92 1.00 1.00 0.95 0.92 0.92
Lanes:              0.60 0.25 0.15 0.97 0.03 1.00 2.00 0.98 0.02 1.00 1.60 0.40
Final Sat.:         941 392 235 1296 43 1900 3502 1856 39 1805 2796 706
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.01 0.01 0.01 0.17 0.17 0.00 0.17 0.19 0.19 0.00 0.31 0.31
Crit Moves:         ****          ****          ****
Green/Cycle:        0.24 0.24 0.24 0.24 0.24 0.00 0.24 0.67 0.67 0.00 0.43 0.43
Volume/Cap:         0.06 0.06 0.06 0.71 0.71 0.00 0.71 0.28 0.28 0.28 0.71 0.71
Uniform Del:        29.6 29.6 29.6 35.1 35.1 0.0 34.7 6.7 6.7 49.6 23.1 23.1
IncremntDel:        0.1 0.1 0.1 7.2 7.2 0.0 2.8 0.1 0.1 19.4 1.6 1.6
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:          29.7 29.7 29.7 42.3 42.3 0.0 37.5 6.8 6.8 69.1 24.7 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:         29.7 29.7 29.7 42.3 42.3 0.0 37.5 6.8 6.8 69.1 24.7 24.7
HCM2kAvg:           1 1 1 10 10 0 10 4 4 0 14 14
*****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #17 Reservation Rd/S. Davis Rd  
 \*\*\*\*\*

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	11	5	7	269	5	517	1183	869	15	7	528	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:	11	5	7	269	5	517	1183	869	15	7	528	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	12	5	8	289	5	556	1272	934	16	8	568	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	12	5	8	289	5	556	1272	934	16	8	568	123

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	4411	4192	942	4137	4139	629	690	xxxx	xxxxxx	951	xxxx	xxxxxx
Potent Cap.:	1	2	321	1	2	486	914	xxxx	xxxxxx	731	xxxx	xxxxxx
Move Cap.:	0	0	321	0	0	486	914	xxxx	xxxxxx	731	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	1.14	1.39	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	19.5	53.7	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	114.6	198.4	xxxx	xxxxxx	10.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	F	F	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxxx	0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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

\*\*\*\*\*  
 Intersection #17 Reservation Rd/S. Davis Rd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.888  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.1  
 Optimal Cycle: 85 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	11	5	7	269	5	517	1183	869	15	7	528	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:	11	5	7	269	5	517	1183	869	15	7	528	114
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	12	5	8	289	5	0	1272	934	16	8	568	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	8	289	5	0	1272	934	16	8	568	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	5	8	289	5	0	1272	934	16	8	568	123

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.70	0.70	1.00	0.92	1.00	1.00	0.95	0.92	0.92
Lanes:	0.48	0.22	0.30	0.98	0.02	1.00	2.00	0.98	0.02	1.00	1.64	0.36
Final Sat.:	742	337	472	1306	24	1900	3502	1862	32	1805	2889	624

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.22	0.22	0.00	0.36	0.50	0.50	0.00	0.20	0.20
Crit Moves:				****	****		****	****	****	****	****	****
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.00	0.41	0.63	0.63	0.01	0.22	0.22
Volume/Cap:	0.06	0.06	0.06	0.89	0.89	0.00	0.89	0.80	0.80	0.80	0.89	0.89
Uniform Del:	21.5	21.5	21.5	27.1	27.1	0.0	20.6	10.6	10.6	37.3	28.3	28.3
IncrementDel:	0.1	0.1	0.1	23.9	23.9	0.0	7.1	4.0	4.0	177.8	12.1	12.1
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:	21.5	21.5	21.5	51.0	51.0	0.0	27.7	14.6	14.6	215.0	40.4	40.4
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:	21.5	21.5	21.5	51.0	51.0	0.0	27.7	14.6	14.6	215.0	40.4	40.4
HCM2kAvg:	1	1	1	13	13	0	18	19	19	1	11	11

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

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 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 45 Critical Vol./Cap. (X): 0.864  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.8  
 Optimal Cycle: 60 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0

Volume Module:

Base Vol:	0	0	0	240	0	342	0	407	139	229	630	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	240	0	342	0	407	139	229	630	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	261	0	372	0	442	151	249	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	372	0	442	151	249	685	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	261	0	372	0	442	151	249	685	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	0.85	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.75	0.25	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1368	467	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.23	0.00	0.32	0.32	0.14	0.36	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.37	0.37	0.16	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.86	0.00	0.86	0.86	0.86	0.68	0.00
Uniform Del:	0.0	0.0	0.0	14.2	0.0	15.7	0.0	13.0	13.0	18.4	7.6	0.0
IncrementDel:	0.0	0.0	0.0	1.3	0.0	16.4	0.0	11.1	11.1	22.7	1.8	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.4	0.0	32.2	0.0	24.1	24.1	41.1	9.5	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	15.4	0.0	32.2	0.0	24.1	24.1	41.1	9.5	0.0
HCM2kAvg:	0	0	0	4	0	9	0	11	11	7	8	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #18 Hwy 68 WB Ramps/Reservation Rd
*****
Cycle (sec):          45          Critical Vol./Cap. (X):          0.751
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          16.6
Optimal Cycle:        47          Level Of Service:          B
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Protected      Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          10  0  10        0  10  10        7  10  0
Lanes:                0  0  0  0  0      1  1  0  0  1      0  0  1  0  1      1  0  1  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  0  0          240  0  342        0  407  139  229  630  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          240  0  342        0  407  139  229  630  0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:           0  0  0          261  0  372        0  442  151  249  685  0
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          0  0  0          261  0  372        0  442  151  249  685  0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           0  0  0          261  0  372        0  442  151  249  685  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  0.85  1.00 1.00  0.85  0.95 1.00  1.00
Lanes:                0.00 0.00  0.00  2.00 0.00  1.00  0.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:           0  0  0          3618  0  1615        0  1900  1615  1805  1900  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00  0.00  0.07 0.00  0.23  0.00 0.23  0.09  0.14 0.36  0.00
Crit Moves:           ****          ****          ****
Green/Cycle:          0.00 0.00  0.00  0.31 0.00  0.31  0.00 0.31  0.31  0.18 0.49  0.00
Volume/Cap:           0.00 0.00  0.00  0.24 0.00  0.75  0.00 0.75  0.30  0.75 0.73  0.00
Uniform Del:          0.0  0.0  0.0  11.7  0.0  14.1  0.0 14.0  11.8  17.4  9.0  0.0
IncremntDel:          0.0  0.0  0.0  0.1  0.0  6.4  0.0  5.4  0.3  9.3  3.0  0.0
Delay Adj:            0.00 0.00  0.00  1.00 0.00  1.00  0.00 1.00  1.00  1.00 1.00  0.00
Delay/Veh:            0.0  0.0  0.0  11.8  0.0  20.4  0.0 19.3  12.2  26.7 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  11.8  0.0  20.4  0.0 19.3  12.2  26.7 12.0  0.0
HCM2kAvg:             0  0  0          2  0  7          0  8  2  6  9  0
*****

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

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 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
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Cycle (sec): 80 Critical Vol./Cap. (X): 1.235  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 117.6  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	523	0	311	0	941	216	131	294	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	523	0	311	0	941	216	131	294	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	581	0	346	0	1046	240	146	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	581	0	346	0	1046	240	146	327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	581	0	346	0	1046	240	146	327	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	0.85	1.00	0.98	0.98	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.81	0.19	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1507	346	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.21	0.00	0.69	0.69	0.08	0.17	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.55	0.55	0.09	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	1.27	0.00	0.85	0.00	1.27	1.27	0.92	0.27	0.00
Uniform Del:	0.0	0.0	0.0	29.9	0.0	28.4	0.0	18.1	18.1	36.2	6.5	0.0
IncrementDel:	0.0	0.0	0.0	137.4	0.0	14.9	0.0	129	128.9	49.0	0.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	167.3	0.0	43.3	0.0	147	147.1	85.3	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	167.3	0.0	43.3	0.0	147	147.1	85.3	6.6	0.0
HCM2kAvg:	0	0	0	34	0	11	0	67	67	7	4	0



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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #18 Hwy 68 WB Ramps/Reservation Rd
*****
Cycle (sec):          80          Critical Vol./Cap. (X):          0.952
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):      34.5
Optimal Cycle:        120          Level Of Service:          C
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Split Phase    Split Phase      Protected      Protected
Rights:               Include        Include          Include        Include
Min. Green:           0  0  0        10  0  10       0  10  10      7  10  0
Lanes:                0  0  0  0  0    1  1  0  0  1    0  0  1  0  1    1  0  1  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  0  0        523  0  311      0  941  216    131  294  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        523  0  311      0  941  216    131  294  0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:           0  0  0        581  0  346      0 1046  240    146  327  0
Reduct Vol:           0  0  0          0  0  0        0  0  0        0  0  0
Reduced Vol:          0  0  0        581  0  346      0 1046  240    146  327  0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           0  0  0        581  0  346      0 1046  240    146  327  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 0.85 1.00 1.00 0.85 0.95 1.00 1.00
Lanes:                0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Final Sat.:           0  0  0        3618  0  1615      0 1900  1615  1805 1900  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00 0.16 0.00 0.21 0.00 0.55 0.15 0.08 0.17 0.00
Crit Moves:
Green/Cycle:          0.00 0.00 0.00 0.22 0.00 0.22 0.00 0.58 0.58 0.09 0.66 0.00
Volume/Cap:           0.00 0.00 0.00 0.72 0.00 0.96 0.00 0.96 0.26 0.92 0.26 0.00
Uniform Del:          0.0  0.0  0.0  28.7  0.0  30.6  0.0 16.0  8.4  36.2  5.5  0.0
IncremntDel:          0.0  0.0  0.0  3.1  0.0  35.6  0.0 17.5  0.1  49.0  0.1  0.0
Delay Adj:            0.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh:            0.0  0.0  0.0  31.8  0.0  66.3  0.0 33.5  8.6  85.3  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:           0.0  0.0  0.0  31.8  0.0  66.3  0.0 33.5  8.6  85.3  5.6  0.0
HCM2kAvg:             0  0  0          8  0  13        0  31  3  7  3  0
*****

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

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 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap. (X): 0.885  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.7  
 Optimal Cycle: 87 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10				
Lanes:	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	177	0	108	0	0	0	294	425	0	0	773	662
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	0	108	0	0	0	294	425	0	0	773	662
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	208	0	127	0	0	0	346	500	0	0	909	779
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	0	127	0	0	0	346	500	0	0	909	779
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	208	0	127	0	0	0	346	500	0	0	909	779

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1805	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.08	0.00	0.00	0.00	0.19	0.26	0.00	0.00	0.48	0.48
Crit Moves:	****						****			****		
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.22	0.76	0.00	0.00	0.54	0.54
Volume/Cap:	0.88	0.00	0.60	0.00	0.00	0.00	0.88	0.35	0.00	0.00	0.88	0.89
Uniform Del:	34.2	0.0	32.9	0.0	0.0	0.0	30.4	3.2	0.0	0.0	16.2	16.3
IncrementDel:	30.3	0.0	4.9	0.0	0.0	0.0	20.7	0.1	0.0	0.0	9.3	11.4
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	64.5	0.0	37.8	0.0	0.0	0.0	51.0	3.3	0.0	0.0	25.5	27.6
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
AdjDel1/Veh:	64.5	0.0	37.8	0.0	0.0	0.0	51.0	3.3	0.0	0.0	25.5	27.6
HCM2kAvg:	9	0	4	0	0	0	12	4	0	0	23	21

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

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 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 85 Critical Vol./Cap. (X): 0.936  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 42.3  
 Optimal Cycle:OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Split Phase			Split Phase			Split Phase			Split Phase									
Rights:	Include			Include			Include			Include									
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10							
Lanes:	0	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	177	0	108	0	0	0	294	425	0	0	773	662
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	0	108	0	0	0	294	425	0	0	773	662
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	208	0	127	0	0	0	346	500	0	0	909	779
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	0	127	0	0	0	346	500	0	0	909	779
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	208	0	127	0	0	0	346	500	0	0	909	779

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.82	1.18	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1447	2091	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.08	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.48	0.48
Crit Moves:	****						****					****
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.52	0.52
Volume/Cap:	0.94	0.00	0.64	0.00	0.00	0.00	0.94	0.94	0.00	0.00	0.93	0.94
Uniform Del:	36.9	0.0	35.5	0.0	0.0	0.0	31.0	31.0	0.0	0.0	19.1	19.3
IncrementDel:	42.6	0.0	6.8	0.0	0.0	0.0	16.5	16.5	0.0	0.0	14.6	17.5
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	79.6	0.0	42.3	0.0	0.0	0.0	47.5	47.5	0.0	0.0	33.7	36.8
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:	79.6	0.0	42.3	0.0	0.0	0.0	47.5	47.5	0.0	0.0	33.7	36.8
HCM2kAvg:	9	0	4	0	0	0	16	16	0	0	27	24

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.988  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 47.6  
 Optimal Cycle: 107 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10			
Lanes:	0	1	0	0	1	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	145	0	220	0	0	0	361	1213	0	0	326	341
Growth Adj:	1.00	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	0	220	0	0	0	361	1213	0	0	326	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	167	0	253	0	0	0	415	1394	0	0	375	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	0	253	0	0	0	415	1394	0	0	375	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	167	0	253	0	0	0	415	1394	0	0	375	392

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1805	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.00	0.16	0.00	0.00	0.00	0.23	0.73	0.00	0.00	0.20	0.24
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.32	0.65	0.00	0.00	0.34	0.34
Volume/Cap:	0.51	0.00	0.86	0.00	0.00	0.00	0.72	1.12	0.00	0.00	0.59	0.72
Uniform Del:	20.3	0.0	21.8	0.0	0.0	0.0	16.6	9.5	0.0	0.0	15.1	16.0
IncrcmntDel:	1.3	0.0	21.9	0.0	0.0	0.0	4.5	65.6	0.0	0.0	1.4	4.7
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	21.6	0.0	43.7	0.0	0.0	0.0	21.1	75.1	0.0	0.0	16.5	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:	21.6	0.0	43.7	0.0	0.0	0.0	21.1	75.1	0.0	0.0	16.5	20.7
HCM2kAvg:	3	0	7	0	0	0	8	47	0	0	6	8

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #19 Hwy 68 EB Ramps/Reservation Rd
*****
Cycle (sec):          0          Critical Vol./Cap. (X):          0.883
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):      53.7
Optimal Cycle:OPTIMIZED          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    10  0  10      0  0  0      7  10  0      0  10  10
Lanes:        0  1  0  0  1      0  0  0  0  0      0  1  1  0  0      0  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      145  0  220      0  0  0      361 1213  0      0  326  341
Growth Adj:    1.00 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  0  220      0  0  0      361 1213  0      0  326  341
User Adj:      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:       0.87 0.87  0.87      0.87 0.87  0.87      0.87 0.87  0.87      0.87 0.87  0.87
PHF Volume:    167  0  253      0  0  0      415 1394  0      0  375  392
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   167  0  253      0  0  0      415 1394  0      0  375  392
PCE Adj:       1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Final Vol.:    167  0  253      0  0  0      415 1394  0      0  375  392
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900  1900      1900 1900  1900      1900 1900  1900      1900 1900  1900
Adjustment:    0.95 1.00  0.85      1.00 1.00  1.00      0.94 0.94  1.00      1.00 1.00  0.85
Lanes:         1.00 0.00  1.00      0.00 0.00  0.00      0.46 1.54  0.00      0.00 1.00  1.00
Final Sat.:    1809  0  1615      0  0  0      819 2751  0      0  1900  1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.09 0.00  0.16      0.00 0.00  0.00      0.51 0.51  0.00      0.00 0.20  0.24
Crit Moves:    ****          ****          ****
Green/Cycle:   0.16 0.00  0.16      0.00 0.00  0.00      0.50 0.50  0.00      0.00 0.24  0.24
Volume/Cap:    0.59 0.00  1.01      0.00 0.00  0.00      1.01 1.01  0.00      0.00 0.82  1.01
Uniform Del:   35.7  0.0  38.4      0.0 0.0  0.0      22.6 22.6  0.0      0.0 32.6  34.5
IncremntDel:   3.3  0.0  58.1      0.0 0.0  0.0      22.5 22.5  0.0      0.0 10.9  47.0
Delay Adj:     1.00 0.00  1.00      0.00 0.00  0.00      1.00 1.00  0.00      0.00 1.00  1.00
Delay/Veh:     39.1  0.0  96.6      0.0 0.0  0.0      45.1 45.1  0.0      0.0 43.6  81.5
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:    39.1  0.0  96.6      0.0 0.0  0.0      45.1 45.1  0.0      0.0 43.6  81.5
HCM2kAvg:      5  0  12      0  0  0      34  34  0      0  12  17
*****

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

\*\*\*\*\*  
 Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy  
 \*\*\*\*\*

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxxx]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	548	2	0	0	0	0	1083	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	548	2	0	0	0	0	1083	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	623	2	0	0	0	0	1231	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	623	2	0	0	0	0	1231	0	0

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	6.4	6.5	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	4.0	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	2461	2461	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	34	31	xxxxxx	xxxx	xxxx	xxxxxx	900	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	0	0	xxxxxx	xxxx	xxxx	xxxxxx	900	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.37	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	50.5	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	188.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

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

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*****
Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.900
Loss Time (sec):  6 (Y+R = 4 sec) Average Delay (sec/veh):      30.2
Optimal Cycle:    94          Level Of Service:      C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      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 0 0 0 0
Lanes:      0 0 0 0 0      1 1 0 0 0      0 0 0 0 0      1 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 548 2 0 0 0 0 0 1083 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 548 2 0 0 0 0 0 1083 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:      0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume:    0 0 0 623 2 0 0 0 0 0 1231 0 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 623 2 0 0 0 0 0 1231 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0 0 0 623 2 0 0 0 0 0 1231 0 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 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes:      0.00 0.00 0.00 1.99 0.01 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.:    0 0 0 3786 14 0 0 0 0 0 1805 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.16 0.16 0.00 0.00 0.00 0.00 0.68 0.00 0.00
Crit Moves:      ****
Green/Cycle:  0.00 0.00 0.00 0.18 0.18 0.00 0.00 0.00 0.00 0.76 0.00 0.00
Volume/Cap:    0.00 0.00 0.00 0.90 0.90 0.00 0.00 0.00 0.00 0.90 0.00 0.00
Uniform Del:   0.0 0.0 0.0 40.0 40.0 0.0 0.0 0.0 0.0 9.3 0.0 0.0
IncrmntDel:   0.0 0.0 0.0 14.8 14.8 0.0 0.0 0.0 0.0 8.4 0.0 0.0
Delay Adj:     0.00 0.00 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Delay/Veh:     0.0 0.0 0.0 54.8 54.8 0.0 0.0 0.0 0.0 17.7 0.0 0.0
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0 0.0 0.0 54.8 54.8 0.0 0.0 0.0 0.0 17.7 0.0 0.0
HCM2kAvg:     0 0 0 13 13 0 0 0 0 34 0 0
*****
    
```

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

\*\*\*\*\*

Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy

\*\*\*\*\*

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

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	417	3	0	0	0	0	829	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	417	3	0	0	0	0	829	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	474	3	0	0	0	0	942	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	474	3	0	0	0	0	942	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1884	1884	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	79	72	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.05	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	64.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		



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

\*\*\*\*\*  
 Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.9  
 Optimal Cycle: 41 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	417	3	0	0	0	0	829	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	417	3	0	0	0	0	829	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	474	3	0	0	0	0	942	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	474	3	0	0	0	0	942	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	474	3	0	0	0	0	942	0	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	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	0	0	3773	27	0	0	0	0	1805	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.52	0.00	0.00	
Crit Moves:				****							****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.76	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.00	
Uniform Del:	0.0	0.0	0.0	38.2	38.2	0.0	0.0	0.0	0.0	6.1	0.0	0.0	
IncrementDel:	0.0	0.0	0.0	2.9	2.9	0.0	0.0	0.0	0.0	1.5	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0	41.2	41.2	0.0	0.0	0.0	0.0	7.6	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	41.2	41.2	0.0	0.0	0.0	0.0	7.6	0.0	0.0	
HCM2kAvg:	0	0	0	8	8	0	0	0	0	16	0	0	

\*\*\*\*\*

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy

\*\*\*\*\*

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: F[ 57.0]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Ignore			Include			Include			Include						
Lanes:	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	3	0	757	0	0	0	6	571	0	0	1052	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:	3	0	757	0	0	0	6	571	0	0	1052	251
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:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	3	0	0	0	0	0	7	627	0	0	1156	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	0	0	0	0	7	627	0	0	1156	276

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1935	xxxx	xxxxx	xxxx	xxxx	xxxxx	1432	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	73	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	72	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	57.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	57.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.864  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.9  
 Optimal Cycle: 87 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	3	0	757	0	0	0	6	571	0	0	1052	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:	3	0	757	0	0	0	6	571	0	0	1052	251
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:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	3	0	0	0	0	0	7	627	0	0	1156	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	0	0	0	0	7	627	0	0	1156	276
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
Final Vol.:	3	0	0	0	0	0	7	627	0	0	1156	276

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	1.00	0.95	0.95	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.02	1.98	0.00	0.00	1.00	1.00
Final Sat.:	1805	0	1900	0	0	0	38	3572	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.61	0.17
Crit Moves:	****						****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.70	0.70
Volume/Cap:	0.86	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.00	0.86	0.24
Uniform Del:	49.9	0.0	0.0	0.0	0.0	0.0	38.5	38.5	0.0	0.0	11.1	5.3
IncrcmntDel:	349.1	0.0	0.0	0.0	0.0	0.0	10.4	10.4	0.0	0.0	6.1	0.1
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	399.0	0.0	0.0	0.0	0.0	0.0	48.9	48.9	0.0	0.0	17.2	5.4
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:	399.0	0.0	0.0	0.0	0.0	0.0	48.9	48.9	0.0	0.0	17.2	5.4
HCM2kAvg:	1	0	0	0	0	0	12	12	0	0	29	3

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

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*****
Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy
*****
Average Delay (sec/veh):      0.3   Worst Case Level Of Service:      F[ 69.5]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Ignore      Include      Include      Include
Lanes:      1 0 0 0 1      0 0 0 0 0      0 1 1 0 0      0 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      4 0 1119      0 0 0      14 414 0      0 822 478
Growth Adj:  1.00 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 1119      0 0 0      14 414 0      0 822 478
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:     0.74 0.74 0.00  0.74 0.74 0.74  0.74 0.74 0.74  0.74 0.74 0.74
PHF Volume:   5 0 0      0 0 0      19 559 0      0 1111 646
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Final Vol.:  5 0 0      0 0 0      19 559 0      0 1111 646
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:  6.4 xxxxx xxxxx  xxxxx xxxx xxxxx  4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:  3.5 xxxxx xxxxx  xxxxx xxxx xxxxx  2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:  2031 xxxxx xxxxx  xxxxx xxxx xxxxx  1757 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.:  64 xxxxx xxxxx  xxxxx xxxx xxxxx  361 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.:   61 xxxxx xxxxx  xxxxx xxxx xxxxx  361 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap:  0.09 xxxxx xxxxx  xxxxx xxxx xxxxx  0.05 xxxxx xxxxx xxxxx xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue:      0.3 xxxxx xxxxx  xxxxx xxxx xxxxx  0.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 69.5 xxxxx xxxxx  xxxxx xxxx xxxxx  15.5 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: F * * * * *      C * * * * *
Movement:   LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx  xxxxx xxxx xxxxx  0.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx  xxxxx xxxx xxxxx  15.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:  * * * * *      C * * * * *
ApproachDel: 69.5      xxxxxxx      xxxxxxx      xxxxxxx
ApproachLOS: F * * * * *
    
```

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

\*\*\*\*\*  
 Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.822  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.9  
 Optimal Cycle: 74 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	1	1	0	0	1

Volume Module:

Base Vol:	4	0	1119	0	0	0	14	414	0	0	822	478
Growth Adj:	1.00	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	1119	0	0	0	14	414	0	0	822	478
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:	0.74	0.74	0.00	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	5	0	0	0	0	0	19	559	0	0	1111	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	0	0	0	19	559	0	0	1111	646
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
Final Vol.:	5	0	0	0	0	0	19	559	0	0	1111	646

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	1.00	0.95	0.95	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.07	1.93	0.00	0.00	1.00	1.00
Final Sat.:	1805	0	1900	0	0	0	118	3485	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.58	0.40
Crit Moves:	****						****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.71	0.71
Volume/Cap:	0.82	0.00	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.00	0.82	0.56
Uniform Del:	49.8	0.0	0.0	0.0	0.0	0.0	38.6	38.6	0.0	0.0	10.0	7.0
IncrcmntDel:	232.1	0.0	0.0	0.0	0.0	0.0	7.7	7.7	0.0	0.0	4.2	0.6
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	281.9	0.0	0.0	0.0	0.0	0.0	46.3	46.3	0.0	0.0	14.2	7.6
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:	281.9	0.0	0.0	0.0	0.0	0.0	46.3	46.3	0.0	0.0	14.2	7.6
HCM2kAvg:	1	0	0	0	0	0	11	11	0	0	26	10

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

\*\*\*\*\*  
 Intersection #22 3rd St/4th Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.807  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.9  
 Optimal Cycle: 0 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	35	81	132	5	146	32	10	61	61	344	65	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:	35	81	132	5	146	32	10	61	61	344	65	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	41	95	155	6	172	38	12	72	72	405	76	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	95	155	6	172	38	12	72	72	405	76	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	95	155	6	172	38	12	72	72	405	76	8

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.33	0.53	0.03	0.80	0.17	0.08	0.46	0.46	0.83	0.15	0.02
Final Sat.:	80	185	302	14	419	92	40	244	244	501	95	10

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.51	0.51	0.51	0.41	0.41	0.41	0.29	0.29	0.29	0.81	0.81	0.81
Crit Moves:	****			****			****			****		
Delay/Veh:	14.1	14.1	14.1	12.8	12.8	12.8	11.1	11.1	11.1	27.0	27.0	27.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	12.8	12.8	12.8	11.1	11.1	11.1	27.0	27.0	27.0
LOS by Move:	B	B	B	B	B	B	B	B	B	D	D	D
ApproachDel:	14.1			12.8			11.1			27.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			12.8			11.1			27.0		
LOS by Appr:	B			B			B			D		

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

\*\*\*\*\*  
 Intersection #22 3rd St/4th Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.906  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.9  
 Optimal Cycle: 0 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	35	196	383	15	137	23	14	111	20	173	48	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	196	383	15	137	23	14	111	20	173	48	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	36	204	399	16	143	24	15	116	21	180	50	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	204	399	16	143	24	15	116	21	180	50	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	204	399	16	143	24	15	116	21	180	50	1

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.32	0.62	0.09	0.78	0.13	0.10	0.76	0.14	0.78	0.21	0.01
Final Sat.:	40	225	440	48	437	73	50	398	72	411	114	2

Capacity Analysis Module:

Vol/Sat:	0.91	0.91	0.91	0.33	0.33	0.33	0.29	0.29	0.29	0.44	0.44	0.44
Crit Moves:	****			****			****			****		
Delay/Veh:	35.7	35.7	35.7	11.6	11.6	11.6	11.8	11.8	11.8	13.9	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	35.7	35.7	11.6	11.6	11.6	11.8	11.8	11.8	13.9	13.9	13.9
LOS by Move:	E	E	E	B	B	B	B	B	B	B	B	B
ApproachDel:	35.7			11.6			11.8			13.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	35.7			11.6			11.8			13.9		
LOS by Appr:	E			B			B			B		

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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 55 Critical Vol./Cap. (X): 1.204  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 78.5  
 Optimal Cycle: 180 Level Of Service: E  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	1	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	551	0	213	10	2	36	0	912	437	291	907	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:	551	0	213	10	2	36	0	912	437	291	907	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	680	0	263	12	2	44	0	1126	540	359	1120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	0	263	12	2	44	0	1126	540	359	1120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	680	0	263	12	2	44	0	1126	540	359	1120	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.90	0.90	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.83	0.17	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1436	0	1615	1422	284	1615	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.47	0.00	0.16	0.01	0.01	0.03	0.00	0.31	0.33	0.20	0.31	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.39	0.00	0.39	0.39	0.39	0.39	0.00	0.28	0.28	0.17	0.44	0.00
Volume/Cap:	1.20	0.00	0.41	0.02	0.02	0.07	0.00	1.12	1.20	1.20	0.70	0.00
Uniform Del:	16.7	0.0	12.1	10.2	10.2	10.4	0.0	19.9	19.9	23.0	12.4	0.0
IncrementDel:	107.7	0.0	0.4	0.0	0.0	0.0	0.0	68.9	111.2	119.1	1.4	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	124.3	0.0	12.5	10.2	10.2	10.5	0.0	88.7	131.1	142.0	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.3	0.0	12.5	10.2	10.2	10.5	0.0	88.7	131.1	142.0	13.8	0.0
HCM2kAvg:	38	0	4	0	0	0	0	22	24	18	9	0



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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.974  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.4  
 Optimal Cycle: 100 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	2	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	551	0	213	10	2	36	0	912	437	291	907	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:	551	0	213	10	2	36	0	912	437	291	907	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	680	0	263	12	2	44	0	1126	540	359	1120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	0	263	12	2	44	0	1126	540	359	1120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	680	0	263	12	2	44	0	1126	540	359	1120	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.85	0.89	0.89	0.85	1.00	0.95	0.75	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.83	0.17	1.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	2241	0	1615	1404	281	1615	0	3610	2842	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.30	0.00	0.16	0.01	0.01	0.03	0.00	0.31	0.19	0.20	0.31	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.31	0.00	0.31	0.31	0.31	0.31	0.00	0.32	0.32	0.20	0.52	0.00
Volume/Cap:	0.97	0.00	0.52	0.03	0.03	0.09	0.00	0.97	0.59	0.97	0.59	0.00
Uniform Del:	18.7	0.0	15.6	13.1	13.1	13.4	0.0	18.5	15.7	21.7	9.0	0.0
IncrementDel:	27.5	0.0	1.0	0.0	0.0	0.1	0.0	20.3	1.1	39.7	0.5	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	46.2	0.0	16.6	13.2	13.2	13.5	0.0	38.8	16.7	61.5	9.5	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:	46.2	0.0	16.6	13.2	13.2	13.5	0.0	38.8	16.7	61.5	9.5	0.0
HCM2kAvg:	16	0	4	0	0	1	0	16	5	12	7	0

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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 40 Critical Vol./Cap. (X): 1.428  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 102.1  
 Optimal Cycle: 180 Level Of Service: F  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	1	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	575	0	298	2	1	78	0	1042	729	331	1050	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:	575	0	298	2	1	78	0	1042	729	331	1050	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	618	0	320	2	1	84	0	1120	784	356	1129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	618	0	320	2	1	84	0	1120	784	356	1129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	618	0	320	2	1	84	0	1120	784	356	1129	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.91	0.91	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.67	0.33	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1457	0	1615	1156	578	1615	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.42	0.00	0.20	0.00	0.00	0.05	0.00	0.31	0.49	0.20	0.31	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.28	0.00	0.28	0.28	0.28	0.28	0.00	0.32	0.32	0.17	0.50	0.00
Volume/Cap:	1.52	0.00	0.71	0.01	0.01	0.19	0.00	0.97	1.52	1.13	0.63	0.00
Uniform Del:	14.4	0.0	12.9	10.4	10.4	10.9	0.0	13.4	13.6	16.5	7.4	0.0
IncrementDel:	244.5	0.0	5.2	0.0	0.0	0.2	0.0	19.5	242.0	89.4	0.7	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	258.9	0.0	18.1	10.4	10.4	11.1	0.0	32.9	255.6	105.9	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:	258.9	0.0	18.1	10.4	10.4	11.1	0.0	32.9	255.6	105.9	8.2	0.0
HCM2kAvg:	46	0	5	0	0	1	0	13	45	14	6	0

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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 40 Critical Vol./Cap. (X): 0.994  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.6  
 Optimal Cycle: 81 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	2	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	575	0	298	2	1	78	0	1042	729	331	1050	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:	575	0	298	2	1	78	0	1042	729	331	1050	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	618	0	320	2	1	84	0	1120	784	356	1129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	618	0	320	2	1	84	0	1120	784	356	1129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	618	0	320	2	1	84	0	1120	784	356	1129	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	1.00	0.85	0.91	0.91	0.85	1.00	0.95	0.75	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.67	0.33	1.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	2352	0	1615	1151	576	1615	0	3610	2842	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.26	0.00	0.20	0.00	0.00	0.05	0.00	0.31	0.28	0.20	0.31	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.26	0.00	0.26	0.26	0.26	0.26	0.00	0.31	0.31	0.20	0.51	0.00
Volume/Cap:	0.99	0.00	0.75	0.01	0.01	0.20	0.00	0.99	0.88	0.99	0.61	0.00
Uniform Del:	14.7	0.0	13.5	10.8	10.8	11.4	0.0	13.7	13.1	16.0	7.0	0.0
IncrementDel:	34.5	0.0	7.3	0.0	0.0	0.2	0.0	25.3	10.4	45.9	0.6	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	49.2	0.0	20.8	10.8	10.8	11.6	0.0	39.0	23.5	61.9	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:	49.2	0.0	20.8	10.8	10.8	11.6	0.0	39.0	23.5	61.9	7.6	0.0
HCM2kAvg:	13	0	6	0	0	1	0	14	9	11	6	0

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

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 Intersection #24 Light Fighter Dr/2nd Ave  
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Average Delay (sec/veh): 131.5 Worst Case Level Of Service: F[6764.9]  
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Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	1	0	0	1	1	0	1	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	3	0	1	102	3	592	519	541	9	3	558	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:	3	0	1	102	3	592	519	541	9	3	558	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	0	1	107	3	623	546	569	9	3	587	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	1	107	3	623	546	569	9	3	587	111

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1968	xxxx	289	2026	2321	349	698	xxxx	xxxxx	579	xxxx	xxxxx
Potent Cap.:	38	xxxx	713	35	38	653	908	xxxx	xxxxx	1005	xxxx	xxxxx
Move Cap.:	1	xxxx	713	18	15	653	908	xxxx	xxxxx	1005	xxxx	xxxxx
Volume/Cap:	4.05	xxxx	0.00	5.99	0.21	0.95	0.60	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	14.0	xxxx	2.6	4.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	2672	xxxx	15.4	14.8	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxxx	1	xxxxx	xxxxx	xxxxx	459	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxxx	5.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	6765	xxxxx	xxxxx	xxxxx	28.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	F	*	*	*	D	*	*	*	*	*	*
ApproachDel:	6764.9			409.8			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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

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Intersection #24 Light Fighter Dr/2nd Ave  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.763  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 30.1  
Optimal Cycle: 61 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1 0	0	0	1 1	1	0	1 1 0	1	0	1 1 0

Volume Module:

Base Vol:	3	0	1	102	3	592	519	541	9	3	558	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:	3	0	1	102	3	592	519	541	9	3	558	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	0	1	107	3	623	546	569	9	3	587	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	107	3	623	546	569	9	3	587	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
Final Vol.:	3	0	1	107	3	623	546	569	9	3	587	111

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	0.77	0.85	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.75	0.00	0.25	1.00	0.01	1.99	1.00	1.97	0.03	1.00	1.68	0.32
Final Sat.:	1273	0	424	1465	16	3217	1805	3544	59	1805	2965	558

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.19	0.19	0.30	0.16	0.16	0.00	0.20	0.20
Crit Moves:				****			****			****		
Green/Cycle:	0.25	0.00	0.25	0.25	0.25	0.25	0.40	0.59	0.59	0.07	0.26	0.26
Volume/Cap:	0.01	0.00	0.01	0.29	0.76	0.76	0.76	0.27	0.27	0.02	0.76	0.76
Uniform Del:	27.9	0.0	27.9	30.0	34.5	34.5	26.1	10.2	10.2	43.3	34.2	34.2
IncrementDel:	0.0	0.0	0.0	0.4	4.3	4.3	4.9	0.1	0.1	0.1	3.8	3.8
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.9	0.0	27.9	30.5	38.8	38.8	31.0	10.3	10.3	43.4	38.0	38.0
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	27.9	30.5	38.8	38.8	31.0	10.3	10.3	43.4	38.0	38.0
HCM2kAvg:	0	0	0	4	11	11	17	4	4	0	12	12

\*\*\*\*\*

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

```

*****
Intersection #24 Light Fighter Dr/2nd Ave
*****
Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled    Uncontrolled
Rights:       Include      Include      Include      Include
Lanes:        0 0 1! 0 0      1 0 0 1 1      1 0 1 1 0      1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:     1 5 7 141 3 755 701 583 9 2 671 130
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:  1 5 7 141 3 755 701 583 9 2 671 130
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:     0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:   1 5 7 150 3 803 746 620 10 2 714 138
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.:  1 5 7 150 3 803 746 620 10 2 714 138
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:  7.5 6.5 6.9 7.5 6.5 6.9 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:  3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:  2479 2973 315 2591 2909 426 852 xxxx xxxxx 630 xxxx xxxxx
Potent Cap.:  16 14 687 13 16 582 795 xxxx xxxxx 962 xxxx xxxxx
Move Cap.:    0 1 687 0 1 582 795 xxxx xxxxx 962 xxxx xxxxx
Volume/Cap:  xxxx 5.93 0.01 xxxx 3.23 1.38 0.94 xxxx xxxxx 0.00 xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue:       xxxxx xxxx xxxxx xxxxx xxxx 5.4 13.9 xxxx xxxxx 0.0 xxxx xxxxx
Stopped Del: xxxxx xxxx xxxxx xxxxx xxxx 23.8 41.4 xxxx xxxxx 8.7 xxxx xxxxx
LOS by Move: * * * * * C E * * A * *
Movement:   LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 0 xxxxx xxxx xxxx 103 xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx 41.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel: xxxxx xxxx xxxxx xxxxx xxxx 1398 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:  * * * * * F * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: F F * *
    
```

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

\*\*\*\*\*  
 Intersection #24 Light Fighter Dr/2nd Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.994  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 52.5  
 Optimal Cycle: 180 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	1	5	7	141	3	755	701	583	9	2	671	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:	1	5	7	141	3	755	701	583	9	2	671	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	1	5	7	150	3	803	746	620	10	2	714	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	7	150	3	803	746	620	10	2	714	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
Final Vol.:	1	5	7	150	3	803	746	620	10	2	714	138

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.76	0.85	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.08	0.38	0.54	1.00	0.01	1.99	1.00	1.97	0.03	1.00	1.68	0.32
Final Sat.:	134	672	941	1438	13	3221	1805	3548	55	1805	2952	572

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.10	0.25	0.25	0.41	0.17	0.17	0.00	0.24	0.24
Crit Moves:				****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.42	0.59	0.59	0.07	0.24	0.24
Volume/Cap:	0.03	0.03	0.03	0.42	0.99	0.99	0.99	0.30	0.30	0.02	0.99	0.99
Uniform Del:	28.3	28.3	28.3	31.3	37.4	37.4	29.1	10.2	10.2	43.3	37.8	37.8
IncrcmntDel:	0.0	0.0	0.0	0.8	30.0	30.0	31.2	0.1	0.1	0.1	29.1	29.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.3	28.3	28.3	32.1	67.4	67.4	60.3	10.3	10.3	43.3	66.9	66.9
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:	28.3	28.3	28.3	32.1	67.4	67.4	60.3	10.3	10.3	43.3	66.9	66.9
HCM2kAvg:	0	0	0	5	18	18	31	5	5	0	19	19

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

\*\*\*\*\*  
 Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.551  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.4  
 Optimal Cycle: 46 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	7	7	10	10
Lanes:	2	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	335	119	2	4	291	317	95	88	534	4	68	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:	335	119	2	4	291	317	95	88	534	4	68	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	385	137	2	5	334	364	109	101	0	5	78	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	137	2	5	334	364	109	101	0	5	78	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
Final Vol.:	385	137	2	5	334	364	109	101	0	5	78	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	0.95	0.88	0.88	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	0.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3502	1863	31	1805	1664	1664	1805	1900	1900	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.07	0.07	0.00	0.20	0.22	0.06	0.05	0.00	0.00	0.04	0.00
Crit Moves:	****					****	****			****		
Green/Cycle:	0.16	0.28	0.28	0.19	0.31	0.31	0.13	0.18	0.00	0.13	0.18	0.00
Volume/Cap:	0.70	0.26	0.26	0.01	0.64	0.70	0.48	0.29	0.00	0.02	0.23	0.00
Uniform Del:	21.9	15.5	15.5	17.9	16.2	16.5	22.3	19.4	0.0	21.0	19.2	0.0
IncrementDel:	3.9	0.3	0.3	0.0	1.3	2.2	1.6	0.5	0.0	0.0	0.3	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:	25.8	15.7	15.7	17.9	17.4	18.7	23.8	19.9	0.0	21.0	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:	25.8	15.7	15.7	17.9	17.4	18.7	23.8	19.9	0.0	21.0	19.5	0.0
HCM2kAvg:	5	2	2	0	6	7	2	2	0	0	1	0



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

\*\*\*\*\*  
 Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd  
 \*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.717  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 36.8  
 Optimal Cycle: 50 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	7	7	10	10
Lanes:	2	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	518	223	0	3	154	198	287	89	473	3	94	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:	518	223	0	3	154	198	287	89	473	3	94	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	589	253	0	3	175	225	326	101	0	3	107	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	253	0	3	175	225	326	101	0	3	107	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
Final Vol.:	589	253	0	3	175	225	326	101	0	3	107	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	0.87	0.87	0.95	1.00	1.00	0.95	0.99	0.99
Lanes:	2.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	3502	1900	0	1805	1653	1653	1805	1900	1900	1805	1790	95

Capacity Analysis Module:

Vol/Sat:	0.17	0.13	0.00	0.00	0.11	0.14	0.18	0.05	0.00	0.00	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.22	0.00	0.15	0.20	0.20	0.19	0.23	0.00	0.16	0.20	0.20
Volume/Cap:	0.97	0.61	0.00	0.01	0.53	0.68	0.97	0.23	0.00	0.01	0.30	0.30
Uniform Del:	20.5	17.6	0.0	17.9	17.9	18.5	20.2	15.8	0.0	17.7	17.0	17.0
IncrementDel:	28.7	2.6	0.0	0.0	0.7	3.2	40.6	0.3	0.0	0.0	0.4	0.4
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:	49.2	20.1	0.0	18.0	18.6	21.8	60.8	16.0	0.0	17.7	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:	49.2	20.1	0.0	18.0	18.6	21.8	60.8	16.0	0.0	17.7	17.5	17.5
HCM2kAvg:	10	5	0	0	3	5	11	1	0	0	2	2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 860.0 Worst Case Level Of Service: F[2241.4]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	415	5	21	0	57	61	522	80	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	415	5	21	0	57	61	522	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	477	6	24	0	66	70	600	92	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	477	6	24	0	66	70	600	92	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1393	1428	92	xxxx	xxxx	xxxxx	136	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	158	136	971	xxxx	xxxx	xxxxx	1461	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	80	52	971	xxxx	xxxx	xxxxx	1461	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	5.95	0.11	0.02	xxxx	xxxx	xxxx	0.41	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	80	xxxx	222	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	53.8	xxxx	0.5	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	2379	xxxx	23.7	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	C	*	*	*	A	*	*
ApproachDel:	xxxxxxx			2241.4			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

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 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 5.4 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	415	5	21	0	57	61	522	80	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	415	5	21	0	57	61	522	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	477	6	24	0	66	70	600	92	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	477	6	24	0	66	70	600	92	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	477	6	24	0	66	70	600	92	0

PCE Module:

AutoPCE:	0	0	0	477	6	24	0	66	70	600	92	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	477	6	24	0	66	70	600	92	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	543	692	1083	0
MaxVolume:	xxxxxx	1926	615	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1926	615	1200
ApproachVol:	xxxxxx	507	136	692
ApproachDel:	xxxxxx	2.5	7.5	7.0
Queue:	xxxx	1.1	0.8	3.9

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 252.9 Worst Case Level Of Service: F[838.3]

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Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	347	2	60	0	144	212	383	225	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	347	2	60	0	144	212	383	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	361	2	63	0	150	221	399	234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	361	2	63	0	150	221	399	234	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1293	1403	234	xxxx	xxxx	xxxxx	371	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	181	141	810	xxxx	xxxx	xxxxx	1199	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	121	81	810	xxxx	xxxx	xxxxx	1199	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.99	0.03	0.08	xxxx	xxxx	xxxx	0.33	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	120	xxxx	627	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	34.3	xxxx	0.3	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	985.3	xxxx	11.4	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	B	*	*	*	A	*	*
ApproachDel:	xxxxxxx			838.3			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

-----  
 Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)  
 \*\*\*\*\*  
 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*  
 Average Delay (sec/veh): 5.7 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	347	2	60	0	144	212	383	225	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	347	2	60	0	144	212	383	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	361	2	63	0	150	221	399	234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	361	2	63	0	150	221	399	234	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	361	2	63	0	150	221	399	234	0

PCE Module:

AutoPCE:	0	0	0	361	2	63	0	150	221	399	234	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	361	2	63	0	150	221	399	234	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	511	633	762	0
MaxVolume:	xxxxxx	1968	788	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1968	788	1200
ApproachVol:	xxxxxx	426	371	633
ApproachDel:	xxxxxx	2.3	8.6	6.3
Queue:	xxxx	0.8	2.5	3.2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: D[ 31.2]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	39	0	333	0	0	0	21	526	0	0	615	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:	39	0	333	0	0	0	21	526	0	0	615	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	44	0	374	0	0	0	24	591	0	0	691	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	44	0	374	0	0	0	24	591	0	0	691	448

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1553	xxxx	591	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	126	xxxx	511	xxxx	xxxx	xxxxx	621	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	122	xxxx	511	xxxx	xxxx	xxxxx	621	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.36	xxxx	0.73	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	1.5	xxxx	6.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	50.0	xxxx	29.0	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	D	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	31.2			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	D			*			*			*		

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

\*\*\*\*\*  
 Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[ 18.2]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	39	0	333	0	0	0	21	526	0	0	615	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:	39	0	333	0	0	0	21	526	0	0	615	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	44	0	374	0	0	0	24	591	0	0	691	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	44	0	374	0	0	0	24	591	0	0	691	448

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1553	xxxx	296	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	126	xxxx	749	xxxx	xxxx	xxxxx	621	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	122	xxxx	749	xxxx	xxxx	xxxxx	621	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.36	xxxx	0.50	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	1.5	xxxx	2.8	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	50.0	xxxx	14.5	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	F	*	B	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*			
ApproachDel:	18.2			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	C			*			*			*					

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 15.3 Worst Case Level Of Service: F[ 55.3]  
 \*\*\*\*\*

Approach: Movement:	North Bound			South Bound			East Bound			West Bound					
	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1

Volume Module:

Base Vol:	101	0	522	0	0	0	15	494	5	0	499	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:	101	0	522	0	0	0	15	494	5	0	499	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	104	0	538	0	0	0	15	509	5	0	514	651
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	104	0	538	0	0	0	15	509	5	0	514	651

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1382	xxxx	512	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	160	xxxx	566	xxxx	xxxx	xxxxx	607	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	157	xxxx	566	xxxx	xxxx	xxxxx	607	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.66	xxxx	0.95	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	3.8	xxxx	12.6	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	64.3	xxxx	53.6	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	F	*	F	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	55.3			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	F			*			*			*					



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

\*\*\*\*\*  
 Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: D [ 26.3 ]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	1	0	1	0	1

Volume Module:

Base Vol:	101	0	522	0	0	0	15	494	5	0	499	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:	101	0	522	0	0	0	15	494	5	0	499	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	104	0	538	0	0	0	15	509	5	0	514	651
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	104	0	538	0	0	0	15	509	5	0	514	651

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1382	xxxx	257	xxxx	xxxx	xxxx	1165	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	160	xxxx	786	xxxx	xxxx	xxxx	607	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	157	xxxx	786	xxxx	xxxx	xxxx	607	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.66	xxxx	0.68	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	3.8	xxxx	5.5	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx			
Stopped Del:	64.3	xxxx	18.9	xxxx	xxxx	xxxx	11.1	xxxx	xxxx	xxxx	xxxx	xxxx			
LOS by Move:	F	*	C	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx			
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	11.1	xxxx	xxxx	xxxx	xxxx	xxxx			
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*			
ApproachDel:	26.3			xxxx			xxxx			xxxx					
ApproachLOS:	D			*			*			*					

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

\*\*\*\*\*  
 Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 1.349  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 218.4  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	777	0	74	61	723	0	0	688	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:	0	0	0	777	0	74	61	723	0	0	688	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	971	0	93	76	904	0	0	860	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	971	0	93	76	904	0	0	860	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	971	0	93	76	904	0	0	860	159

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.84	0.16
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1570	290

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.54	0.00	0.06	0.04	0.48	0.00	0.00	0.55	0.55
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.18	0.51	0.00	0.00	0.33	0.33
Volume/Cap:	0.00	0.00	0.00	1.66	0.00	0.18	0.23	0.93	0.00	0.00	1.66	1.66
Uniform Del:	0.0	0.0	0.0	18.6	0.0	13.3	19.2	12.5	0.0	0.0	18.4	18.4
IncrementDel:	0.0	0.0	0.0	304.0	0.0	0.2	0.4	14.7	0.0	0.0	304	303.7
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	322.6	0.0	13.5	19.6	27.2	0.0	0.0	322	322.1
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	322.6	0.0	13.5	19.6	27.2	0.0	0.0	322	322.1
HCM2kAvg:	0	0	0	69	0	1	1	20	0	0	69	69

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
*****
Cycle (sec):          55          Critical Vol./Cap. (X):          0.845
Loss Time (sec):      6 (Y+R = 4 sec) Average Delay (sec/veh):          17.1
Optimal Cycle:        58          Level Of Service:          B
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted      Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          10  0  10       10  10  0       0  10  10
Lanes:                0  0  0  0  0      2  0  0  0  1      1  0  1  0  0      0  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  0  0          777  0  74       61  723  0       0  688  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:          0  0  0          777  0  74       61  723  0       0  688  127
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume:           0  0  0          971  0  93       76  904  0       0  860  159
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          0  0  0          971  0  93       76  904  0       0  860  159
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           0  0  0          971  0  93       76  904  0       0  860  159
-----|-----|-----|-----|
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 0.85 0.13 1.00 1.00 1.00 1.00 0.85
Lanes:                0.00 0.00 0.00 2.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Final Sat.:           0  0  0          3502  0  1615      249 1900  0       0  1900  1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00 0.28 0.00 0.06 0.31 0.48 0.00 0.00 0.45 0.10
Crit Moves:          ****                      ****
Green/Cycle:          0.00 0.00 0.00 0.33 0.00 0.33 0.56 0.56 0.00 0.00 0.56 0.56
Volume/Cap:           0.00 0.00 0.00 0.85 0.00 0.17 0.54 0.85 0.00 0.00 0.80 0.17
Uniform Del:          0.0  0.0  0.0  17.2  0.0  13.2  7.6 10.0  0.0  0.0  9.6  5.8
IncremntDel:          0.0  0.0  0.0  5.9  0.0  0.2  4.4  6.3  0.0  0.0  4.5  0.1
Delay Adj:            0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Delay/Veh:            0.0  0.0  0.0  23.1  0.0  13.3  12.0 16.4  0.0  0.0  14.1  5.9
User DelAdj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:           0.0  0.0  0.0  23.1  0.0  13.3  12.0 16.4  0.0  0.0  14.1  5.9
HCM2kAvg:             0  0  0          11  0  1          7  16  0       0  14  1
*****

```

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

\*\*\*\*\*  
 Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 1.337  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 158.0  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	189	0	46	92	444	0	0	974	576
Growth Adj:	1.00	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	189	0	46	92	444	0	0	974	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	230	0	56	112	541	0	0	1188	702
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	56	112	541	0	0	1188	702
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	230	0	56	112	541	0	0	1188	702

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	0.85	0.95	1.00	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.63	0.37
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1134	671

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.06	0.28	0.00	0.00	1.05	1.05
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.08	0.83	0.00	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	1.40	0.00	0.38	0.75	0.34	0.00	0.00	1.40	1.40
Uniform Del:	0.0	0.0	0.0	54.5	0.0	51.3	53.8	2.3	0.0	0.0	15.0	15.0
IncrementDel:	0.0	0.0	0.0	210.7	0.0	1.6	18.3	0.1	0.0	0.0	183	182.7
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	265.2	0.0	52.9	72.1	2.5	0.0	0.0	198	197.7
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	0.0	0.0	265.2	0.0	52.9	72.1	2.5	0.0	0.0	198	197.7
HCM2kAvg:	0	0	0	19	0	2	6	5	0	0	133	133

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
*****
Cycle (sec):          120          Critical Vol./Cap. (X):          0.727
Loss Time (sec):      6 (Y+R = 4 sec) Average Delay (sec/veh):          9.1
Optimal Cycle:        47          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      10 0 10      10 10 0      0 10 10
Lanes:      0 0 0 0 0      2 0 0 0 1      1 0 1 0 0      0 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      189 0 46      92 444 0      0 974 576
Growth Adj:    1.00 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      189 0 46      92 444 0      0 974 576
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume:     0 0 0      230 0 56      112 541 0      0 1188 702
Reduct Vol:     0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:    0 0 0      230 0 56      112 541 0      0 1188 702
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     0 0 0      230 0 56      112 541 0      0 1188 702
-----|-----|-----|-----|
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 0.85 0.18 1.00 1.00 1.00 1.00 0.85
Lanes:      0.00 0.00 0.00 2.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Final Sat.:    0 0 0      3502 0 1615      342 1900 0      0 1900 1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.07 0.00 0.03 0.33 0.28 0.00 0.00 0.63 0.43
Crit Moves:      ****          ****
Green/Cycle:  0.00 0.00 0.00 0.09 0.00 0.09 0.86 0.86 0.00 0.00 0.86 0.86
Volume/Cap:   0.00 0.00 0.00 0.73 0.00 0.38 0.38 0.33 0.00 0.00 0.73 0.51
Uniform Del:   0.0 0.0 0.0 53.1 0.0 51.4 1.8 1.7 0.0 0.0 3.2 2.1
IncrmntDel:   0.0 0.0 0.0 8.2 0.0 1.7 0.8 0.1 0.0 0.0 1.7 0.3
Delay Adj:    0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Delay/Veh:    0.0 0.0 0.0 61.3 0.0 53.1 2.6 1.8 0.0 0.0 4.8 2.4
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 61.3 0.0 53.1 2.6 1.8 0.0 0.0 4.8 2.4
HCM2kAvg:     0 0 0      6 0 2      5 4 0      0 17 7
*****

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**APPENDIX G – LEVEL OF SERVICE WORKSHEETS:  
CUMULATIVE YEAR 2020 PLUS PROJECT (2,887 HOMES)**

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

\*\*\*\*\*  
 Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.733  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.4  
 Optimal Cycle: 47 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0	0	0	2	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	196	0	46	92	437	0	0	979	558
Growth Adj:	1.00	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	196	0	46	92	437	0	0	979	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	239	0	56	112	533	0	0	1194	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	0	56	112	533	0	0	1194	680
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	239	0	56	112	533	0	0	1194	680

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	0.85	0.18	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3502	0	1615	334	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.34	0.28	0.00	0.00	0.63	0.42
Crit Moves:				****						****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.86	0.86	0.00	0.00	0.86	0.86
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.37	0.39	0.33	0.00	0.00	0.73	0.49
Uniform Del:	0.0	0.0	0.0	53.0	0.0	51.1	1.8	1.7	0.0	0.0	3.3	2.1
IncrementDel:	0.0	0.0	0.0	8.3	0.0	1.6	0.9	0.1	0.0	0.0	1.8	0.3
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	61.3	0.0	52.7	2.7	1.8	0.0	0.0	5.1	2.4
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	61.3	0.0	52.7	2.7	1.8	0.0	0.0	5.1	2.4
HCM2kAvg:	0	0	0	6	0	2	5	4	0	0	18	7

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

\*\*\*\*\*  
 Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 1.332  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 156.6  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	196	0	46	92	437	0	0	979	558
Growth Adj:	1.00	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	196	0	46	92	437	0	0	979	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	239	0	56	112	533	0	0	1194	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	0	56	112	533	0	0	1194	680
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	239	0	56	112	533	0	0	1194	680

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	0.85	0.95	1.00	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.64	0.36
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1151	656

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.06	0.28	0.00	0.00	1.04	1.04
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.08	0.83	0.00	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	1.39	0.00	0.36	0.75	0.34	0.00	0.00	1.39	1.39
Uniform Del:	0.0	0.0	0.0	54.3	0.0	50.9	53.8	2.4	0.0	0.0	15.2	15.2
IncrementDel:	0.0	0.0	0.0	207.0	0.0	1.5	18.3	0.1	0.0	0.0	180	180.1
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	261.3	0.0	52.3	72.1	2.5	0.0	0.0	195	195.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	261.3	0.0	52.3	72.1	2.5	0.0	0.0	195	195.3
HCM2kAvg:	0	0	0	20	0	2	6	5	0	0	132	132



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-----
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray
*****
Cycle (sec):      55          Critical Vol./Cap. (X):      0.841
Loss Time (sec):  6 (Y+R = 4 sec) Average Delay (sec/veh):  17.6
Optimal Cycle:   57          Level Of Service:      B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Split Phase      Split Phase      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:   0 0 0      10 0 10      10 10 0      0 10 10
Lanes:      0 0 0 0 0      2 0 0 0 1      1 0 1 0 0      0 0 1 0 1
-----
Volume Module:
Base Vol:      0 0 0      821 0 74      60 693 0      0 681 126
Growth Adj:   1.00 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      821 0 74      60 693 0      0 681 126
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume:    0 0 0      1026 0 93      75 866 0      0 851 158
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 0 0      1026 0 93      75 866 0      0 851 158
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 0 0      1026 0 93      75 866 0      0 851 158
-----
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 0.85 0.13 1.00 1.00 1.00 1.00 0.85
Lanes:        0.00 0.00 0.00 2.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Final Sat.:   0 0 0      3502 0 1615 255 1900 0 0 1900 1615
-----
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.29 0.00 0.06 0.29 0.46 0.00 0.00 0.45 0.10
Crit Moves:   ****          ****
Green/Cycle:  0.00 0.00 0.00 0.35 0.00 0.35 0.54 0.54 0.00 0.00 0.54 0.54
Volume/Cap:   0.00 0.00 0.00 0.84 0.00 0.16 0.54 0.84 0.00 0.00 0.83 0.18
Uniform Del:  0.0 0.0 0.0 16.5 0.0 12.4 8.2 10.6 0.0 0.0 10.4 6.4
IncrmntDel:  0.0 0.0 0.0 5.4 0.0 0.1 4.4 6.3 0.0 0.0 5.6 0.1
Delay Adj:    0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Delay/Veh:    0.0 0.0 0.0 21.9 0.0 12.5 12.6 16.9 0.0 0.0 16.0 6.5
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 0.0 0.0 21.9 0.0 12.5 12.6 16.9 0.0 0.0 16.0 6.5
HCM2kAvg:     0 0 0      12 0 1 7 15 0 0 15 1
*****

```

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

\*\*\*\*\*  
 Intersection #28 Gen. Jim Moore Blvd/Canyon Del Ray  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 1.378  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 233.0  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	821	0	74	60	693	0	0	681	126
Growth Adj:	1.00	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	821	0	74	60	693	0	0	681	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	1026	0	93	75	866	0	0	851	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1026	0	93	75	866	0	0	851	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1026	0	93	75	866	0	0	851	158

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.84	0.16
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1570	290

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.57	0.00	0.06	0.04	0.46	0.00	0.00	0.54	0.54
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.18	0.50	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	1.70	0.00	0.17	0.23	0.91	0.00	0.00	1.70	1.70
Uniform Del:	0.0	0.0	0.0	18.3	0.0	12.9	19.2	12.6	0.0	0.0	18.7	18.7
IncrementDel:	0.0	0.0	0.0	320.8	0.0	0.2	0.4	12.4	0.0	0.0	321	320.9
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	339.1	0.0	13.1	19.6	25.0	0.0	0.0	340	339.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	339.1	0.0	13.1	19.6	25.0	0.0	0.0	340	339.6
HCM2kAvg:	0	0	0	74	0	1	1	18	0	0	70	70

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd
*****
Average Delay (sec/veh):      6.6   Worst Case Level Of Service:      D[ 25.1]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      1 0 0 0 1      0 0 0 0 0      0 1 0 1 0      0 0 1 0 1
-----
Volume Module:
Base Vol:      101 0 478      0 0 0      15 492 5      0 499 631
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: 101 0 478      0 0 0      15 492 5      0 499 631
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 104 0 493      0 0 0      15 507 5      0 514 651
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Final Vol.: 104 0 493      0 0 0      15 507 5      0 514 651
-----
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----
Capacity Module:
Cnflct Vol: 1380 xxxx 256 xxxx xxxx xxxxx 1165 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: 161 xxxx 787 xxxx xxxx xxxxx 607 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: 157 xxxx 787 xxxx xxxx xxxxx 607 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: 0.66 xxxx 0.63 xxxx xxxx xxxxx 0.03 xxxx xxxx xxxx xxxx xxxxx
-----
Level Of Service Module:
Queue: 3.7 xxxx 4.5 xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del: 64.0 xxxx 16.9 xxxxx xxxx xxxxx 11.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: F * C * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.1 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * B * * * * *
ApproachDel: 25.1 xxxxxxx xxxxxxx
ApproachLOS: D * *

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 11.5 Worst Case Level Of Service: E[ 43.9]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	101	0	478	0	0	0	15	492	5	0	499	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:	101	0	478	0	0	0	15	492	5	0	499	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	104	0	493	0	0	0	15	507	5	0	514	651
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	104	0	493	0	0	0	15	507	5	0	514	651

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1380	xxxx	510	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	161	xxxx	568	xxxx	xxxx	xxxxx	607	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	157	xxxx	568	xxxx	xxxx	xxxxx	607	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.66	xxxx	0.87	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level of Service Module:

Queue:	3.7	xxxx	9.7	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	64.0	xxxx	39.6	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	E	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	43.9		xxxxxxx				xxxxxxx			xxxxxxx		
ApproachLOS:	E		*				*			*		

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

\*\*\*\*\*

Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C [ 17.7]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	38	0	342	0	0	0	21	501	0	0	617	403
Growth Adj:	1.00	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	0	342	0	0	0	21	501	0	0	617	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	43	0	384	0	0	0	24	563	0	0	693	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	43	0	384	0	0	0	24	563	0	0	693	453

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1530	xxxx	281	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	130	xxxx	762	xxxx	xxxx	xxxxx	617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	126	xxxx	762	xxxx	xxxx	xxxxx	617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.34	xxxx	0.50	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	1.4	xxxx	2.9	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	47.4	xxxx	14.4	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	E	*	B	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*			
ApproachDel:	17.7			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	C			*			*			*					

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #27 Hwy 1 NB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: D[ 29.7]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1

Volume Module:

Base Vol:	38	0	342	0	0	0	21	501	0	0	617	403
Growth Adj:	1.00	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	0	342	0	0	0	21	501	0	0	617	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	43	0	384	0	0	0	24	563	0	0	693	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	43	0	384	0	0	0	24	563	0	0	693	453

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1530	xxxx	563	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	130	xxxx	530	xxxx	xxxx	xxxxx	617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	126	xxxx	530	xxxx	xxxx	xxxxx	617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.34	xxxx	0.73	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	1.4	xxxx	6.0	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	47.4	xxxx	27.7	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	D	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	29.7			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	D			*			*			*		

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 5.7 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	347	2	60	0	143	212	383	224	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	347	2	60	0	143	212	383	224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	361	2	63	0	149	221	399	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	361	2	63	0	149	221	399	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	361	2	63	0	149	221	399	233	0

PCE Module:

AutoPCE:	0	0	0	361	2	63	0	149	221	399	233	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	361	2	63	0	149	221	399	233	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	510	632	762	0
MaxVolume:	xxxxxx	1969	788	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1969	788	1200
ApproachVol:	xxxxxx	426	370	632
ApproachDel:	xxxxxx	2.3	8.5	6.3
Queue:	xxxx	0.8	2.5	3.2

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 252.0 Worst Case Level Of Service: F[834.3]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	347	2	60	0	143	212	383	224	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	347	2	60	0	143	212	383	224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	361	2	63	0	149	221	399	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	361	2	63	0	149	221	399	233	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1291	1401	233	xxxx	xxxx	xxxxx	370	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	182	141	811	xxxx	xxxx	xxxxx	1200	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	121	81	811	xxxx	xxxx	xxxxx	1200	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.98	0.03	0.08	xxxx	xxxx	xxxx	0.33	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	121	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	34.3	xxxx	0.3	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	980.5	xxxx	11.4	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	B	*	*	*	A	*	*
ApproachDel:	xxxxxx			834.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		



Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 5.4 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	0			2			1			1		

Volume Module:

Base Vol:	0	0	0	390	5	21	0	56	61	526	77	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	5	21	0	56	61	526	77	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	448	6	24	0	64	70	605	89	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	448	6	24	0	64	70	605	89	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	448	6	24	0	64	70	605	89	0

PCE Module:

AutoPCE:	0	0	0	448	6	24	0	64	70	605	89	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	448	6	24	0	64	70	605	89	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	513	693	1059	0
MaxVolume:	xxxxxx	1925	628	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1925	628	1200
ApproachVol:	xxxxxx	478	134	693
ApproachDel:	xxxxxx	2.5	7.3	7.0
Queue:	xxxx	1.0	0.8	3.9

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #26 Hwy 1 SB Ramps/Canyon Del Ray Blvd

\*\*\*\*\*

Average Delay (sec/veh): 787.6 Worst Case Level Of Service: F[2127.3]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	390	5	21	0	56	61	526	77	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	5	21	0	56	61	526	77	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	448	6	24	0	64	70	605	89	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	448	6	24	0	64	70	605	89	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	1397	1432	89	xxxx	xxxx	xxxxx	134	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	157	135	975	xxxx	xxxx	xxxxx	1462	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	79	51	975	xxxx	xxxx	xxxxx	1462	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	5.69	0.11	0.02	xxxx	xxxx	xxxx	0.41	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	78	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	50.4	xxxx	0.5	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	2266	xxxx	24.1	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	C	*	*	*	A	*	*
ApproachDel:	xxxxxxx			2127.3			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd
*****
Cycle (sec):          50          Critical Vol./Cap. (X):          0.740
Loss Time (sec):     12 (Y+R = 4 sec) Average Delay (sec/veh):          39.1
Optimal Cycle:       52          Level Of Service:          D
*****
Approach:           North Bound      South Bound      East Bound      West Bound
Movement:           L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:            Protected      Protected      Protected      Protected
Rights:             Include      Include      Ignore      Include
Min. Green:         7  10  10      7  10  10      7  10  7      7  10  10
Lanes:              2  0  0  1  0      1  0  1  1  0      1  0  1  0  1      1  0  0  1  0
-----
Volume Module:
Base Vol:           517  257  0      3  154  215  296  89  472  3  94  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:        517  257  0      3  154  215  296  89  472  3  94  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:            0.88  0.88  0.88  0.88  0.88  0.88  0.88  0.88  0.00  0.88  0.88  0.88
PHF Volume:         588  292  0      3  175  244  336  101  0      3  107  6
Reduct Vol:         0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:        588  292  0      3  175  244  336  101  0      3  107  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
Final Vol.:         588  292  0      3  175  244  336  101  0      3  107  6
-----
Saturation Flow Module:
Sat/Lane:           1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:         0.92  1.00  1.00  0.95  0.87  0.87  0.95  1.00  1.00  0.95  0.99  0.99
Lanes:              2.00  1.00  0.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.95  0.05
Final Sat.:         3502  1900  0      1805  1648  1648  1805  1900  1900  1805  1790  95
-----
Capacity Analysis Module:
Vol/Sat:            0.17  0.15  0.00  0.00  0.11  0.15  0.19  0.05  0.00  0.00  0.06  0.06
Crit Moves:         ****          ****          ****          ****
Green/Cycle:        0.17  0.22  0.00  0.15  0.20  0.20  0.19  0.23  0.00  0.16  0.20  0.20
Volume/Cap:         0.98  0.71  0.00  0.01  0.53  0.74  0.98  0.23  0.00  0.01  0.30  0.30
Uniform Del:        20.7  18.1  0.0  18.0  17.9  18.8  20.2  15.7  0.0  17.7  17.0  17.0
IncremntDel:        32.6  5.5  0.0  0.0  0.7  5.2  44.1  0.3  0.0  0.0  0.4  0.4
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:          53.2  23.5  0.0  18.0  18.6  24.0  64.3  16.0  0.0  17.7  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:         53.2  23.5  0.0  18.0  18.6  24.0  64.3  16.0  0.0  17.7  17.5  17.5
HCM2kAvg:           10  6  0      0  3  6  11  1  0      0  2  2
*****

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

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Intersection #25 Light Fighter Dr/Gen. Jim Moore Blvd  
\*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.606  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.1  
Optimal Cycle: 46 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	7	7	10	10
Lanes:	2	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	337	119	2	4	307	377	95	88	567	4	68	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:	337	119	2	4	307	377	95	88	567	4	68	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	387	137	2	5	353	433	109	101	0	5	78	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	137	2	5	353	433	109	101	0	5	78	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
Final Vol.:	387	137	2	5	353	433	109	101	0	5	78	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	0.95	0.87	0.87	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	0.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3502	1863	31	1805	1655	1655	1805	1900	1900	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.07	0.07	0.00	0.21	0.26	0.06	0.05	0.00	0.00	0.04	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.28	0.28	0.19	0.33	0.33	0.13	0.18	0.00	0.13	0.18	0.00
Volume/Cap:	0.79	0.26	0.26	0.01	0.64	0.79	0.48	0.29	0.00	0.02	0.23	0.00
Uniform Del:	22.8	15.5	15.5	17.9	15.6	16.6	22.3	19.4	0.0	21.0	19.2	0.0
IncrementDel:	8.3	0.3	0.3	0.0	1.2	4.3	1.6	0.5	0.0	0.0	0.3	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:	31.1	15.7	15.7	17.9	16.7	20.9	23.8	19.9	0.0	21.0	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:	31.1	15.7	15.7	17.9	16.7	20.9	23.8	19.9	0.0	21.0	19.5	0.0
HCM2kAvg:	6	2	2	0	6	9	2	2	0	0	1	0

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

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 Intersection #24 Light Fighter Dr/2nd Ave  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.981  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 49.8  
 Optimal Cycle: 173 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	1	5	7	140	3	746	678	592	9	2	688	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:	1	5	7	140	3	746	678	592	9	2	688	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	1	5	7	149	3	794	721	630	10	2	732	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	7	149	3	794	721	630	10	2	732	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
Final Vol.:	1	5	7	149	3	794	721	630	10	2	732	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.76	0.85	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.08	0.38	0.54	1.00	0.01	1.99	1.00	1.97	0.03	1.00	1.68	0.32
Final Sat.:	134	672	941	1438	13	3221	1805	3549	54	1805	2967	556

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.10	0.25	0.25	0.40	0.18	0.18	0.00	0.25	0.25
Crit Moves:				****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.41	0.59	0.59	0.07	0.25	0.25
Volume/Cap:	0.03	0.03	0.03	0.41	0.98	0.98	0.98	0.30	0.30	0.02	0.98	0.98
Uniform Del:	28.3	28.3	28.3	31.3	37.2	37.2	29.2	10.3	10.3	43.3	37.2	37.2
IncrementDel:	0.0	0.0	0.0	0.8	26.8	26.8	28.4	0.1	0.1	0.1	25.5	25.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.3	28.3	28.3	32.0	64.0	64.0	57.6	10.4	10.4	43.3	62.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.3	28.3	32.0	64.0	64.0	57.6	10.4	10.4	43.3	62.7	62.7
HCM2kAvg:	0	0	0	5	18	18	30	5	5	0	19	19

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #24 Light Fighter Dr/2nd Ave

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

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	1	0	0 1 1	1	0	1 1 0	1	0	1 1 0

Volume Module:

Base Vol:	1	5	7	140	3	746	678	592	9	2	688	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:	1	5	7	140	3	746	678	592	9	2	688	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	1	5	7	149	3	794	721	630	10	2	732	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	5	7	149	3	794	721	630	10	2	732	137

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	2449	2951	320	2565	2887	435	869	xxxx	xxxxx	639	xxxx	xxxxx
Potent Cap.:	16	15	682	13	16	575	784	xxxx	xxxxx	954	xxxx	xxxxx
Move Cap.:	0	1	682	0	1	575	784	xxxx	xxxxx	954	xxxx	xxxxx
Volume/Cap:	xxxx	4.48	0.01	xxxx	2.44	1.38	0.92	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.4	13.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	24.0	38.8	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	E	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	128	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	38.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1033	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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

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Intersection #24 Light Fighter Dr/2nd Ave

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.769  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.9  
 Optimal Cycle: 62 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	3	0	1	103	3	573	508	586	9	3	620	104
Growth Adj:	1.00	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	1	103	3	573	508	586	9	3	620	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	0	1	108	3	603	535	617	9	3	653	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	108	3	603	535	617	9	3	653	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
Final Vol.:	3	0	1	108	3	603	535	617	9	3	653	109

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	0.77	0.85	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.75	0.00	0.25	1.00	0.01	1.99	1.00	1.97	0.03	1.00	1.71	0.29
Final Sat.:	1272	0	424	1461	17	3217	1805	3548	54	1805	3023	507

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.19	0.19	0.30	0.17	0.17	0.00	0.22	0.22
Crit Moves:				****			****			****		
Green/Cycle:	0.24	0.00	0.24	0.24	0.24	0.24	0.39	0.60	0.60	0.07	0.28	0.28
Volume/Cap:	0.01	0.00	0.01	0.30	0.77	0.77	0.77	0.29	0.29	0.02	0.77	0.77
Uniform Del:	28.7	0.0	28.7	30.9	35.2	35.2	26.8	9.9	9.9	43.3	33.0	33.0
IncrementDel:	0.0	0.0	0.0	0.5	4.6	4.6	5.2	0.1	0.1	0.1	3.7	3.7
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.7	0.0	28.7	31.4	39.8	39.8	32.1	9.9	9.9	43.4	36.7	36.7
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:	28.7	0.0	28.7	31.4	39.8	39.8	32.1	9.9	9.9	43.4	36.7	36.7
HCM2kAvg:	0	0	0	4	11	11	17	5	5	0	12	12

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Light Fighter Dr/2nd Ave  
 \*\*\*\*\*

Average Delay (sec/veh): 159.0 Worst Case Level Of Service: F[11899.1  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	1	0	0 1 1	1	0	1 1 0	1	0	1 1 0

Volume Module:

Base Vol:	3	0	1	103	3	573	508	586	9	3	620	104
Growth Adj:	1.00	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	1	103	3	573	508	586	9	3	620	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	0	1	108	3	603	535	617	9	3	653	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	1	108	3	603	535	617	9	3	653	109

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	2025	xxxx	313	2092	2409	381	762	xxxx	xxxxx	626	xxxx	xxxxx
Potent Cap.:	35	xxxx	689	31	33	623	859	xxxx	xxxxx	965	xxxx	xxxxx
Move Cap.:	0	xxxx	689	15	13	623	859	xxxx	xxxxx	965	xxxx	xxxxx
Volume/Cap:	7.01	xxxx	0.00	7.03	0.25	0.97	0.62	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	14.4	xxxx	2.6	4.5	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	3199	xxxx	16.1	15.8	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	C	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1	xxxxx	xxxx	xxxx	414	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	5.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	34.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	D	*	*	*	*	*	*
ApproachDel:	xxxxxxx			506.6			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		



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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.926  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.1  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	2	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	579	0	297	2	1	78	0	1028	735	332	1057	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:	579	0	297	2	1	78	0	1028	735	332	1057	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	623	0	319	2	1	84	0	1105	790	357	1137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	0	319	2	1	84	0	1105	790	357	1137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	623	0	319	2	1	84	0	1105	790	357	1137	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	1.00	0.85	0.93	0.93	0.85	1.00	0.95	0.75	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.67	0.33	1.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	2304	0	1615	1182	591	1615	0	3610	2842	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.27	0.00	0.20	0.00	0.00	0.05	0.00	0.31	0.28	0.20	0.31	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.29	0.00	0.29	0.29	0.29	0.29	0.00	0.33	0.33	0.21	0.54	0.00
Volume/Cap:	0.93	0.00	0.68	0.01	0.01	0.18	0.00	0.93	0.84	0.93	0.58	0.00
Uniform Del:	18.9	0.0	17.2	13.8	13.8	14.5	0.0	17.8	17.1	21.2	8.3	0.0
IncrcmntDel:	18.8	0.0	3.9	0.0	0.0	0.2	0.0	12.1	6.9	27.9	0.4	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.7	0.0	21.1	13.8	13.8	14.7	0.0	29.9	23.9	49.1	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:	37.7	0.0	21.1	13.8	13.8	14.7	0.0	29.9	23.9	49.1	8.8	0.0
HCM2kAvg:	13	0	6	0	0	1	0	14	9	11	7	0

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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 40 Critical Vol./Cap. (X): 1.438  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 103.7  
 Optimal Cycle: 180 Level Of Service: F  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	1	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	579	0	297	2	1	78	0	1028	735	332	1057	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:	579	0	297	2	1	78	0	1028	735	332	1057	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	623	0	319	2	1	84	0	1105	790	357	1137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	0	319	2	1	84	0	1105	790	357	1137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	623	0	319	2	1	84	0	1105	790	357	1137	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.91	0.91	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.67	0.33	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1457	0	1615	1156	578	1615	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.43	0.00	0.20	0.00	0.00	0.05	0.00	0.31	0.49	0.20	0.31	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.28	0.00	0.28	0.28	0.28	0.28	0.00	0.32	0.32	0.18	0.50	0.00
Volume/Cap:	1.53	0.00	0.71	0.01	0.01	0.19	0.00	0.96	1.53	1.13	0.64	0.00
Uniform Del:	14.4	0.0	12.9	10.4	10.4	10.9	0.0	13.3	13.6	16.5	7.4	0.0
IncrementDel:	249.6	0.0	5.1	0.0	0.0	0.2	0.0	16.9	247.1	90.6	0.8	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	264.0	0.0	18.0	10.4	10.4	11.1	0.0	30.2	260.7	107.1	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:	264.0	0.0	18.0	10.4	10.4	11.1	0.0	30.2	260.7	107.1	8.2	0.0
HCM2kAvg:	47	0	5	0	0	1	0	13	46	14	6	0

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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 70 Critical Vol./Cap. (X): 0.960  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 31.0  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 \*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 10 0 10 10 10 10 0 10 10 7 10 0  
 Lanes: 2 0 0 0 1 0 1 0 0 1 0 0 2 0 2 1 0 2 0 0

Volume Module:  
 Base Vol: 561 0 213 10 2 36 0 945 437 293 949 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: 561 0 213 10 2 36 0 945 437 293 949 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81  
 PHF Volume: 693 0 263 12 2 44 0 1167 540 362 1172 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 693 0 263 12 2 44 0 1167 540 362 1172 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 693 0 263 12 2 44 0 1167 540 362 1172 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.58 1.00 0.85 0.89 0.89 0.85 1.00 0.95 0.75 0.95 0.95 1.00  
 Lanes: 2.00 0.00 1.00 0.83 0.17 1.00 0.00 2.00 2.00 1.00 2.00 0.00  
 Final Sat.: 2215 0 1615 1411 282 1615 0 3610 2842 1805 3610 0

Capacity Analysis Module:  
 Vol/Sat: 0.31 0.00 0.16 0.01 0.01 0.03 0.00 0.32 0.19 0.20 0.32 0.00  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 Green/Cycle: 0.33 0.00 0.33 0.33 0.33 0.33 0.00 0.34 0.34 0.21 0.55 0.00  
 Volume/Cap: 0.96 0.00 0.50 0.03 0.03 0.08 0.00 0.96 0.56 0.96 0.59 0.00  
 Uniform Del: 23.1 0.0 19.0 16.0 16.0 16.4 0.0 22.7 19.0 27.4 10.7 0.0  
 IncremntDel: 23.9 0.0 0.7 0.0 0.0 0.1 0.0 17.0 0.8 35.8 0.5 0.0  
 Delay Adj: 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00  
 Delay/Veh: 47.1 0.0 19.8 16.1 16.1 16.4 0.0 39.7 19.8 63.2 11.2 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: 47.1 0.0 19.8 16.1 16.1 16.4 0.0 39.7 19.8 63.2 11.2 0.0  
 HCM2kAvg: 18 0 5 0 0 1 0 18 6 13 9 0

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

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 Intersection #23 Light Fighter Dr/1st Ave  
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Cycle (sec): 55 Critical Vol./Cap. (X): 1.216  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 85.8  
 Optimal Cycle: 180 Level Of Service: F  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Lanes:	1	0	0	0	1	0	0	0	2	1	0	2

Volume Module:

Base Vol:	561	0	213	10	2	36	0	945	437	293	949	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:	561	0	213	10	2	36	0	945	437	293	949	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	693	0	263	12	2	44	0	1167	540	362	1172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	693	0	263	12	2	44	0	1167	540	362	1172	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	693	0	263	12	2	44	0	1167	540	362	1172	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.90	0.90	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.83	0.17	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1436	0	1615	1423	285	1615	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.48	0.00	0.16	0.01	0.01	0.03	0.00	0.32	0.33	0.20	0.32	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.40	0.00	0.40	0.40	0.40	0.40	0.00	0.27	0.27	0.16	0.44	0.00
Volume/Cap:	1.22	0.00	0.41	0.02	0.02	0.07	0.00	1.18	1.22	1.22	0.74	0.00
Uniform Del:	16.6	0.0	12.0	10.1	10.1	10.3	0.0	19.9	19.9	23.0	12.8	0.0
IncrcmntDel:	112.4	0.0	0.4	0.0	0.0	0.0	0.0	89.9	116.1	123.7	1.9	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	129.0	0.0	12.4	10.1	10.1	10.3	0.0	110	136.0	146.7	14.6	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:	129.0	0.0	12.4	10.1	10.1	10.3	0.0	110	136.0	146.7	14.6	0.0
HCM2kAvg:	39	0	4	0	0	0	0	24	24	18	10	0

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

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Intersection #22 3rd St/4th Ave

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.984  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.2  
 Optimal Cycle: 0 Level Of Service: D

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	35	196	429	15	137	22	14	112	20	190	46	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	196	429	15	137	22	14	112	20	190	46	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	36	204	447	16	143	23	15	117	21	198	48	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	204	447	16	143	23	15	117	21	198	48	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	204	447	16	143	23	15	117	21	198	48	1

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.30	0.65	0.08	0.79	0.13	0.09	0.77	0.14	0.80	0.19	0.01
Final Sat.:	37	208	454	48	434	70	49	395	71	423	102	2

Capacity Analysis Module:

Vol/Sat:	0.98	0.98	0.98	0.33	0.33	0.33	0.30	0.30	0.30	0.47	0.47	0.47
Crit Moves:	****			****			****			****		
Delay/Veh:	51.7	51.7	51.7	12.0	12.0	12.0	12.2	12.2	12.2	15.0	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	51.7	51.7	12.0	12.0	12.0	12.2	12.2	12.2	15.0	15.0	15.0
LOS by Move:	F	F	F	B	B	B	B	B	B	C	C	C
ApproachDel:	51.7			12.0			12.2			15.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	51.7			12.0			12.2			15.0		
LOS by Appr:	F			B			B			C		

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

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 Intersection #22 3rd St/4th Ave  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.956  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 30.5  
 Optimal Cycle: 0 Level Of Service: D  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:

Base Vol:	35	81	146	5	163	31	10	59	61	410	65	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:	35	81	146	5	163	31	10	59	61	410	65	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	41	95	172	6	192	36	12	69	72	482	76	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	95	172	6	192	36	12	69	72	482	76	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	95	172	6	192	36	12	69	72	482	76	8

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.31	0.56	0.02	0.82	0.16	0.08	0.45	0.47	0.86	0.13	0.01
Final Sat.:	74	171	308	13	423	80	39	231	239	505	80	9

Capacity Analysis Module:

Vol/Sat:	0.56	0.56	0.56	0.45	0.45	0.45	0.30	0.30	0.30	0.96	0.96	0.96
Crit Moves:	****			****			****			****		
Delay/Veh:	16.3	16.3	16.3	14.6	14.6	14.6	11.9	11.9	11.9	49.8	49.8	49.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	16.3	14.6	14.6	14.6	11.9	11.9	11.9	49.8	49.8	49.8
LOS by Move:	C	C	C	B	B	B	B	B	B	E	E	E
ApproachDel:	16.3			14.6			11.9			49.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.3			14.6			11.9			49.8		
LOS by Appr:	C			B			B			E		

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

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 Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.809  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.7  
 Optimal Cycle: 70 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	1	1	0	0	1

Volume Module:

Base Vol:	4	0	1133	0	0	0	14	410	0	0	811	476
Growth Adj:	1.00	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	1133	0	0	0	14	410	0	0	811	476
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:	0.74	0.74	0.00	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	5	0	0	0	0	0	19	554	0	0	1096	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	0	0	0	19	554	0	0	1096	643
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
Final Vol.:	5	0	0	0	0	0	19	554	0	0	1096	643

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.07	1.93	0.00	0.00	1.00	1.00
Final Sat.:	1900	0	1900	0	0	0	119	3484	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.58	0.40	
Crit Moves:							****	****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.71	0.71	
Volume/Cap:	0.08	0.00	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.00	0.81	0.56	
Uniform Del:	50.0	0.0	0.0	0.0	0.0	0.0	38.4	38.4	0.0	0.0	9.7	6.8	
IncrcmntDel:	0.4	0.0	0.0	0.0	0.0	0.0	6.9	6.9	0.0	0.0	3.7	0.6	
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	50.4	0.0	0.0	0.0	0.0	0.0	45.3	45.3	0.0	0.0	13.4	7.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	50.4	0.0	0.0	0.0	0.0	0.0	45.3	45.3	0.0	0.0	13.4	7.4	
HCM2kAvg:	0	0	0	0	0	0	11	11	0	0	24	10	

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy

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Average Delay (sec/veh): 0.3 Worst Case Level Of Service: F[ 67.3]

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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Ignore			Include			Include			Include						
Lanes:	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	4	0	1133	0	0	0	14	410	0	0	811	476
Growth Adj:	1.00	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	1133	0	0	0	14	410	0	0	811	476
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:	0.74	0.74	0.00	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	5	0	0	0	0	0	19	554	0	0	1096	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	0	0	0	0	0	19	554	0	0	1096	643

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	2009	xxxx	xxxxx	xxxx	xxxx	xxxxx	1739	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	66	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	63	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	67.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	67.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		



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

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 Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.840  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 24.3  
 Optimal Cycle: 79 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	1	1	0	0	1

Volume Module:

Base Vol:	3	0	755	0	0	0	6	556	0	0	1022	252
Growth Adj:	1.00	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	755	0	0	0	6	556	0	0	1022	252
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:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	3	0	0	0	0	0	7	611	0	0	1123	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	0	0	0	0	7	611	0	0	1123	277
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
Final Vol.:	3	0	0	0	0	0	7	611	0	0	1123	277

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	1.00	0.95	0.95	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.02	1.98	0.00	0.00	1.00	1.00
Final Sat.:	1805	0	1900	0	0	0	39	3568	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.59	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.70	0.70
Volume/Cap:	0.84	0.00	0.00	0.00	0.00	0.00	0.84	0.84	0.00	0.00	0.84	0.24
Uniform Del:	49.9	0.0	0.0	0.0	0.0	0.0	38.2	38.2	0.0	0.0	10.7	5.3
IncrementDel:	324.7	0.0	0.0	0.0	0.0	0.0	8.5	8.5	0.0	0.0	4.9	0.1
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	374.6	0.0	0.0	0.0	0.0	0.0	46.8	46.8	0.0	0.0	15.6	5.4
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:	374.6	0.0	0.0	0.0	0.0	0.0	46.8	46.8	0.0	0.0	15.6	5.4
HCM2kAvg:	1	0	0	0	0	0	12	12	0	0	27	3

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

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 Intersection #21 Hwy 1 NB Ramps/Imjin Pkwy  
 \*\*\*\*\*

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: F[ 53.3]  
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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Ignore			Include			Include			Include						
Lanes:	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	3	0	755	0	0	0	6	556	0	0	1022	252
Growth Adj:	1.00	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	755	0	0	0	6	556	0	0	1022	252
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:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	3	0	0	0	0	0	7	611	0	0	1123	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	0	0	0	0	7	611	0	0	1123	277

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1886	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1400	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	79	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	494	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	78	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	494	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	53.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	12.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	12.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	53.3			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

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

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 Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.680  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.7  
 Optimal Cycle: 40 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	413	3	0	0	0	0	818	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	413	3	0	0	0	0	818	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	469	3	0	0	0	0	930	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	3	0	0	0	0	930	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	469	3	0	0	0	0	930	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	0	0	3773	27	0	0	0	0	1805	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound			
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.51	0.00	0.00	
Crit Moves:				****							****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.76	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.00	
Uniform Del:	0.0	0.0	0.0	38.1	38.1	0.0	0.0	0.0	0.0	6.1	0.0	0.0	
IncrementDel:	0.0	0.0	0.0	2.7	2.7	0.0	0.0	0.0	0.0	1.4	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0	40.9	40.9	0.0	0.0	0.0	0.0	7.5	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	40.9	40.9	0.0	0.0	0.0	0.0	7.5	0.0	0.0	
HCM2kAvg:	0	0	0	8	8	0	0	0	0	16	0	0	

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy

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

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	1	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	413	3	0	0	0	0	818	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	413	3	0	0	0	0	818	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	469	3	0	0	0	0	930	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	469	3	0	0	0	0	930	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	1859	1859	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	82	74	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.03	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	60.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.875  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 27.6  
 Optimal Cycle: 81 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	533	2	0	0	0	0	1053	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	533	2	0	0	0	0	1053	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	606	2	0	0	0	0	1197	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	606	2	0	0	0	0	1197	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	606	2	0	0	0	0	1197	0	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	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	0	0	3786	14	0	0	0	0	1805	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.66	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.76	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.00	0.88	0.00	0.00
Uniform Del:	0.0	0.0	0.0	39.8	39.8	0.0	0.0	0.0	0.0	8.7	0.0	0.0
IncrementDel:	0.0	0.0	0.0	12.0	12.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	51.8	51.8	0.0	0.0	0.0	0.0	15.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	51.8	51.8	0.0	0.0	0.0	0.0	15.4	0.0	0.0
HCM2kAvg:	0	0	0	12	12	0	0	0	0	31	0	0

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

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 Intersection #20 Hwy 1 SB Ramps/Imjin Pkwy  
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Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	0	0	0	533	2	0	0	0	0	1053	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	533	2	0	0	0	0	1053	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	606	2	0	0	0	0	1197	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	606	2	0	0	0	0	1197	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2393	2393	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	38	34	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	0	0	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.33	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	46.7	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	172.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
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Cycle (sec): 85 Critical Vol./Cap. (X): 0.939  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 43.0  
 Optimal Cycle:OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Split Phase			Split Phase			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10								
Lanes:	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	178	0	108	0	0	0	301	427	0	0	773	661
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	0	108	0	0	0	301	427	0	0	773	661
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	209	0	127	0	0	0	354	502	0	0	909	778
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	127	0	0	0	354	502	0	0	909	778
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	0	127	0	0	0	354	502	0	0	909	778

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.83	1.17	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1463	2075	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.08	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.48	0.48
Crit Moves:	****						****					****
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.51	0.51
Volume/Cap:	0.94	0.00	0.64	0.00	0.00	0.00	0.94	0.94	0.00	0.00	0.93	0.94
Uniform Del:	36.9	0.0	35.5	0.0	0.0	0.0	30.9	30.9	0.0	0.0	19.3	19.4
IncrementDel:	43.4	0.0	6.7	0.0	0.0	0.0	16.9	16.9	0.0	0.0	15.3	18.1
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	80.3	0.0	42.2	0.0	0.0	0.0	47.8	47.8	0.0	0.0	34.6	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:	80.3	0.0	42.2	0.0	0.0	0.0	47.8	47.8	0.0	0.0	34.6	37.6
HCM2kAvg:	10	0	4	0	0	0	16	16	0	0	27	24

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

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 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
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Cycle (sec): 80 Critical Vol./Cap. (X): 0.891  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.3  
 Optimal Cycle: 89 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10			
Lanes:	0	1	0	0	1	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	178	0	108	0	0	0	301	427	0	0	773	661
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	0	108	0	0	0	301	427	0	0	773	661
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	209	0	127	0	0	0	354	502	0	0	909	778
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	127	0	0	0	354	502	0	0	909	778
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	0	127	0	0	0	354	502	0	0	909	778

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1805	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.08	0.00	0.00	0.00	0.20	0.26	0.00	0.00	0.48	0.48
Crit Moves:	****						****			****		
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.22	0.76	0.00	0.00	0.54	0.54
Volume/Cap:	0.89	0.00	0.61	0.00	0.00	0.00	0.89	0.35	0.00	0.00	0.89	0.90
Uniform Del:	34.2	0.0	32.9	0.0	0.0	0.0	30.3	3.2	0.0	0.0	16.4	16.5
IncrementDel:	31.4	0.0	5.0	0.0	0.0	0.0	21.3	0.1	0.0	0.0	9.9	11.9
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	65.7	0.0	37.8	0.0	0.0	0.0	51.5	3.3	0.0	0.0	26.3	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:	65.7	0.0	37.8	0.0	0.0	0.0	51.5	3.3	0.0	0.0	26.3	28.4
HCM2kAvg:	9	0	4	0	0	0	13	4	0	0	24	21



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

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 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
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Cycle (sec): 80 Critical Vol./Cap. (X): 0.974  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 37.4  
 Optimal Cycle: 137 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	1	1	0	0	0	1	1	0	1

Volume Module:

Base Vol:	0	0	0	526	0	344	0	934	216	132	310	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	526	0	344	0	934	216	132	310	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	584	0	382	0	1038	240	147	344	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	584	0	382	0	1038	240	147	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	584	0	382	0	1038	240	147	344	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	0.85	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	1900	1615	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.24	0.00	0.55	0.15	0.08	0.18	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.56	0.56	0.09	0.65	0.00
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.98	0.00	0.98	0.27	0.93	0.28	0.00
Uniform Del:	0.0	0.0	0.0	27.4	0.0	30.1	0.0	17.2	9.2	36.3	6.1	0.0
IncremntDel:	0.0	0.0	0.0	2.0	0.0	39.7	0.0	22.5	0.2	50.9	0.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	29.4	0.0	69.8	0.0	39.7	9.3	87.1	6.3	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	29.4	0.0	69.8	0.0	39.7	9.3	87.1	6.3	0.0
HCM2kAvg:	0	0	0	8	0	15	0	33	3	7	4	0

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

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 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
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Cycle (sec): 80 Critical Vol./Cap. (X): 1.233  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 116.9  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	526	0	344	0	934	216	132	310	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	526	0	344	0	934	216	132	310	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	584	0	382	0	1038	240	147	344	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	584	0	382	0	1038	240	147	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	584	0	382	0	1038	240	147	344	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.98	0.98	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.81	0.19	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1505	348	1805	1900	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.24	0.00	0.69	0.69	0.08	0.18	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.54	0.54	0.09	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	1.27	0.00	0.93	0.00	1.27	1.27	0.93	0.29	0.00
Uniform Del:	0.0	0.0	0.0	29.8	0.0	29.1	0.0	18.2	18.2	36.3	6.6	0.0
IncrementDel:	0.0	0.0	0.0	136.1	0.0	27.0	0.0	128	127.7	50.9	0.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	165.9	0.0	56.1	0.0	146	145.9	87.1	6.7	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	165.9	0.0	56.1	0.0	146	145.9	87.1	6.7	0.0
HCM2kAvg:	0	0	0	34	0	14	0	66	66	7	4	0

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

\*\*\*\*\*  
 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 1.007  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 54.2  
 Optimal Cycle:OPTIMIZED Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Split Phase			Split Phase			Split Phase			Split Phase									
Rights:	Include			Include			Include			Include									
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10							
Lanes:	0	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	152	0	224	0	0	0	362	1208	0	0	336	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	0	224	0	0	0	362	1208	0	0	336	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	175	0	257	0	0	0	416	1389	0	0	386	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	0	257	0	0	0	416	1389	0	0	386	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	175	0	257	0	0	0	416	1389	0	0	386	390

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.94	0.94	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.46	1.54	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	823	2747	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.16	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.20	0.24
Crit Moves:	****						****			****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.24	0.24
Volume/Cap:	0.61	0.00	1.01	0.00	0.00	0.00	1.01	1.01	0.00	0.00	0.85	1.01
Uniform Del:	35.3	0.0	37.9	0.0	0.0	0.0	22.4	22.4	0.0	0.0	32.7	34.2
IncrcmntDel:	3.8	0.0	58.0	0.0	0.0	0.0	22.9	22.9	0.0	0.0	13.9	47.5
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	39.1	0.0	95.9	0.0	0.0	0.0	45.3	45.3	0.0	0.0	46.6	81.7
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:	39.1	0.0	95.9	0.0	0.0	0.0	45.3	45.3	0.0	0.0	46.6	81.7
HCM2kAvg:	6	0	12	0	0	0	34	34	0	0	13	17

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

\*\*\*\*\*  
 Intersection #19 Hwy 68 EB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 55 Critical Vol./Cap. (X): 0.989  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 46.8  
 Optimal Cycle: 108 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	10	0	10	0	0	0	7	10	0	0	10	10			
Lanes:	0	1	0	0	1	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	152	0	224	0	0	0	362	1208	0	0	336	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	0	224	0	0	0	362	1208	0	0	336	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	175	0	257	0	0	0	416	1389	0	0	386	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	0	257	0	0	0	416	1389	0	0	386	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	175	0	257	0	0	0	416	1389	0	0	386	390

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1809	0	1615	0	0	0	1805	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.16	0.00	0.00	0.00	0.23	0.73	0.00	0.00	0.20	0.24
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.32	0.65	0.00	0.00	0.33	0.33
Volume/Cap:	0.53	0.00	0.88	0.00	0.00	0.00	0.72	1.12	0.00	0.00	0.61	0.72
Uniform Del:	20.4	0.0	21.9	0.0	0.0	0.0	16.5	9.5	0.0	0.0	15.3	16.0
IncrementDel:	1.7	0.0	24.3	0.0	0.0	0.0	4.4	63.8	0.0	0.0	1.7	4.7
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	22.0	0.0	46.2	0.0	0.0	0.0	21.0	73.3	0.0	0.0	17.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	0.0	46.2	0.0	0.0	0.0	21.0	73.3	0.0	0.0	17.0	20.8
HCM2kAvg:	4	0	8	0	0	0	8	46	0	0	6	8

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #18 Hwy 68 WB Ramps/Reservation Rd
*****
Cycle (sec):          45          Critical Vol./Cap. (X):          0.768
Loss Time (sec):     9 (Y+R = 4 sec) Average Delay (sec/veh):          17.3
Optimal Cycle:       48          Level Of Service:          B
*****
Approach:            North Bound      South Bound      East Bound      West Bound
Movement:           L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:            Split Phase      Split Phase      Protected      Protected
Rights:             Include          Include          Include          Include
Min. Green:         0 0 0 0 0      10 0 10      0 10 10      7 10 0
Lanes:              0 0 0 0 0      1 1 0 0 1      0 0 1 0 1      1 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:           0 0 0 236 0 355      0 420 139 225 636 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 0 236 0 355      0 420 139 225 636 0
User Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:            0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:         0 0 0 257 0 386      0 457 151 245 691 0
Reduct Vol:         0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:        0 0 0 257 0 386      0 457 151 245 691 0
PCE Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:         0 0 0 257 0 386      0 457 151 245 691 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 0.85 1.00 1.00 0.85 0.95 1.00 1.00
Lanes:              0.00 0.00 0.00 2.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Final Sat.:         0 0 0 3618 0 1615      0 1900 1615 1805 1900 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.00 0.00 0.00 0.07 0.00 0.24 0.00 0.24 0.09 0.14 0.36 0.00
Crit Moves:         *****
Green/Cycle:        0.00 0.00 0.00 0.31 0.00 0.31 0.00 0.31 0.31 0.18 0.49 0.00
Volume/Cap:         0.00 0.00 0.00 0.23 0.00 0.77 0.00 0.77 0.30 0.77 0.74 0.00
Uniform Del:        0.0 0.0 0.0 11.5 0.0 14.0 0.0 14.0 11.7 17.7 9.2 0.0
IncremntDel:        0.0 0.0 0.0 0.1 0.0 7.1 0.0 6.0 0.3 10.8 3.3 0.0
Delay Adj:          0.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh:          0.0 0.0 0.0 11.6 0.0 21.1 0.0 20.0 12.1 28.5 12.5 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 11.6 0.0 21.1 0.0 20.0 12.1 28.5 12.5 0.0
HCM2kAvg:           0 0 0 2 0 7 0 8 2 6 10 0
*****

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

\*\*\*\*\*  
 Intersection #18 Hwy 68 WB Ramps/Reservation Rd  
 \*\*\*\*\*

Cycle (sec): 45 Critical Vol./Cap. (X): 0.882  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.1  
 Optimal Cycle: 63 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0

Volume Module:

Base Vol:	0	0	0	236	0	355	0	420	139	225	636	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	236	0	355	0	420	139	225	636	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	257	0	386	0	457	151	245	691	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	257	0	386	0	457	151	245	691	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	257	0	386	0	457	151	245	691	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	0.85	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.75	0.25	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1379	456	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.24	0.00	0.33	0.33	0.14	0.36	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.37	0.37	0.16	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.88	0.00	0.88	0.88	0.87	0.69	0.00
Uniform Del:	0.0	0.0	0.0	14.0	0.0	15.7	0.0	13.2	13.2	18.6	7.8	0.0
IncrementDel:	0.0	0.0	0.0	1.1	0.0	18.9	0.0	13.1	13.1	24.2	2.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.0	0.0	34.6	0.0	26.2	26.2	42.8	9.8	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	15.0	0.0	34.6	0.0	26.2	26.2	42.8	9.8	0.0
HCM2kAvg:	0	0	0	4	0	9	0	12	12	7	8	0

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

\*\*\*\*\*  
 Intersection #17 Reservation Rd/S. Davis Rd  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 33.4  
 Optimal Cycle: 90 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	14	5	6	268	5	604	1160	876	18	7	593	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:	14	5	6	268	5	604	1160	876	18	7	593	112
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	15	5	6	288	5	0	1247	942	19	8	638	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	5	6	288	5	0	1247	942	19	8	638	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	5	6	288	5	0	1247	942	19	8	638	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.70	0.70	1.00	0.92	1.00	1.00	0.95	0.93	0.93
Lanes:	0.56	0.20	0.24	0.98	0.02	1.00	2.00	0.98	0.02	1.00	1.68	0.32
Final Sat.:	848	303	363	1302	24	1900	3502	1856	38	1805	2964	560

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.22	0.22	0.00	0.36	0.51	0.51	0.00	0.22	0.22
Crit Moves:				****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.00	0.41	0.65	0.65	0.01	0.25	0.25
Volume/Cap:	0.07	0.07	0.07	0.87	0.87	0.00	0.87	0.78	0.78	0.78	0.87	0.87
Uniform Del:	28.3	28.3	28.3	35.7	35.7	0.0	27.1	12.4	12.4	49.7	36.1	36.1
IncrementDel:	0.1	0.1	0.1	21.0	21.0	0.0	6.1	3.3	3.3	163.0	9.5	9.5
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:	28.4	28.4	28.4	56.8	56.8	0.0	33.2	15.7	15.7	212.7	45.7	45.7
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:	28.4	28.4	28.4	56.8	56.8	0.0	33.2	15.7	15.7	212.7	45.7	45.7
HCM2kAvg:	1	1	1	16	16	0	22	22	22	1	14	14

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #17 Reservation Rd/S. Davis Rd  
 \*\*\*\*\*

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	14	5	6	268	5	604	1160	876	18	7	593	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:	14	5	6	268	5	604	1160	876	18	7	593	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	15	5	6	288	5	649	1247	942	19	8	638	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	5	6	288	5	649	1247	942	19	8	638	120

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	4487	4219	952	4165	4169	698	758	xxxx	xxxxx	961	xxxx	xxxxx
Potent Cap.:	1	2	318	1	2	444	862	xxxx	xxxxx	724	xxxx	xxxxx
Move Cap.:	0	0	318	0	0	444	862	xxxx	xxxxx	724	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	1.46	1.45	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	33.1	56.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	244.5	222.8	xxxx	xxxxx	10.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	F	F	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			F			*			*	



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

\*\*\*\*\*  
 Intersection #17 Reservation Rd/S. Davis Rd  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.724  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 27.8  
 Optimal Cycle: 55 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	15	5	3	209	7	1329	679	372	12	2	782	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	5	3	209	7	1329	679	372	12	2	782	209
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	15	5	3	215	7	0	700	384	12	2	806	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	5	3	215	7	0	700	384	12	2	806	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	5	3	215	7	0	700	384	12	2	806	215

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.70	0.70	1.00	0.92	1.00	1.00	0.95	0.92	0.92
Lanes:	0.65	0.22	0.13	0.97	0.03	1.00	2.00	0.97	0.03	1.00	1.58	0.42
Final Sat.:	997	332	199	1292	43	1900	3502	1831	59	1805	2758	737

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.17	0.17	0.00	0.20	0.21	0.21	0.00	0.29	0.29
Crit Moves:				****			****			****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.00	0.28	0.68	0.68	0.00	0.40	0.40
Volume/Cap:	0.07	0.07	0.07	0.72	0.72	0.00	0.72	0.31	0.31	0.31	0.72	0.72
Uniform Del:	30.1	30.1	30.1	35.6	35.6	0.0	32.8	6.6	6.6	49.7	25.1	25.1
IncrementDel:	0.1	0.1	0.1	8.3	8.3	0.0	2.7	0.1	0.1	24.7	1.9	1.9
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:	30.2	30.2	30.2	43.8	43.8	0.0	35.5	6.8	6.8	74.4	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	30.2	43.8	43.8	0.0	35.5	6.8	6.8	74.4	27.0	27.0
HCM2kAvg:	1	1	1	10	10	0	12	5	5	0	14	14

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

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Intersection #17 Reservation Rd/S. Davis Rd

\*\*\*\*\*

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

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	1!0	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	15	5	3	209	7	1329	679	372	12	2	782	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	5	3	209	7	1329	679	372	12	2	782	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	15	5	3	215	7	1370	700	384	12	2	806	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	5	3	215	7	1370	700	384	12	2	806	215

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	3396	2815	390	2712	2714	914	1022	xxxx	xxxxxx	396	xxxx	xxxxxx
Potent Cap.:	4	18	663	14	21	334	687	xxxx	xxxxxx	1174	xxxx	xxxxxx
Move Cap.:	0	0	663	0	0	334	687	xxxx	xxxxxx	1174	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	4.10	1.02	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	133.4	17.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1427	63.6	xxxx	xxxxxx	8.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	F	F	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxxx	0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

\*\*\*\*\*  
 Intersection #16 Reservation Rd/East Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.7  
 Optimal Cycle: 57 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	0	0	10	0	0	0	10	0	0	0
Lanes:	1	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	364	847	0	0	1514	0	0	0	540	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:	364	847	0	0	1514	0	0	0	540	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	396	921	0	0	1646	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	921	0	0	1646	0	0	0	0	0	0	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
Final Vol.:	396	921	0	0	1646	0	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	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	3610	0	0	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.48	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.30	0.91	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.74	0.53	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	31.8	0.8	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncrementDel:	5.5	0.3	0.0	0.0	1.4	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	37.3	1.1	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	1.1	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	13	6	0	0	19	0	0	0	0	0	0	0

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

\*\*\*\*\*  
 Intersection #16 Reservation Rd/East Prj Access  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.978  
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 16.2  
 Optimal Cycle: 180 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	402	1709	0	0	729	0	0	0	352	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:	402	1709	0	0	729	0	0	0	352	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	437	1858	0	0	792	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1858	0	0	792	0	0	0	0	0	0	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
Final Vol.:	437	1858	0	0	792	0	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	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	3610	0	0	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.24	0.98	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.52	1.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.46	0.98	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	14.9	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncrcmntDel:	0.4	15.6	0.0	0.0	0.2	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	15.3	15.6	0.0	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.6	0.0	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	9	13	0	0	8	0	0	0	0	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #15 Reservation Rd/Main Prj Access
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.932
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          25.3
Optimal Cycle:        122          Level Of Service:          C
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Protected      Protected
Rights:               Include        Include        Include        Include
Min. Green:           10  0  10      0  0  0        0  10  10      7  10  0
Lanes:                0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             174  0  52      0  0  0        0 1462  516      89 758  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:          174  0  52      0  0  0        0 1462  516      89 758  0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:           189  0  57      0  0  0        0 1589  561      97 824  0
Reduct Vol:           0  0  0        0  0  0        0  0  0        0  0  0
Reduced Vol:          189  0  57      0  0  0        0 1589  561      97 824  0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           189  0  57      0  0  0        0 1589  561      97 824  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1900 1900  1900  1900 1900  1900 1900  1900  1900  1900 1900  1900
Adjustment:           0.74 1.00  0.74  1.00 1.00  1.00  1.00 0.91  0.91  0.95 0.95  1.00
Lanes:                0.77 0.00  0.23  0.00 0.00  0.00  0.00 1.48  0.52  1.00 2.00  0.00
Final Sat.:           1084  0  324      0  0  0        0 2564  905  1805 3610  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.62  0.62  0.05 0.23  0.00
Crit Moves:          ****              ****              ****
Green/Cycle:          0.18 0.00  0.18  0.00 0.00  0.00  0.00 0.66  0.66  0.07 0.73  0.00
Volume/Cap:           0.95 0.00  0.95  0.00 0.00  0.00  0.00 0.95  0.95  0.77 0.31  0.00
Uniform Del:          40.3  0.0  40.3  0.0  0.0  0.0  0.0 15.6  15.6  45.7  4.9  0.0
IncremntDel:          41.0  0.0  41.0  0.0  0.0  0.0  0.0  9.1  9.1  24.0  0.1  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:            81.3  0.0  81.3  0.0  0.0  0.0  0.0 24.7  24.7  69.7  5.0  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:           81.3  0.0  81.3  0.0  0.0  0.0  0.0 24.7  24.7  69.7  5.0  0.0
HCM2kAvg:             14  0  14      0  0  0        0  35  35  5  5  0
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Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

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Intersection #15 Reservation Rd/Main Prj Access

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.858  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.1  
 Optimal Cycle: 85 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0				
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	286	0	72	0	0	0	0	657	135	38	1671	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:	286	0	72	0	0	0	0	657	135	38	1671	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	311	0	78	0	0	0	0	714	147	41	1816	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	0	78	0	0	0	0	714	147	41	1816	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	311	0	78	0	0	0	0	714	147	41	1816	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	0.93	0.93	0.95	0.95	1.00
Lanes:	0.80	0.00	0.20	0.00	0.00	0.00	0.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	1119	0	282	0	0	0	0	2920	600	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.24	0.24	0.02	0.50	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.52	0.52	0.07	0.59	0.00
Volume/Cap:	0.86	0.00	0.86	0.00	0.00	0.00	0.00	0.47	0.47	0.33	0.86	0.00
Uniform Del:	31.7	0.0	31.7	0.0	0.0	0.0	0.0	15.5	15.5	44.3	17.2	0.0
IncrementDel:	15.0	0.0	15.0	0.0	0.0	0.0	0.0	0.2	0.2	1.5	3.8	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:	46.7	0.0	46.7	0.0	0.0	0.0	0.0	15.7	15.7	45.8	21.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	0.0	46.7	0.0	0.0	0.0	0.0	15.7	15.7	45.8	21.0	0.0
HCM2kAvg:	15	0	18	0	0	0	0	9	9	2	26	0

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Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

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 Intersection #14 Inter-Garrison Rd/new collector  
 \*\*\*\*\*

Average Delay (sec/veh): 4.3 Level Of Service: A  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			2			1		

Volume Module:

Base Vol:	0	0	0	0	0	479	873	398	0	0	141	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	479	873	398	0	0	141	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	521	949	433	0	0	153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	521	949	433	0	0	153	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	521	949	433	0	0	153	0

PCE Module:

AutoPCE:	0	0	0	0	0	521	949	433	0	0	153	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	521	949	433	0	0	153	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	1382	153	0	949
MaxVolume:	xxxxxx	1117	2424	688
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1117	2424	688
ApproachVol:	xxxxxx	521	1382	153
ApproachDel:	xxxxxx	6.0	3.4	6.7
Queue:	xxxx	2.5	3.9	0.8

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

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 Intersection #14 Inter-Garrison Rd/new collector  
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Average Delay (sec/veh): 61.9 Level Of Service: F  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	479	873	398	0	0	141	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	479	873	398	0	0	141	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	521	949	433	0	0	153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	521	949	433	0	0	153	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	521	949	433	0	0	153	0

PCE Module:	North Bound			South Bound			East Bound			West Bound		
AutoPCE:	0	0	0	0	0	521	949	433	0	0	153	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	521	949	433	0	0	153	0

Delay Module:	North Bound			South Bound			East Bound			West Bound		
CircVolume:	1382			153			0			949		
MaxVolume:	xxxxxx			1117			1200			688		
PedVolume:	0			0			0			0		
AdjMaxVol:	xxxxxx			1117			1200			688		
ApproachVol:	xxxxxx			521			1382			153		
ApproachDel:	xxxxxx			6.0			89.1			6.7		
Queue:	xxxx			2.5			36.8			0.8		



Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

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 Intersection #14 Inter-Garrison Rd/new collector  
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Average Delay (sec/veh): 30.9 Level Of Service: D  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			2			1		

Volume Module:

Base Vol:	0	0	0	0	0	879	313	123	0	0	487	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	879	313	123	0	0	487	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	955	340	134	0	0	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	955	340	134	0	0	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	955	340	134	0	0	529	0

PCE Module:

AutoPCE:	0	0	0	0	0	955	340	134	0	0	529	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	955	340	134	0	0	529	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	474	529	0	340
MaxVolume:	xxxxxx	914	2424	1016
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	914	2424	1016
ApproachVol:	xxxxxx	955	474	529
ApproachDel:	xxxxxx	58.3	1.8	7.3
Queue:	xxxx	21.7	0.7	3.1

Level Of Service Computation Report  
 FHWA Roundabout Method (Base Volume Alternative)

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 Intersection #14 Inter-Garrison Rd/new collector  
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Average Delay (sec/veh): 31.6 Level Of Service: D  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	0	0	0	0	879	313	123	0	0	487	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	879	313	123	0	0	487	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	955	340	134	0	0	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	955	340	134	0	0	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	955	340	134	0	0	529	0

PCE Module:

AutoPCE:	0	0	0	0	0	955	340	134	0	0	529	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	955	340	134	0	0	529	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	474	529	0	340
MaxVolume:	xxxxxx	914	1200	1016
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	914	1200	1016
ApproachVol:	xxxxxx	955	474	529
ApproachDel:	xxxxxx	58.3	4.9	7.3
Queue:	xxxx	21.7	1.9	3.1

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

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Intersection #13 Reservation Rd/West Prj Access

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.882  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 31.6  
 Optimal Cycle: 94 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Lanes:	1	0	0	0	1	0	0	0	2	1	0	2

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Volume Module:

Base Vol:	121	0	768	97	26	0	0	1113	218	314	618	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:	121	0	768	97	26	0	0	1113	218	314	618	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	132	0	835	105	28	0	0	1210	237	341	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	835	105	28	0	0	1210	237	341	672	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	0	835	105	28	0	0	1210	237	341	672	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.85	0.79	0.79	1.00	1.00	0.89	0.89	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.79	0.21	0.00	0.00	2.51	0.49	1.00	2.00	0.00
Final Sat.:	1300	0	1615	1185	318	0	0	4229	828	1805	3610	0

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Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.52	0.09	0.09	0.00	0.00	0.29	0.29	0.19	0.19	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.37	0.00	0.59	0.37	0.37	0.00	0.00	0.32	0.32	0.21	0.54	0.00
Volume/Cap:	0.27	0.00	0.88	0.24	0.24	0.00	0.00	0.88	0.88	0.88	0.35	0.00
Uniform Del:	22.0	0.0	17.8	21.7	21.7	0.0	0.0	32.0	32.0	38.1	13.1	0.0
IncremntDel:	0.3	0.0	9.8	0.2	0.2	0.0	0.0	6.0	6.0	20.4	0.1	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	22.3	0.0	27.5	21.9	21.9	0.0	0.0	38.0	38.0	58.5	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:	22.3	0.0	27.5	21.9	21.9	0.0	0.0	38.0	38.0	58.5	13.2	0.0
HCM2kAvg:	4	0	25	4	4	0	0	17	17	14	6	0

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

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 Intersection #13 Reservation Rd/West Prj Access  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.825  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.0  
 Optimal Cycle: 75 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ov1			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Lanes:	0	1	0	1	0	0	0	0	2	1	0	1

Volume Module:

Base Vol:	171	22	193	0	0	0	0	599	110	769	1162	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:	171	22	193	0	0	0	0	599	110	769	1162	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	186	24	210	0	0	0	0	651	120	836	1263	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	24	210	0	0	0	0	651	120	836	1263	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	24	210	0	0	0	0	651	120	836	1263	28

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.89	0.89	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	0.00	1.00	0.00	0.00	2.53	0.47	1.00	1.96	0.04
Final Sat.:	1368	176	1544	0	1900	0	0	4281	786	1805	3520	79

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.15	0.15	0.46	0.36	0.36
Crit Moves:	****						****			****		
Green/Cycle:	0.16	0.16	0.73	0.00	0.00	0.00	0.00	0.18	0.18	0.56	0.75	0.75
Volume/Cap:	0.83	0.83	0.19	0.00	0.00	0.00	0.00	0.83	0.83	0.83	0.48	0.48
Uniform Del:	40.4	40.4	4.4	0.0	0.0	0.0	0.0	39.2	39.2	17.9	5.1	5.1
IncrementDel:	10.6	10.6	0.0	0.0	0.0	0.0	0.0	6.1	6.1	5.6	0.1	0.1
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	51.0	4.4	0.0	0.0	0.0	0.0	45.3	45.3	23.6	5.2	5.2
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:	51.0	51.0	4.4	0.0	0.0	0.0	0.0	45.3	45.3	23.6	5.2	5.2
HCM2kAvg:	9	9	2	0	0	0	0	10	10	24	8	8

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

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 Intersection #12 Reservation Rd/Blanco Rd  
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Cycle (sec): 110 Critical Vol./Cap. (X): 0.714  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.1  
 Optimal Cycle: 54 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Lanes:	0	0	0	2	0	0	2	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	77	0	1118	1359	1254	0	0	699	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:	0	0	0	77	0	1118	1359	1254	0	0	699	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	82	0	0	1446	1334	0	0	744	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	0	1446	1334	0	0	744	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
Final Vol.:	0	0	0	82	0	0	1446	1334	0	0	744	43

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	1.08	0.92	0.95	1.00	1.00	0.94	0.94
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.89	0.11
Final Sat.:	0	0	0	3502	0	4102	3502	3610	0	0	3387	194

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.41	0.37	0.00	0.00	0.22	0.22
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.00	0.54	0.83	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.00	0.76	0.45	0.00	0.00	0.76	0.76
Uniform Del:	0.0	0.0	0.0	46.5	0.0	0.0	19.8	2.6	0.0	0.0	35.8	35.8
IncrementDel:	0.0	0.0	0.0	0.4	0.0	0.0	1.9	0.1	0.0	0.0	3.5	3.5
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	0.0	21.7	2.7	0.0	0.0	39.3	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:	0.0	0.0	0.0	47.0	0.0	0.0	21.7	2.7	0.0	0.0	39.3	39.3
HCM2kAvg:	0	0	0	2	0	0	21	6	0	0	14	14

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

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 Intersection #12 Reservation Rd/Blanco Rd  
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Cycle (sec): 110 Critical Vol./Cap. (X): 0.901  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 33.2  
 Optimal Cycle: 108 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Lanes:	0	0	0	2	0	0	2	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	77	0	1118	1359	1254	0	0	699	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:	0	0	0	77	0	1118	1359	1254	0	0	699	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	82	0	0	1446	1334	0	0	744	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	0	1446	1334	0	0	744	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
Final Vol.:	0	0	0	82	0	0	1446	1334	0	0	744	43

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	1.08	0.92	0.95	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3502	0	4102	3502	3610	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.41	0.37	0.00	0.00	0.39	0.03
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.00	0.42	0.83	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.00	0.97	0.45	0.00	0.00	0.97	0.07
Uniform Del:	0.0	0.0	0.0	46.5	0.0	0.0	31.0	2.6	0.0	0.0	32.3	20.2
IncrementDel:	0.0	0.0	0.0	0.4	0.0	0.0	17.1	0.1	0.0	0.0	25.7	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	1.00
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	0.0	48.1	2.7	0.0	0.0	58.0	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:	0.0	0.0	0.0	47.0	0.0	0.0	48.1	2.7	0.0	0.0	58.0	20.2
HCM2kAvg:	0	0	0	2	0	0	31	6	0	0	31	1

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

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 Intersection #12 Reservation Rd/Blanco Rd  
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Cycle (sec): 95 Critical Vol./Cap. (X): 0.780  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.2  
 Optimal Cycle: 63 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Lanes:	0	0	0	2	0	0	2	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	11	0	1278	916	698	0	0	1301	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:	0	0	0	11	0	1278	916	698	0	0	1301	32
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	12	0	0	1018	776	0	0	1446	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	0	1018	776	0	0	1446	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	12	0	0	1018	776	0	0	1446	36

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	1.08	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	3502	0	4102	3502	3610	0	0	3509	86

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.21	0.00	0.00	0.41	0.41
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.00	0.33	0.80	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.00	0.88	0.27	0.00	0.00	0.88	0.88
Uniform Del:	0.0	0.0	0.0	38.2	0.0	0.0	30.0	2.4	0.0	0.0	22.8	22.8
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.1	0.0	0.0	5.6	5.6
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	0.0	37.9	2.5	0.0	0.0	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:	0.0	0.0	0.0	38.2	0.0	0.0	37.9	2.5	0.0	0.0	28.4	28.4
HCM2kAvg:	0	0	0	0	0	0	18	3	0	0	23	23

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

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 Intersection #12 Reservation Rd/Blanco Rd  
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Cycle (sec): 95 Critical Vol./Cap. (X): 1.165  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 132.8  
 Optimal Cycle: 180 Level Of Service: F  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Lanes:	0	0	0	2	0	0	2	0	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	11	0	1278	916	698	0	0	1301	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:	0	0	0	11	0	1278	916	698	0	0	1301	32
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	12	0	0	1018	776	0	0	1446	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	0	1018	776	0	0	1446	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	12	0	0	1018	776	0	0	1446	36

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.08	0.92	0.95	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3502	0	4102	3502	3610	0	0	1900	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.21	0.00	0.00	0.76	0.02
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.00	0.22	0.80	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.00	1.31	0.27	0.00	0.00	1.31	0.04
Uniform Del:	0.0	0.0	0.0	38.2	0.0	0.0	37.0	2.4	0.0	0.0	20.0	8.6
IncramntDel:	0.0	0.0	0.0	0.0	0.0	0.0	150.6	0.1	0.0	0.0	148	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	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	0.0	187.6	2.5	0.0	0.0	168	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.2	0.0	0.0	187.6	2.5	0.0	0.0	168	8.6
HCM2kAvg:	0	0	0	0	0	0	34	3	0	0	85	0



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

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 Intersection #11 Reservation Rd/Imjin Rd  
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Cycle (sec): 75 Critical Vol./Cap. (X): 0.613  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.8  
 Optimal Cycle: 47 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	1	0	1	1	0	3	3	0	1

Volume Module:

Base Vol:	169	9	1538	6	8	28	4	1070	195	1062	977	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:	169	9	1538	6	8	28	4	1070	195	1062	977	2
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:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	184	10	0	7	9	30	4	1163	212	1154	1062	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	10	0	7	9	30	4	1163	212	1154	1062	2
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
Final Vol.:	184	10	0	7	9	30	4	1163	212	1154	1062	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	0.85	0.95	0.91	0.85	0.92	0.95	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	3.00	1.99	0.01
Final Sat.:	3502	1900	1900	1805	1900	1615	1805	5187	1615	5253	3603	7

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.00	0.00	0.00	0.02	0.00	0.22	0.13	0.22	0.29	0.29
Crit Moves:	****					****		****		****		
Green/Cycle:	0.09	0.13	0.00	0.09	0.13	0.13	0.09	0.31	0.31	0.30	0.52	0.52
Volume/Cap:	0.56	0.04	0.00	0.04	0.03	0.14	0.03	0.72	0.42	0.72	0.57	0.57
Uniform Del:	32.5	28.3	0.0	30.9	28.3	28.7	30.9	23.0	20.6	23.3	12.3	12.3
IncrementDel:	2.2	0.1	0.0	0.1	0.1	0.3	0.1	1.7	0.6	1.7	0.4	0.4
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:	34.8	28.4	0.0	31.0	28.4	29.0	31.0	24.7	21.1	25.0	12.7	12.7
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:	34.8	28.4	0.0	31.0	28.4	29.0	31.0	24.7	21.1	25.0	12.7	12.7
HCM2kAvg:	3	0	0	0	0	1	0	10	4	10	9	9

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

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 Intersection #11 Reservation Rd/Imjin Rd  
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Cycle (sec): 75 Critical Vol./Cap. (X): 1.399  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 219.5  
 Optimal Cycle: 180 Level Of Service: F  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	1	1	1	1	0	1	2	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	169	9	1538	6	8	28	4	1070	195	1062	977	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:	169	9	1538	6	8	28	4	1070	195	1062	977	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	184	10	1672	7	9	30	4	1163	212	1154	1062	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	10	1672	7	9	30	4	1163	212	1154	1062	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	10	1672	7	9	30	4	1163	212	1154	1062	2

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.95	1.00	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.01	1.99	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	19	3215	1805	1900	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.52	0.52	0.00	0.00	0.02	0.00	0.32	0.13	0.33	0.29	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.33	0.33	0.09	0.25	0.25	0.09	0.21	0.21	0.21	0.32	0.32
Volume/Cap:	0.30	1.57	1.57	0.04	0.02	0.08	0.01	1.57	0.64	1.57	0.91	0.00
Uniform Del:	26.9	25.1	25.1	30.9	21.2	21.5	30.9	29.8	27.3	29.6	24.4	17.3
IncrementDel:	0.3	261	260.8	0.1	0.0	0.1	0.0	263	4.2	262.8	11.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.2	286	285.8	31.0	21.2	21.6	30.9	293	31.4	292.4	35.4	17.3
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:	27.2	286	285.8	31.0	21.2	21.6	30.9	293	31.4	292.4	35.4	17.3
HCM2kAvg:	2	58	58	0	0	1	0	41	6	43	16	0

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

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Intersection #11 Reservation Rd/Imjin Rd

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Cycle (sec): 70 Critical Vol./Cap. (X): 0.696  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.0  
 Optimal Cycle: 54 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	1	0	1	1	0	3	0	1	1

Volume Module:

Base Vol:	192	14	1059	2	8	8	29	919	160	1390	778	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:	192	14	1059	2	8	8	29	919	160	1390	778	11
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:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	221	16	0	2	9	9	33	1056	184	1598	894	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	16	0	2	9	9	33	1056	184	1598	894	13
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
Final Vol.:	221	16	0	2	9	9	33	1056	184	1598	894	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	0.85	0.95	0.91	0.85	0.92	0.95	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	3.00	1.97	0.03
Final Sat.:	3502	1900	1900	1805	1900	1615	1805	5187	1615	5253	3553	50

Capacity Analysis Module:

Vol/Sat:	0.06	0.01	0.00	0.00	0.00	0.01	0.02	0.20	0.11	0.30	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.14	0.00	0.10	0.14	0.14	0.10	0.23	0.23	0.35	0.49	0.49
Volume/Cap:	0.63	0.06	0.00	0.01	0.03	0.04	0.18	0.87	0.48	0.87	0.52	0.52
Uniform Del:	30.3	25.9	0.0	28.4	25.8	25.9	28.9	25.7	23.1	21.2	12.4	12.4
IncrcmntDel:	3.7	0.1	0.0	0.0	0.1	0.1	0.5	6.8	1.0	4.7	0.3	0.3
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:	33.9	26.0	0.0	28.4	25.9	25.9	29.4	32.5	24.1	25.8	12.6	12.6
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:	33.9	26.0	0.0	28.4	25.9	25.9	29.4	32.5	24.1	25.8	12.6	12.6
HCM2kAvg:	4	0	0	0	0	0	1	11	4	15	7	7

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

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 Intersection #11 Reservation Rd/Imjin Rd  
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Cycle (sec): 70 Critical Vol./Cap. (X): 1.365  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 212.9  
 Optimal Cycle: 180 Level Of Service: F  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	1	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	192	14	1059	2	8	8	29	919	160	1390	778	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:	192	14	1059	2	8	8	29	919	160	1390	778	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	221	16	1217	2	9	9	33	1056	184	1598	894	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	16	1217	2	9	9	33	1056	184	1598	894	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
Final Vol.:	221	16	1217	2	9	9	33	1056	184	1598	894	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.95	1.00	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	0.03	1.97	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	42	3195	1805	1900	1615	3502	3610	1615	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.38	0.38	0.00	0.00	0.01	0.01	0.29	0.11	0.46	0.25	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.25	0.25	0.10	0.20	0.20	0.10	0.19	0.19	0.29	0.38	0.38
Volume/Cap:	0.44	1.55	1.55	0.01	0.02	0.03	0.10	1.55	0.60	1.55	0.65	0.02
Uniform Del:	27.5	26.4	26.4	28.4	22.3	22.3	28.6	28.4	26.0	24.7	17.7	13.4
IncrcmntDel:	0.6	254	254.0	0.0	0.0	0.0	0.1	255	3.4	252.7	1.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.1	280	280.4	28.4	22.3	22.4	28.7	283	29.4	277.4	18.8	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	280	280.4	28.4	22.3	22.4	28.7	283	29.4	277.4	18.8	13.4
HCM2kAvg:	3	42	42	0	0	0	0	36	5	56	9	0

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

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Intersection #10 Reservation Rd/Crescent Ave

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Cycle (sec): 55 Critical Vol./Cap. (X): 0.669  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.9  
 Optimal Cycle: 42 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1	0	1	0	1	0	1	0	2	1	0	1

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Volume Module:

Base Vol:	103	38	151	56	29	34	65	1237	178	152	931	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:	103	38	151	56	29	34	65	1237	178	152	931	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	111	41	162	60	31	37	70	1330	191	163	1001	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	41	162	60	31	37	70	1330	191	163	1001	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	41	162	60	31	37	70	1330	191	163	1001	58

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	0.85	0.79	0.79	0.85	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	0.66	0.34	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1322	1900	1615	986	511	1615	1805	3610	1615	1805	3385	196

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Capacity Analysis Module:

Vol/Sat:	0.08	0.02	0.10	0.06	0.06	0.02	0.04	0.37	0.12	0.09	0.30	0.30
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.13	0.53	0.53	0.13	0.53	0.53
Volume/Cap:	0.46	0.12	0.55	0.34	0.34	0.12	0.30	0.70	0.23	0.70	0.56	0.56
Uniform Del:	20.1	18.8	20.5	19.6	19.6	18.8	21.8	9.8	7.0	22.9	8.7	8.7
IncrementDel:	1.4	0.2	2.3	0.7	0.7	0.2	0.8	1.2	0.1	9.2	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.5	19.0	22.8	20.3	20.3	19.0	22.5	11.0	7.2	32.1	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	19.0	22.8	20.3	20.3	19.0	22.5	11.0	7.2	32.1	9.1	9.1
HCM2kAvg:	3	1	3	2	2	1	1	10	2	4	7	7

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

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 Intersection #10 Reservation Rd/Crescent Ave  
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Cycle (sec): 55 Critical Vol./Cap. (X): 0.485  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.6  
 Optimal Cycle: 36 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1	0	1	0	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	161	27	119	54	39	23	25	843	101	96	856	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:	161	27	119	54	39	23	25	843	101	96	856	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	171	29	127	57	41	24	27	897	107	102	911	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	29	127	57	41	24	27	897	107	102	911	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	29	127	57	41	24	27	897	107	102	911	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	1.00	0.85	0.83	0.83	0.85	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	0.58	0.42	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1311	1900	1615	919	664	1615	1805	3610	1615	1805	3501	94

Capacity Analysis Module:

Vol/Sat:	0.13	0.02	0.08	0.06	0.06	0.02	0.01	0.25	0.07	0.06	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.13	0.47	0.47	0.13	0.47	0.47
Volume/Cap:	0.55	0.06	0.33	0.26	0.26	0.06	0.12	0.53	0.14	0.44	0.55	0.55
Uniform Del:	18.4	16.3	17.4	17.1	17.1	16.3	21.3	10.2	8.2	22.2	10.4	10.4
IncrementDel:	2.1	0.1	0.5	0.4	0.4	0.1	0.2	0.3	0.1	1.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.5	16.3	17.9	17.5	17.5	16.3	21.5	10.5	8.3	23.6	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	16.3	17.9	17.5	17.5	16.3	21.5	10.5	8.3	23.6	10.8	10.8
HCM2kAvg:	5	0	2	2	2	0	1	6	1	2	6	6

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

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 Intersection #9 Reservation Rd/De Forest Rd  
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Cycle (sec): 80 Critical Vol./Cap. (X): 0.515  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.0  
 Optimal Cycle: 36 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Permitted			Permitted			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10						
Lanes:	0	1	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	72	11	89	44	6	56	42	1279	93	49	1089	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:	72	11	89	44	6	56	42	1279	93	49	1089	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	74	11	92	45	6	58	43	1319	96	51	1123	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	11	92	45	6	58	43	1319	96	51	1123	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	11	92	45	6	58	43	1319	96	51	1123	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.71	0.71	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.87	0.13	1.00	0.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1164	178	1615	1179	161	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.02	0.37	0.06	0.03	0.31	0.03
Crit Moves:	****						****			****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.09	0.67	0.67	0.09	0.67	0.67
Volume/Cap:	0.51	0.51	0.45	0.31	0.31	0.29	0.27	0.54	0.09	0.32	0.46	0.05
Uniform Del:	32.7	32.7	32.5	31.9	31.9	31.8	34.1	6.7	4.5	34.3	6.1	4.4
IncrementDel:	2.6	2.6	1.6	1.0	1.0	0.8	0.9	0.2	0.0	1.2	0.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.3	35.3	34.1	32.9	32.9	32.5	35.1	6.9	4.5	35.4	6.3	4.4
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:	35.3	35.3	34.1	32.9	32.9	32.5	35.1	6.9	4.5	35.4	6.3	4.4
HCM2kAvg:	3	3	3	2	2	2	1	9	1	2	7	0

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

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 Intersection #9 Reservation Rd/De Forest Rd  
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Cycle (sec): 90 Critical Vol./Cap. (X): 0.345  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.8  
 Optimal Cycle: 36 Level Of Service: A  
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Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Permitted			Permitted			Protected			Protected											
Rights:	Include			Include			Include			Include											
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10									
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	33	3	38	44	8	41	20	768	45	39	914	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:	33	3	38	44	8	41	20	768	45	39	914	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	34	3	39	45	8	42	21	792	46	40	942	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	3	39	45	8	42	21	792	46	40	942	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
Final Vol.:	34	3	39	45	8	42	21	792	46	40	942	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.85	0.73	0.73	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.92	0.08	1.00	0.85	0.15	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1266	115	1615	1178	214	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.02	0.04	0.04	0.03	0.01	0.22	0.03	0.02	0.26	0.02
Crit Moves:				****			****			****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.08	0.71	0.71	0.08	0.71	0.71
Volume/Cap:	0.24	0.24	0.22	0.35	0.35	0.24	0.15	0.31	0.04	0.29	0.37	0.03
Uniform Del:	36.5	36.5	36.4	37.0	37.0	36.5	38.7	4.8	3.9	39.1	5.1	3.8
IncrementDel:	0.8	0.8	0.6	1.4	1.4	0.7	0.5	0.1	0.0	1.1	0.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	37.4	37.1	38.3	38.3	37.2	39.2	4.9	3.9	40.3	5.2	3.8
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:	37.4	37.4	37.1	38.3	38.3	37.2	39.2	4.9	3.9	40.3	5.2	3.8
HCM2kAvg:	1	1	1	2	2	1	1	4	0	1	5	0



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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #8 Reservation Rd/Seacrest Ave
*****
Cycle (sec):          65          Critical Vol./Cap. (X):          0.823
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          16.4
Optimal Cycle:        64          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:   10  0  10      0  0  0      0  10  10      7  10  0
Lanes:        1  0  0  0  1      0  0  0  0  0      0  0  2  0  1      1  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:     213  0  90      0  0  0      0 1320  223  253  952  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:  213  0  90      0  0  0      0 1320  223  253  952  0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:   242  0  102      0  0  0      0 1500  253  288 1082  0
Reduct Vol:   0  0  0      0  0  0      0  0  0      0  0  0  0
Reduced Vol:  242  0  102      0  0  0      0 1500  253  288 1082  0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   242  0  102      0  0  0      0 1500  253  288 1082  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.95 1.00  0.85  1.00 1.00  1.00  1.00 0.95  0.85  0.95 0.95  1.00
Lanes:        1.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  0.00
Final Sat.:   1805  0 1615      0  0  0      0 3610  1615  1805 3610  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.13 0.00  0.06  0.00 0.00  0.00  0.00 0.42  0.16  0.16 0.30  0.00
Crit Moves:   ****          ****          ****
Green/Cycle:  0.16 0.00  0.16  0.00 0.00  0.00  0.00 0.50  0.50  0.19 0.70  0.00
Volume/Cap:   0.82 0.00  0.39  0.00 0.00  0.00  0.00 0.82  0.31  0.82 0.43  0.00
Uniform Del:  26.3  0.0  24.3  0.0 0.0  0.0  0.0 13.6  9.4  25.1 4.2  0.0
IncremntDel:  16.8  0.0  1.0  0.0 0.0  0.0  0.0 3.2  0.2  14.5 0.1  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:    43.1  0.0  25.3  0.0 0.0  0.0  0.0 16.8  9.7  39.6 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:   43.1  0.0  25.3  0.0 0.0  0.0  0.0 16.8  9.7  39.6 4.3  0.0
HCM2kAvg:     8  0  2      0  0  0      0  15  3  9  5  0
*****

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

\*\*\*\*\*  
 Intersection #8 Reservation Rd/Seacrest Ave  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.473  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.5  
 Optimal Cycle: 36 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Lanes:	1	0	0	0	0	0	0	0	2	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	95	0	48	0	0	0	0	893	91	112	931	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:	95	0	48	0	0	0	0	893	91	112	931	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	106	0	53	0	0	0	0	992	101	124	1034	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	53	0	0	0	0	992	101	124	1034	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	0	53	0	0	0	0	992	101	124	1034	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.27	0.06	0.07	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.55	0.55	0.14	0.68	0.00
Volume/Cap:	0.35	0.00	0.20	0.00	0.00	0.00	0.00	0.50	0.11	0.50	0.42	0.00
Uniform Del:	22.1	0.0	21.5	0.0	0.0	0.0	0.0	8.5	6.6	24.0	4.2	0.0
IncrementDel:	0.7	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.1	1.6	0.1	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:	22.8	0.0	21.9	0.0	0.0	0.0	0.0	8.7	6.6	25.6	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:	22.8	0.0	21.9	0.0	0.0	0.0	0.0	8.7	6.6	25.6	4.3	0.0
HCM2kAvg:	2	0	1	0	0	0	0	6	1	3	5	0

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

\*\*\*\*\*  
 Intersection #7 Reservation Rd/Vista Del Camino  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.550  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.7  
 Optimal Cycle: 37 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Permitted			Permitted			Protected			Protected											
Rights:	Include			Include			Include			Include											
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10									
Lanes:	0	1	0	0	1	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	41	4	18	116	7	40	143	1321	49	38	1179	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	4	18	116	7	40	143	1321	49	38	1179	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	42	4	19	120	7	41	147	1362	51	39	1215	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	4	19	120	7	41	147	1362	51	39	1215	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	4	19	120	7	41	147	1362	51	39	1215	144

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.69	0.69	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.91	0.09	1.00	0.94	0.06	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1226	120	1615	1244	75	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.01	0.10	0.10	0.03	0.08	0.38	0.03	0.02	0.34	0.09
Crit Moves:				****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.14	0.66	0.66	0.08	0.59	0.59
Volume/Cap:	0.21	0.21	0.07	0.58	0.58	0.15	0.57	0.58	0.05	0.28	0.57	0.15
Uniform Del:	32.3	32.3	31.6	34.5	34.5	32.0	36.0	8.6	5.5	39.1	11.4	8.3
IncrementDel:	0.5	0.5	0.1	3.7	3.7	0.3	3.0	0.4	0.0	1.1	0.4	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.8	32.8	31.7	38.3	38.3	32.3	39.0	8.9	5.5	40.2	11.8	8.4
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:	32.8	32.8	31.7	38.3	38.3	32.3	39.0	8.9	5.5	40.2	11.8	8.4
HCM2kAvg:	2	2	0	5	5	1	5	11	0	1	11	2

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

\*\*\*\*\*  
 Intersection #7 Reservation Rd/Vista Del Camino  
 \*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap. (X): 0.479  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.5  
 Optimal Cycle: 36 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10			
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	2	0	66	3	52	53	944	10	14	1158	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2	0	66	3	52	53	944	10	14	1158	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	11	2	0	71	3	56	57	1015	11	15	1245	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2	0	71	3	56	57	1015	11	15	1245	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	2	0	71	3	56	57	1015	11	15	1245	75

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	1.00	0.71	0.71	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.83	0.17	1.00	0.96	0.04	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1273	255	1900	1296	59	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.01	0.00	0.05	0.05	0.03	0.03	0.28	0.01	0.01	0.34	0.05
Crit Moves:				****			****			****		
Green/Cycle:	0.11	0.11	0.00	0.11	0.11	0.11	0.08	0.71	0.71	0.08	0.71	0.71
Volume/Cap:	0.07	0.07	0.00	0.49	0.49	0.31	0.41	0.40	0.01	0.11	0.49	0.07
Uniform Del:	35.7	35.7	0.0	37.5	37.5	36.7	39.5	5.3	3.8	38.6	5.8	4.0
IncrementDel:	0.2	0.2	0.0	2.4	2.4	1.0	1.9	0.1	0.0	0.3	0.1	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:	35.9	35.9	0.0	39.9	39.9	37.7	41.4	5.4	3.8	38.9	5.9	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	0.0	39.9	39.9	37.7	41.4	5.4	3.8	38.9	5.9	4.0
HCM2kAvg:	0	0	0	3	3	2	2	6	0	0	8	1

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 0.879  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.1  
 Optimal Cycle: 87 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	115	961	833	218	253	7	20	346	106	615	341	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	961	833	218	253	7	20	346	106	615	341	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	117	981	850	222	258	7	20	353	108	628	348	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	981	850	222	258	7	20	353	108	628	348	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	981	850	222	258	7	20	353	108	628	348	384

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.75	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.85
Lanes:	1.00	2.00	2.00	2.00	1.95	0.05	0.08	1.47	0.45	2.00	1.00	1.00
Final Sat.:	1805	3610	2842	3502	3499	97	147	2551	782	3502	1900	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.27	0.30	0.06	0.07	0.07	0.14	0.14	0.14	0.18	0.18	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.33	0.33	0.09	0.25	0.25	0.15	0.15	0.15	0.26	0.26	0.26
Volume/Cap:	0.37	0.82	0.90	0.68	0.30	0.30	0.90	0.90	0.90	0.68	0.70	0.90
Uniform Del:	27.3	23.1	24.0	32.9	22.8	22.8	31.2	31.2	31.2	24.8	24.9	26.7
IncrementDel:	0.7	4.7	12.0	5.7	0.2	0.2	18.8	18.8	18.8	2.1	4.3	22.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.1	27.7	35.9	38.7	23.0	23.0	50.0	50.0	50.0	26.9	29.2	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	27.7	35.9	38.7	23.0	23.0	50.0	50.0	50.0	26.9	29.2	49.0
HCM2kAvg:	3	13	13	4	3	3	9	9	9	8	9	13

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 75 Critical Vol./Cap. (X): 1.138  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 75.0  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	1	0	1	0	2	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	115	961	833	218	253	7	20	346	106	615	341	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	961	833	218	253	7	20	346	106	615	341	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	117	981	850	222	258	7	20	353	108	628	348	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	981	850	222	258	7	20	353	108	628	348	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	981	850	222	258	7	20	353	108	628	348	384

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.85
Lanes:	1.00	1.00	2.00	2.00	1.95	0.05	0.08	1.47	0.45	2.00	1.00	1.00
Final Sat.:	1805	1900	2842	3502	3499	97	147	2551	782	3502	1900	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.52	0.30	0.06	0.07	0.07	0.14	0.14	0.14	0.18	0.18	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.42	0.42	0.09	0.30	0.30	0.13	0.13	0.13	0.19	0.19	0.19
Volume/Cap:	0.31	1.23	0.71	0.68	0.24	0.24	1.04	1.04	1.04	0.93	0.95	1.23
Uniform Del:	24.9	21.7	18.0	32.9	19.7	19.7	32.5	32.5	32.5	29.7	29.9	30.3
IncrementDel:	0.5	114	2.0	5.7	0.1	0.1	51.9	51.9	51.9	18.9	33.5	127.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.4	136	20.0	38.7	19.8	19.8	84.4	84.4	84.4	48.6	63.3	158.1
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:	25.4	136	20.0	38.7	19.8	19.8	84.4	84.4	84.4	48.6	63.3	158.1
HCM2kAvg:	3	48	10	4	2	2	11	11	11	12	13	21

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 67 Critical Vol./Cap. (X): 0.836  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.8  
 Optimal Cycle: 73 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	2	0	2	0	2	0	1	1	0	0

Volume Module:

Base Vol:	88	324	574	363	466	13	31	275	85	747	159	303
Growth Adj:	1.00	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	324	574	363	466	13	31	275	85	747	159	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	96	352	624	395	507	14	34	299	92	812	173	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	352	624	395	507	14	34	299	92	812	173	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	352	624	395	507	14	34	299	92	812	173	329

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.75	0.92	0.95	0.95	0.91	0.91	0.91	0.92	1.00	0.85
Lanes:	1.00	2.00	2.00	2.00	1.95	0.05	0.16	1.41	0.43	2.00	1.00	1.00
Final Sat.:	1805	3610	2842	3502	3498	98	276	2445	756	3502	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.22	0.11	0.14	0.14	0.12	0.12	0.12	0.23	0.09	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.26	0.26	0.13	0.23	0.23	0.15	0.15	0.15	0.28	0.28	0.28
Volume/Cap:	0.33	0.37	0.84	0.84	0.62	0.62	0.82	0.82	0.82	0.84	0.33	0.74
Uniform Del:	24.8	20.3	23.4	28.3	23.1	23.1	27.6	27.6	27.6	22.9	19.3	22.1
IncrementDel:	0.6	0.2	8.5	12.7	1.5	1.5	9.9	9.9	9.9	6.6	0.4	6.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.4	20.5	31.9	41.0	24.5	24.5	37.6	37.6	37.6	29.5	19.7	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:	25.4	20.5	31.9	41.0	24.5	24.5	37.6	37.6	37.6	29.5	19.7	28.5
HCM2kAvg:	2	3	9	7	6	6	7	7	7	11	3	8

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

\*\*\*\*\*  
 Intersection #6 Reservation Rd/Del Monte Blvd  
 \*\*\*\*\*

Cycle (sec): 67 Critical Vol./Cap. (X): 0.836  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.5  
 Optimal Cycle: 73 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	1	0	2	2	0	1	0	1	0	2	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	88	324	574	363	466	13	31	275	85	747	159	303
Growth Adj:	1.00	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	324	574	363	466	13	31	275	85	747	159	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	96	352	624	395	507	14	34	299	92	812	173	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	352	624	395	507	14	34	299	92	812	173	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	352	624	395	507	14	34	299	92	812	173	329

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	0.95	0.95	0.91	0.91	0.91	0.92	1.00	0.85
Lanes:	1.00	1.00	2.00	2.00	1.95	0.05	0.16	1.41	0.43	2.00	1.00	1.00
Final Sat.:	1805	1900	2842	3502	3498	98	276	2445	756	3502	1900	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.19	0.22	0.11	0.14	0.14	0.12	0.12	0.12	0.23	0.09	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.26	0.26	0.13	0.23	0.23	0.15	0.15	0.15	0.28	0.28	0.28
Volume/Cap:	0.33	0.71	0.84	0.84	0.62	0.62	0.82	0.82	0.82	0.84	0.33	0.74
Uniform Del:	24.8	22.4	23.4	28.3	23.1	23.1	27.6	27.6	27.6	22.9	19.3	22.1
IncrementDel:	0.6	4.7	8.5	12.7	1.5	1.5	9.9	9.9	9.9	6.6	0.4	6.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.4	27.2	31.9	41.0	24.5	24.5	37.6	37.6	37.6	29.5	19.7	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:	25.4	27.2	31.9	41.0	24.5	24.5	37.6	37.6	37.6	29.5	19.7	28.5
HCM2kAvg:	2	8	9	7	6	6	7	7	7	11	3	8



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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #5 Hwy 1 NB Ramps/Reservation Rd
*****
Average Delay (sec/veh):      4.3   Worst Case Level Of Service:      C[ 17.8]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 0 0 0      1 0 1 0 0      0 0 1 0 1
-----
Volume Module:
Base Vol:      25 1 288      0 0 0      19 396 0      0 261 344
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   25 1 288      0 0 0      19 396 0      0 261 344
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume:   26 1 294      0 0 0      19 404 0      0 266 351
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Final Vol.:   26 1 294      0 0 0      19 404 0      0 266 351
-----
Critical Gap Module:
Critical Gp:   6.4 6.5 6.2 xxxxx xxxx xxxxxx 4.1 xxxx xxxxxx xxxxxx xxxx xxxxxx
FollowUpTim:  3.5 4.0 3.3 xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx
-----
Capacity Module:
Cnflct Vol:   885 1060 404 xxxxx xxxx xxxxxx 617 xxxx xxxxxx xxxx xxxx xxxxxx
Potent Cap.:  318 226 651 xxxxx xxxx xxxxxx 972 xxxx xxxxxx xxxx xxxx xxxxxx
Move Cap.:    313 221 651 xxxxx xxxx xxxxxx 972 xxxx xxxxxx xxxx xxxx xxxxxx
Volume/Cap:   0.08 0.00 0.45 xxxxx xxxxx xxxxx 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx
-----
Level Of Service Module:
Queue:      xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxx xxxxxx
Stopped Del: xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.8 xxxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement:   LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx 596 xxxxxx xxxxx xxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxx xxxxxx
SharedQueue: xxxxxx 3.2 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd StpDel: xxxxxx 17.8 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * C * * * * * * * * * *
ApproachDel: 17.8 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: C * * *

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

\*\*\*\*\*  
 Intersection #5 Hwy 1 NB Ramps/Reservation Rd  
 \*\*\*\*\*

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[ 14.5]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	1	0	1	0	0	0

Volume Module:

Base Vol:	30	0	137	0	0	0	8	270	0	0	608	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:	30	0	137	0	0	0	8	270	0	0	608	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	0	144	0	0	0	8	284	0	0	640	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	32	0	144	0	0	0	8	284	0	0	640	235

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1058	xxxx	284	xxxx	xxxx	xxxxx	875	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	251	xxxx	760	xxxx	xxxx	xxxxx	780	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	249	xxxx	760	xxxx	xxxx	xxxxx	780	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	0.19	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	555	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.5			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #4 Hwy 1 SB Ramps/Reservation Rd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.457
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          24.1
Optimal Cycle:        32          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Protected      Protected
Rights:         Include      Include      Include      Include
Min. Green:     0 0 0      0 0 0      0 0 0      0 0 0
Lanes:          0 0 0 0 0      1 0 0 1 0      0 0 0 1 0      1 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:       0 0 0      357 3 22      0 78 47      212 123 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      357 3 22      0 78 47      212 123 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume:    0 0 0      368 3 23      0 80 48      219 127 0
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   0 0 0      368 3 23      0 80 48      219 127 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0 0 0      368 3 23      0 80 48      219 127 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 0.87 0.87 0.87 1.00 0.95 0.95 0.95 1.00 1.00
Lanes:         0.00 0.00 0.00 1.00 0.12 0.88 0.00 0.62 0.38 1.00 1.00 0.00
Final Sat.:    0 0 0      1649 198 1451 0 1125 678 1805 1900 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.22 0.02 0.02 0.00 0.07 0.07 0.12 0.07 0.00
Crit Moves:    ****          ****          ****
Green/Cycle:   0.00 0.00 0.00 0.49 0.49 0.49 0.00 0.16 0.16 0.27 0.42 0.00
Volume/Cap:    0.00 0.00 0.00 0.46 0.03 0.03 0.00 0.46 0.46 0.46 0.16 0.00
Uniform Del:   0.0 0.0 0.0 16.8 13.3 13.3 0.0 38.3 38.3 30.7 17.9 0.0
IncrcmntDel:   0.0 0.0 0.0 0.4 0.0 0.0 0.0 1.2 1.2 0.7 0.1 0.0
Delay Adj:     0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh:     0.0 0.0 0.0 17.3 13.3 13.3 0.0 39.5 39.5 31.4 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:    0.0 0.0 0.0 17.3 13.3 13.3 0.0 39.5 39.5 31.4 18.0 0.0
HCM2kAvg:      0 0 0      9 0 0      0 4 4      6 2 0
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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 Intersection #4 Hwy 1 SB Ramps/Reservation Rd  
 \*\*\*\*\*

Average Delay (sec/veh): 33.6 Worst Case Level Of Service: F[ 69.6]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	357	3	22	0	78	47	212	123	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	357	3	22	0	78	47	212	123	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	368	3	23	0	80	48	219	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	368	3	23	0	80	48	219	127	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	669	693	127	xxxx	xxxx	xxxxx	129	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	426	369	929	xxxx	xxxx	xxxxx	1469	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxx	378	314	929	xxxx	xxxx	xxxxx	1469	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.97	0.01	0.02	xxxx	xxxx	xxxx	0.15	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	73.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	752	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	xxxxxx			69.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #4 Hwy 1 SB Ramps/Reservation Rd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.574
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):          21.4
Optimal Cycle:        39          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:        Protected      Protected      Protected      Protected
Rights:         Include      Include      Include      Include
Min. Green:     0 0 0      0 0 0      0 0 0      0 0 0
Lanes:          0 0 0 0 0      1 0 0 1 0      0 0 0 1 0      1 0 1 0 0
-----
Volume Module:
Base Vol:       0 0 0      233 3 21      0 33 32      556 66 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      233 3 21      0 33 32      556 66 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:    0 0 0      251 3 23      0 35 34      598 71 0
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   0 0 0      251 3 23      0 35 34      598 71 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0 0 0      251 3 23      0 35 34      598 71 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 0.87 0.87 0.87 1.00 0.93 0.93 0.95 1.00 1.00
Lanes:         0.00 0.00 0.00 1.00 0.13 0.87 0.00 0.51 0.49 1.00 1.00 0.00
Final Sat.:    0 0 0      1651 206 1445 0 901 874 1805 1900 0
-----
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.15 0.02 0.02 0.00 0.04 0.04 0.33 0.04 0.00
Crit Moves:    ****          ****          ****
Green/Cycle:   0.00 0.00 0.00 0.26 0.26 0.26 0.00 0.07 0.07 0.58 0.65 0.00
Volume/Cap:    0.00 0.00 0.00 0.57 0.06 0.06 0.00 0.57 0.57 0.57 0.06 0.00
Uniform Del:   0.0 0.0 0.0 31.9 27.5 27.5 0.0 45.2 45.2 13.4 6.5 0.0
IncrmntDel:   0.0 0.0 0.0 1.9 0.1 0.1 0.0 6.5 6.5 0.8 0.0 0.0
Delay Adj:     0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh:     0.0 0.0 0.0 33.8 27.5 27.5 0.0 51.7 51.7 14.2 6.5 0.0
User DelAdj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:    0.0 0.0 0.0 33.8 27.5 27.5 0.0 51.7 51.7 14.2 6.5 0.0
HCM2kAvg:     0 0 0      8 1 1      0 3 3      12 1 0
*****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Hwy 1 SB Ramps/Reservation Rd  
 \*\*\*\*\*

Average Delay (sec/veh): 143.6 Worst Case Level Of Service: F[508.5]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	233	3	21	0	33	32	556	66	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	233	3	21	0	33	32	556	66	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	251	3	23	0	35	34	598	71	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	251	3	23	0	35	34	598	71	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1319	1337	71	xxxx	xxxx	xxxxx	70	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	175	155	997	xxxx	xxxx	xxxxx	1544	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxx	122	95	997	xxxx	xxxx	xxxxx	1544	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.05	0.03	0.02	xxxx	xxxx	xxxx	0.39	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	20.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.9	xxxx	xxxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	559.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	455	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	13.4	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	xxxxxxx			508.5			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #3 S. Davis Rd/W. Blanco Rd
*****
Cycle (sec):          75          Critical Vol./Cap. (X):      0.912
Loss Time (sec):     12 (Y+R = 4 sec) Average Delay (sec/veh):      32.1
Optimal Cycle:       98          Level Of Service:          C
*****
Approach:           North Bound      South Bound      East Bound      West Bound
Movement:           L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:            Protected      Protected      Protected      Protected
Rights:             Ov1          Ov1          Include       Ov1
Min. Green:         7  10  10      7  10  10      7  10  10      7  10  10
Lanes:              3  0  3  0  1      3  0  2  0  3      3  0  3  0  1      2  0  3  0  2
-----|-----|-----|-----|
Volume Module:
Base Vol:           37 1272  449  648  751  434  1255  672  38  263  586  484
Growth Adj:         1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:        37 1272  449  648  751  434  1255  672  38  263  586  484
User Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:            0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:         39 1353  478  689  799  462  1335  715  40  280  623  515
Reduct Vol:         0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:        39 1353  478  689  799  462  1335  715  40  280  623  515
PCE Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:         39 1353  478  689  799  462  1335  715  40  280  623  515
-----|-----|-----|-----|
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 0.95  0.75  0.92 0.91  0.85  0.92 0.91  0.75
Lanes:              3.00 3.00  1.00  3.00 2.00  3.00  3.00 3.00  1.00  2.00 3.00  2.00
Final Sat.:         5253 5187  1615  5253 3610  4264  5253 5187  1615  3502 5187  2842
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.01 0.26  0.30  0.13 0.22  0.11  0.25 0.14  0.03  0.08 0.12  0.18
Crit Moves:         ****          ****          ****          ****
Green/Cycle:        0.09 0.29  0.38  0.14 0.34  0.61  0.28 0.32  0.32  0.09 0.13  0.28
Volume/Cap:         0.08 0.91  0.78  0.91 0.66  0.18  0.91 0.43  0.08  0.86 0.90  0.65
Uniform Del:        31.1 25.9  20.6  31.7 21.3  6.3  26.2 20.2  17.9  33.5 32.0  23.9
IncremntDel:        0.1  9.1  6.5  15.7  1.4  0.0  9.2  0.2  0.1  19.4 15.0  2.0
Delay Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:          31.1 35.0  27.0  47.3 22.6  6.3  35.4 20.4  18.0  52.9 47.0  25.9
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:         31.1 35.0  27.0  47.3 22.6  6.3  35.4 20.4  18.0  52.9 47.0  25.9
HCM2kAvg:           0  14  12  9  9  2  15  5  1  6  8  6
*****

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

\*\*\*\*\*  
 Intersection #3 S. Davis Rd/W. Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 125 Critical Vol./Cap. (X): 1.781  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 265.3  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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	1	1	0	1	2	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	37	1272	449	648	751	434	1255	672	38	263	586	484
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1272	449	648	751	434	1255	672	38	263	586	484
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	39	1353	478	689	799	462	1335	715	40	280	623	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1353	478	689	799	462	1335	715	40	280	623	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	1353	478	689	799	462	1335	715	40	280	623	515

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	1.00	0.85	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.48	0.52	1.00	1.00	1.00	2.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1805	2564	905	1805	1900	1615	3502	3389	192	1805	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.53	0.53	0.38	0.42	0.29	0.38	0.21	0.21	0.16	0.17	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.30	0.30	0.21	0.45	0.45	0.21	0.23	0.23	0.17	0.18	0.18
Volume/Cap:	0.39	1.78	1.78	1.78	0.92	0.63	1.78	0.93	0.93	0.93	0.96	1.78
Uniform Del:	56.9	44.0	44.0	49.1	32.1	26.0	49.1	47.4	47.4	51.4	50.9	51.3
IncrcmntDel:	2.5	355	355.3	361.6	15.4	1.7	356.7	17.1	17.1	34.1	26.7	365.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.4	399	399.2	410.7	47.5	27.8	405.8	64.5	64.5	85.5	77.6	416.3
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:	59.4	399	399.2	410.7	47.5	27.8	405.8	64.5	64.5	85.5	77.6	416.3
HCM2kAvg:	2	84	84	67	33	14	65	18	18	15	16	48



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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #3 S. Davis Rd/W. Blanco Rd
*****
Cycle (sec):          75          Critical Vol./Cap. (X):          0.920
Loss Time (sec):     12 (Y+R = 4 sec) Average Delay (sec/veh):          30.7
Optimal Cycle:OPTIMIZED          Level Of Service:          C
*****
Approach:          North Bound          South Bound          East Bound          West Bound
Movement:          L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:          Protected          Protected          Protected          Protected
Rights:          Include          Ovl          Include          Ovl
Min. Green:          7  10  10          7  10  10          7  10  10          7  10  10
Lanes:          2  0  3  0  1          3  0  2  0  3          3  0  3  0  1          2  0  3  0  2
-----
Volume Module:
Base Vol:          246  684  418          509 1451  1320          602  534  37          529  694  347
Growth Adj:          1.00 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  684  418          509 1451  1320          602  534  37          529  694  347
User Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:          0.94 0.94  0.94          0.94 0.94  0.94          0.94 0.94  0.94          0.94 0.94  0.94
PHF Volume:          262  728  445          541 1544  1404          640  568  39          563  738  369
Reduct Vol:          0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          262  728  445          541 1544  1404          640  568  39          563  738  369
PCE Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Vol.:          262  728  445          541 1544  1404          640  568  39          563  738  369
-----
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 0.95  0.75          0.92 0.91  0.85          0.92 0.91  0.75
Lanes:          2.00 3.00  1.00          3.00 2.00  3.00          3.00 3.00  1.00          2.00 3.00  2.00
Final Sat.:          3502 5187  1615          5253 3610  4264          5253 5187  1615          3502 5187  2842
-----
Capacity Analysis Module:
Vol/Sat:          0.07 0.14  0.28          0.10 0.43  0.33          0.12 0.11  0.02          0.16 0.14  0.13
Crit Moves:          ****          ****          ****          ****
Green/Cycle:          0.09 0.39  0.39          0.15 0.45  0.58          0.14 0.13  0.13          0.17 0.16  0.31
Volume/Cap:          0.80 0.36  0.70          0.70 0.96  0.56          0.88 0.82  0.18          0.96 0.88  0.42
Uniform Del:          33.3 16.1  19.1          30.4 20.1  9.6          31.7 31.6  28.9          31.0 30.7  20.6
IncremntDel:          13.1 0.1  3.5          2.9 14.0  0.3          11.8 7.8  0.4          27.2 10.4  0.3
Delay Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Delay/Veh:          46.5 16.2  22.7          33.4 34.1  9.9          43.5 39.4  29.3          58.1 41.1  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:          46.5 16.2  22.7          33.4 34.1  9.9          43.5 39.4  29.3          58.1 41.1  20.9
HCM2kAvg:          5  4  10          6  24  7          8  7  1  11  9  4
*****

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

\*\*\*\*\*  
 Intersection #3 S. Davis Rd/W. Blanco Rd  
 \*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap. (X): 1.648  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 249.5  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1	0	1	2	0	1	1	0	2

Volume Module:

Base Vol:	246	684	418	509	1451	1320	602	534	37	529	694	347
Growth Adj:	1.00	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	684	418	509	1451	1320	602	534	37	529	694	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	262	728	445	541	1544	1404	640	568	39	563	738	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	728	445	541	1544	1404	640	568	39	563	738	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	728	445	541	1544	1404	640	568	39	563	738	369

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	1.00	0.85	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.24	0.76	1.00	1.00	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1805	2113	1291	1805	1900	1615	3502	3342	232	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.14	0.34	0.34	0.30	0.81	0.87	0.18	0.17	0.17	0.31	0.20	0.23
Crit Moves:	****					****		****		****		
Green/Cycle:	0.09	0.33	0.33	0.29	0.53	0.53	0.13	0.10	0.10	0.19	0.16	0.16
Volume/Cap:	1.65	1.05	1.05	1.05	1.54	1.65	1.41	1.65	1.65	1.65	1.26	1.41
Uniform Del:	59.3	43.6	43.6	46.4	30.7	30.7	56.6	58.3	58.3	52.7	54.4	54.4
IncrementDel:	318.2	40.1	40.1	52.4	248	297.1	196.3	304	303.7	304.6	130	204.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	377.5	83.7	83.7	98.8	279	327.8	252.9	362	362.0	357.3	185	259.2
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:	377.5	83.7	83.7	98.8	279	327.8	252.9	362	362.0	357.3	185	259.2
HCM2kAvg:	26	32	32	31	126	122	27	28	28	53	26	30

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd
*****
Average Delay (sec/veh):      6.5 Worst Case Level Of Service:      C[ 17.3]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      8 11 59      28 26 6 19 82 8 139 35 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: 8 11 59      28 26 6 19 82 8 139 35 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: 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81
PHF Volume: 10 14 73      35 32 7 23 101 10 172 43 79
Reduct Vol: 0 0 0      0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 14 73      35 32 7 23 101 10 172 43 79
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: 599 619 106 622 584 83 122 xxxx xxxxx 111 xxxx xxxxx
Potent Cap.: 417 407 954 402 426 982 1478 xxxx xxxxx 1491 xxxx xxxxx
Move Cap.: 344 350 954 321 366 982 1478 xxxx xxxxx 1491 xxxx xxxxx
Volume/Cap: 0.03 0.04 0.08 0.11 0.09 0.01 0.02 xxxx xxxxx 0.12 xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx 0.4 xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.5 xxxx xxxxx 7.7 xxxx xxxxx
LOS by Move: * * * * * A * * *
Movement:  LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx 669 xxxxx xxxx 365 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.5 xxxxx xxxxx 0.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx 11.3 xxxxx xxxxx 17.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * B * * C * * * * *
ApproachDel: 11.3      17.3      xxxxxx      xxxxxx
ApproachLOS: B      C      *      *

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[ 13.8]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	2	7	29	34	14	6	4	94	4	91	39	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:	2	7	29	34	14	6	4	94	4	91	39	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	2	9	36	42	17	7	5	116	5	112	48	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	9	36	42	17	7	5	116	5	112	48	106

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	467	507	119	477	457	101	154	xxxx	xxxxxx	121	xxxx	xxxxxx
Potent Cap.:	510	471	939	502	503	960	1438	xxxx	xxxxxx	1479	xxxx	xxxxxx
Move Cap.:	460	431	939	445	461	960	1438	xxxx	xxxxxx	1479	xxxx	xxxxxx
Volume/Cap:	0.01	0.02	0.04	0.09	0.04	0.01	0.00	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.5	xxxx	xxxxxx	7.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	738	xxxxxx	xxxx	478	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.2	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.2	xxxxxx	xxxxxx	13.8	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		10.2			13.8		xxxxxxx		xxxxxxx	xxxxxxx		xxxxxxx
ApproachLOS:		B			B		*		*	*		*

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd
*****
Average Delay (sec/veh):      8.3   Worst Case Level Of Service:   B[ 10.1]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Stop Sign       Stop Sign       Uncontrolled   Uncontrolled
Rights:        Include        Include        Include        Include
Lanes:         0 0 0 0 0      0 0 1! 0 0     0 0 1! 0 0     0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      101 2 7      1 7 5      52 5 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      101 2 7      1 7 5      52 5 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
PHF Adj:      0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume:   0 0 0 0      119 2 8      1 8 6      61 6 0
Reduct Vol:   0 0 0 0      0 0 0      0 0 0      0 0 0
Final Vol.:   0 0 0 0      119 2 8      1 8 6      61 6 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 142 145 6 6 xxxxx xxxxx 14 xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 856 750 1083 1628 xxxxx xxxxx 1617 xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 830 720 1083 1628 xxxxx xxxxx 1617 xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.14 0.00 0.01 0.00 xxxxx xxxxx 0.04 xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.1 xxxxx xxxxx
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.2 xxxxx xxxxx 7.3 xxxxx xxxxx
LOS by Move: * * * * * A * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx 840 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx xxxxx xxxxx 7.3 xxxxx xxxxx
Shared LOS: * * * * * B * * * A * *
ApproachDel: xxxxxx 10.1 xxxxxx xxxxxx
ApproachLOS: * * B * *

```

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

\*\*\*\*\*  
 Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd  
 \*\*\*\*\*

Average Delay (sec/veh): 11.6 Worst Case Level Of Service: B[ 12.7]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	184	22	1	0	5	2	35	1	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	184	22	1	0	5	2	35	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
PHF Volume:	0	0	0	323	39	2	0	9	4	61	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	323	39	2	0	9	4	61	2	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	135	137	2	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	863	758	1088	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	837	728	1088	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.39	0.05	0.00	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	825	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			12.7			xxxxxxx					
ApproachLOS:	*			B			*			xxxxxxx		

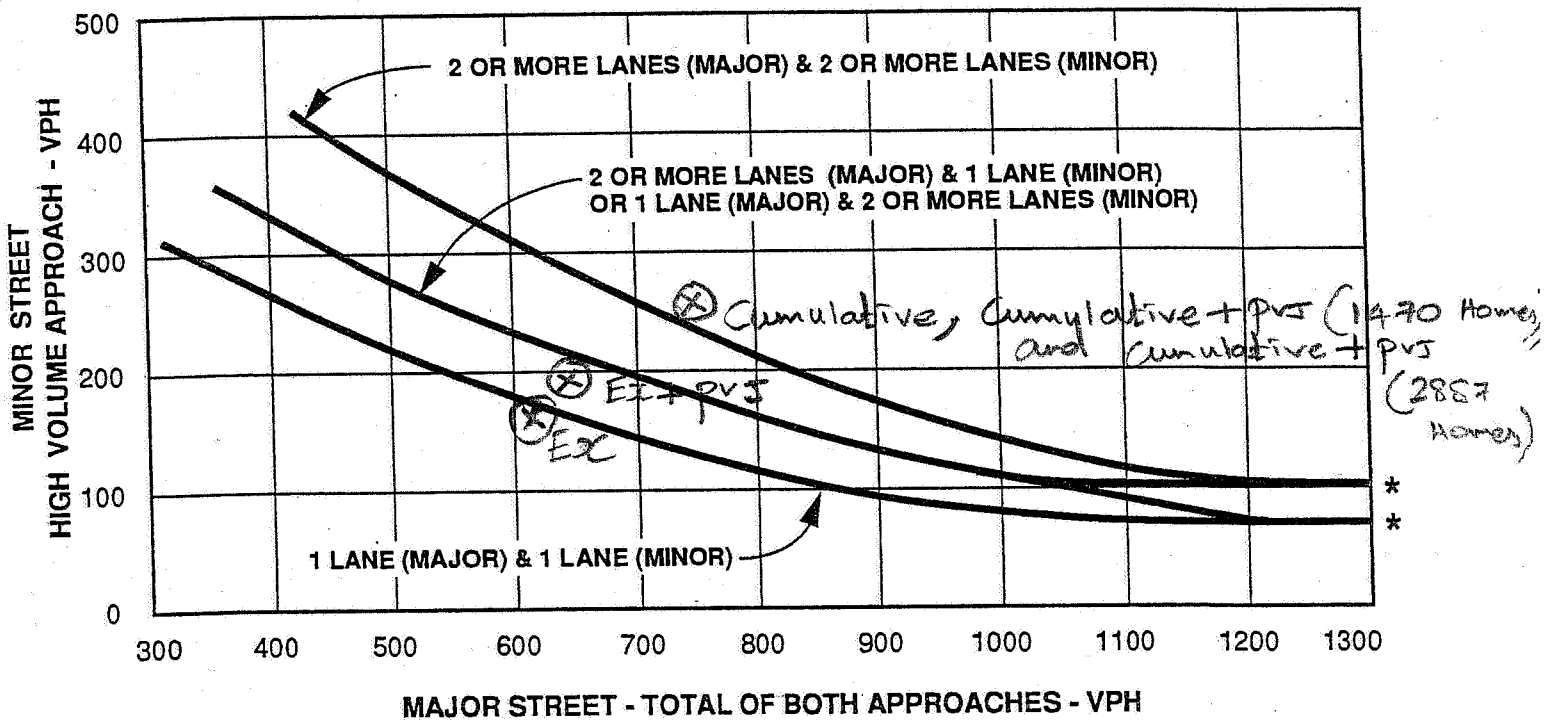
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**APPENDIX H – SIGNAL WARRANT ANALYSIS**

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Figure 9-9  
PEAK HOUR VOLUME WARRANT  
(Rural Areas)

Int #4, Highway  $\perp$  SB Ramps / Reservation Road  
(2 lanes on major and 2 lanes on minor)



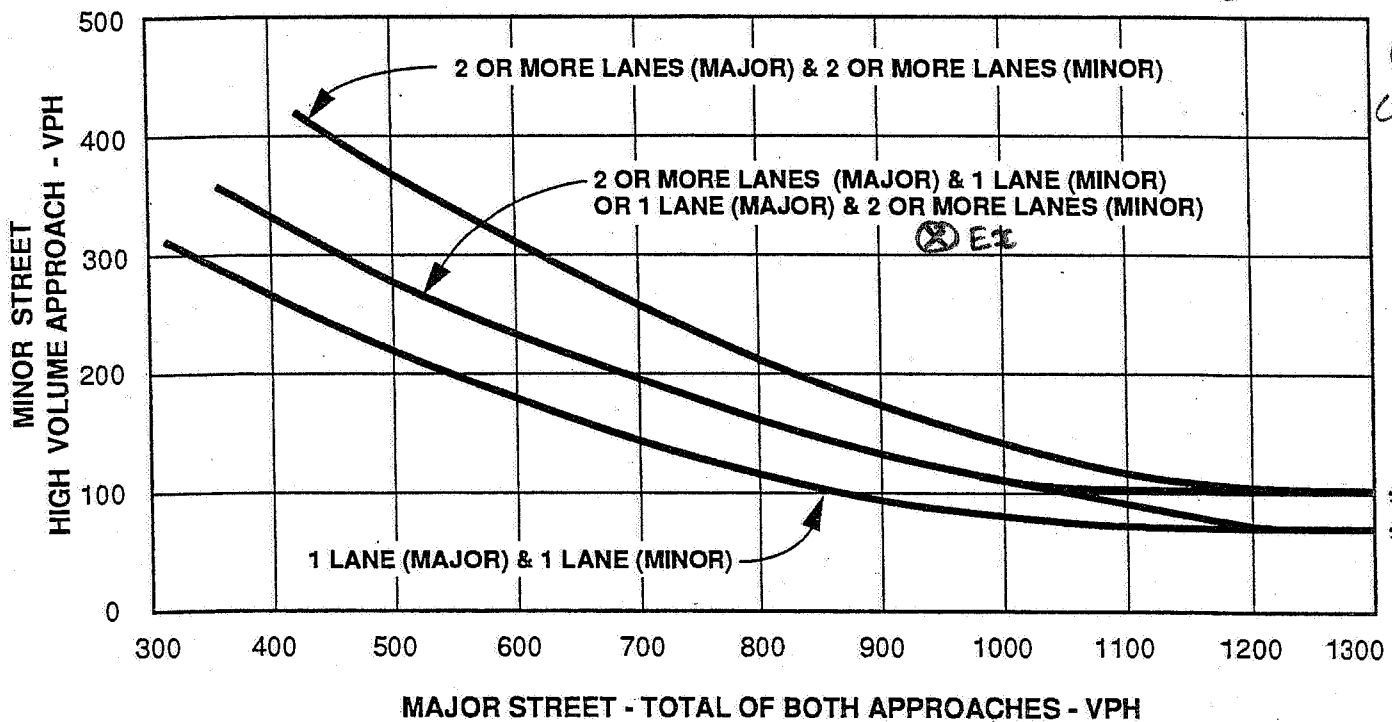
\* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



Figure 9-9  
PEAK HOUR VOLUME WARRANT  
(Rural Areas)

#17) Reservation road / Davis street / The Bluffs.  
(2 lanes on major and 2 lanes on minor)

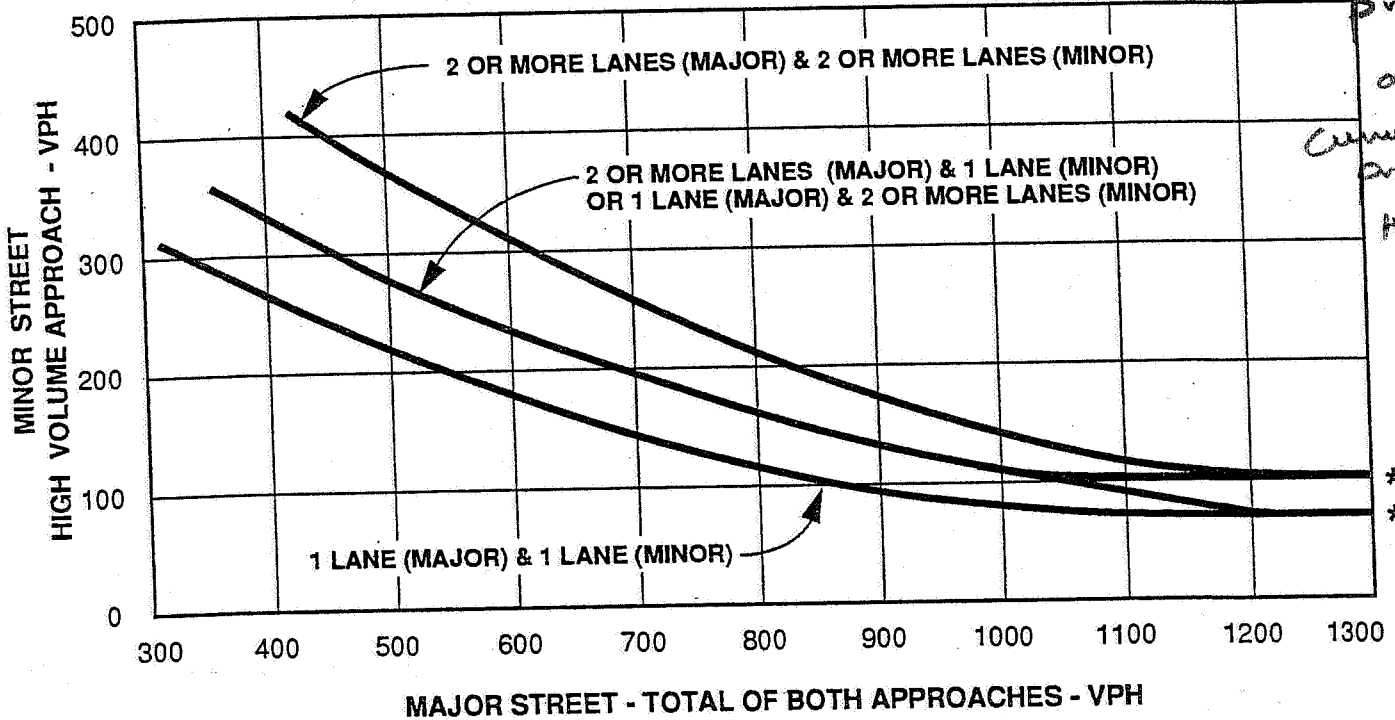


\* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-9  
PEAK HOUR VOLUME WARRANT  
(Rural Areas)

# 20) Highway 1 SB Ramps / Intersection  
(2 lanes on minor, 1 lane on major)



(X) Cumulative, Cumulative + 100 (1470) and Cumulative + 200 (2580) (Notes)

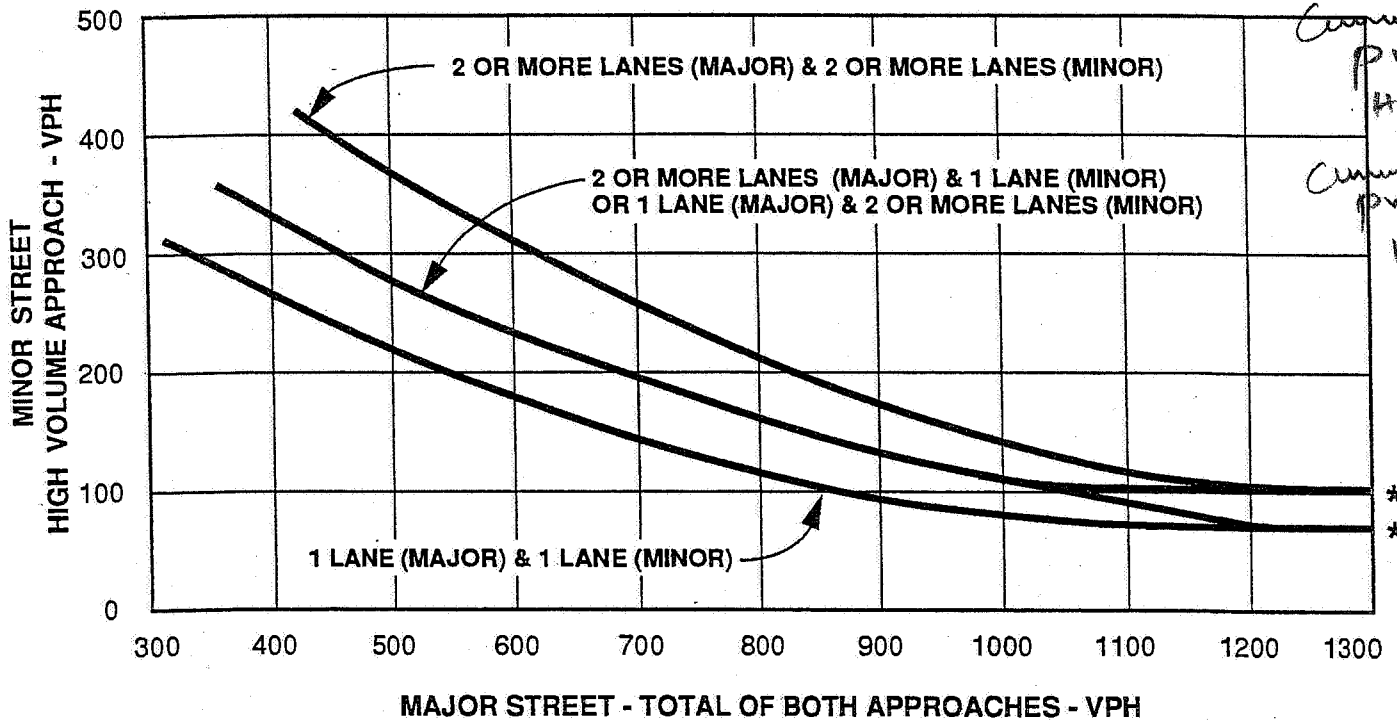
\* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-9  
PEAK HOUR VOLUME WARRANT  
(Rural Areas)

# 21) Highway = NB Ramps / I-5 in pkwy  
(2 lanes on major, 2 lanes on minor)

(X)  
cumulative,  
cumulative +  
PVS (1972  
Homes)  
cumulative +  
PVS (2,888  
Homes)



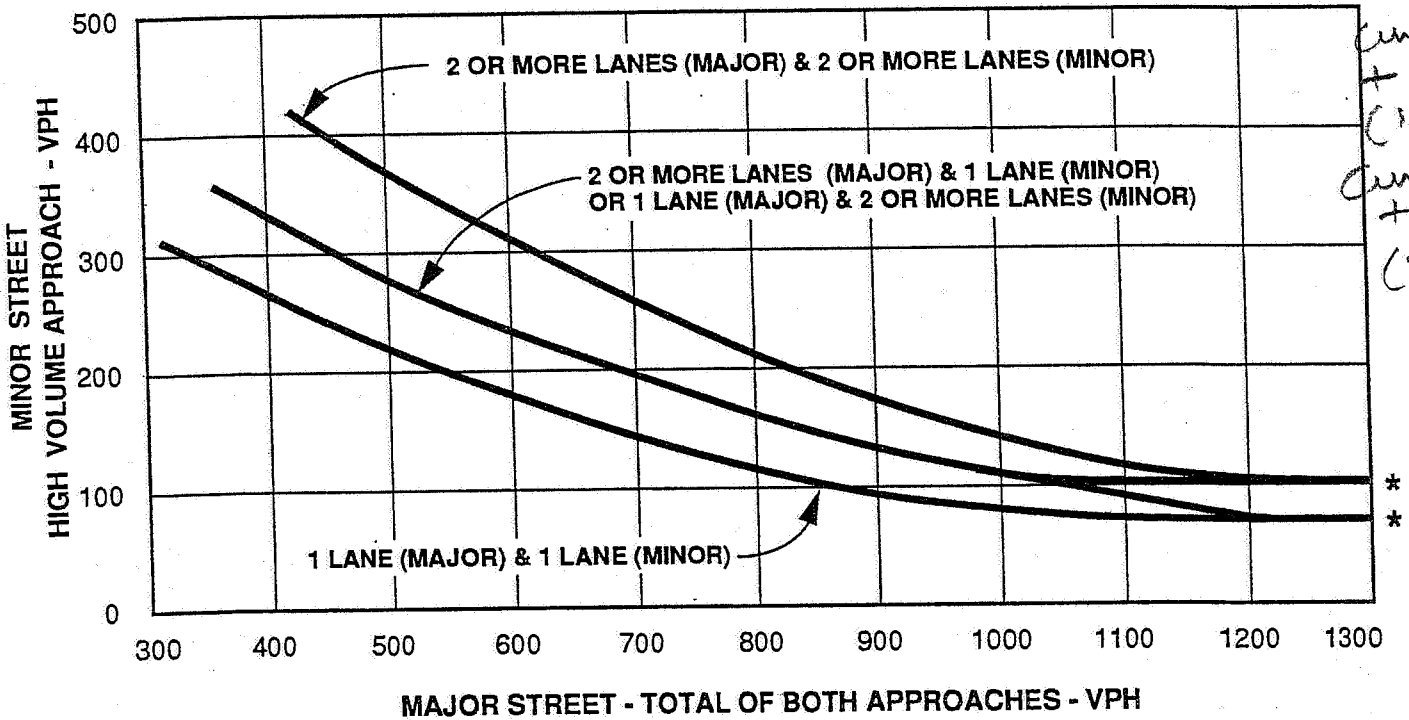
\* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**Figure 9-9  
PEAK HOUR VOLUME WARRANT  
(Rural Areas)**

#24 ) Light Fighter Drive / 2<sup>nd</sup> Avenue  
(3 lanes on major, 3 lanes on minor)

(X)  
cumulative,  
cumulative + pvs  
(1420 Hrs)  
cumulative + pvs  
(2887 Hrs)



**\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

---

**APPENDIX I – SEGMENT ANALYSIS**

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Link Segment Analysis Using Five (5) Scenarios

Segment	Lane	SPEED	DIR	Count (2001-03)	Existing Model 2001-2003												Existing Plus Project												E.Gar in 2020 (1470 Homes)												E.Gar in 2020 (2,887 Homes)												E.Gar in 2020 (NO-Build)											
					ADT	PM	Ave. Speed	Density	LOS	AM	Ave. Speed	Density	LOS	ADT	PM	Ave. Speed	Density	LOS	AM	Ave. Speed	Density	LOS	ADT	PM	Ave. Speed	Density	LOS	AM	Ave. Speed	Density	LOS	ADT	PM	Ave. Speed	Density	LOS	AM	Ave. Speed	Density	LOS																								
Abbott Rd.	2	60	N	6,008	5438	553	50	6	A	311	50	3	A	5676	583	50	6	A	327	50	3	A	8037	708	50	7	A	659	50	7	A	7971	706	50	7	A	642	50	6	A	8459	746	50	7	A	684	50	7	A															
Salinas C.L.- Harris Rd.	2	60	S	4,900	4484	302	50	3	A	439	50	4	A	4741	326	50	3	A	476	50	5	A	9488	744	50	7	A	750	50	8	A	9422	745	50	7	A	751	50	8	A	9656	777	50	8	A	778	50	8	A															
Blanco Rd.	2	55	W	9,471	9187	973	55	9	A	760	55	7	A	9725	1046	55	10	A	804	55	7	A	12212	1183	55	11	A	1169	55	11	A	12388	1194	55	11	A	1148	55	10	A	12284	1152	55	10	A	1205	55	11	A															
Davis Rd.-W. Alisal St.	1	55	E	9,211	7423	709	55	13	B	808	55	15	B	8417	777	55	14	B	949	55	17	B	11464	1288	55	23	C	1056	55	19	C	11806	1292	55	23	C	1124	55	20	C	11203	1287	55	23	C	991	55	18	B															
Highway 1, Canyon Del Rey-Del Monte	2	65	S	38,387	37182	3081	64	24	C	3656	63	29	D	37322	3092	64	24	C	3672	63	29	D	41353	3481	64	27	D	3973	62	32	D	41522	3470	64	27	D	3933	62	32	D	43465	3425	64	27	D	3926	62	32	D															
Highway 68, Portola IC-River Rd UC	2	65	N	36,899	39153	3643	63	29	D	2907	65	22	C	36366	3662	63	29	D	2814	65	22	C	41357	3880	62	31	D	3350	64	28	C	41603	3977	62	31	D	3362	64	26	C	45095	4007	62	32	D	3346	64	26	C															
Highway 68, Portola IC-River Rd UC	2	65	E	14,500	14082	1376	65	11	A	1295	65	10	A	14125	1385	65	11	A	1267	65	10	A	19101	1761	65	14	B	1540	65	12	B	19022	1770	65	14	B	1521	65	12	B	19123	1794	65	14	B	1581	65	12	B															
Highway 68, Portola IC-River Rd UC	2	65	W	14,500	13849	1384	65	11	A	1257	65	10	A	13832	1375	65	11	A	1253	65	10	A	18798	1707	65	13	B	1742	65	13	B	18736	1706	65	13	B	1737	65	13	B	18798	1724	65	13	B	1756	65	14	B															
Reservation Road, from Imjin Parkway to Blanco Rd.	2	50	E	13,335	14859	1541	50	15	B	1372	50	14	B	13963	1475	50	15	B	1285	50	13	B	22041	2095	50	21	C	2180	50	22	C	22475	2162	50	22	C	2160	50	22	C	26750	3044	49	31	D	2422	50	24	C															
Reservation Road, from Imjin Parkway to Blanco Rd.	2	50	W	13,335	14940	1510	50	15	B	1463	50	15	B	13914	1391	50	14	B	1381	50	14	B	22029	2270	50	23	C	1822	50	18	B	22164	2289	50	23	C	1832	50	18	B	26934	2706	50	27	D	2788	50	28	D															
Imjin Parkway, Preston Park-Abrams	2	45	E	4,515	5777	552	45	6	A	557	45	6	A	4810	442	45	5	A	438	45	5	A	13932	1393	45	15	B	1277	45	14	B	14244	1418	45	16	B	1261	45	14	B	18589	1728	45	19	C	1811	45	20	C															
Imjin Parkway, Preston Park-Abrams	2	45	W	4,515	6512	690	45	8	A	545	45	6	A	5199	543	45	8	A	436	45	5	A	13675	1271	45	14	B	1198	45	13	B	13745	1284	45	14	B	1184	45	13	B	18628	1892	45	21	C	1561	45	17	B															
W. Laurel Dr	3	45	W	19,820	18593	1888	45	13	B	1739	45	13	B	18787	1708	45	13	B	1753	45	13	B	28125	2281	45	17	B	2599	45	19	C	26207	2295	45	17	B	2878	45	20	C	25732	2241	45	17	B	2574	45	19	C															
Hwy 101-Davis Rd	3	45	E	21,734	20605	2143	45	16	B	1600	45	12	B	20835	2153	45	16	B	1646	45	12	B	30059	2926	45	22	C	2269	45	17	B	29945	2900	45	21	C	2282	45	17	B	29480	2913	45	22	C	2212	45	16	B															
W. Market, Davis Rd-Clark St.	2	45	E	9,023	8192	737	45	8	A	717	45	8	A	8237	744	45	8	A	729	45	8	A	10905	1108	45	12	B	898	45	10	A	10901	1111	45	12	B	885	45	10	A	11093	1112	45	10	A	888	45	10	A															
W. Market, Davis Rd-Clark St.	2	45	W	10,444	8210	750	45	8	A	673	45	7	A	8299	761	45	8	A	675	45	8	A	10140	874	45	10	A	1016	45	11	A	10133	875	45	10	A	991	45	11	A	10630	871	45	10	A	1021	45	11	A															
W. Alisal, Blanco Rd-Acacia St.	2	40	E	3,907	3738	377	40	5	A	423	40	5	A	4010	389	40	5	A	460	40	6	A	5195	564	40	7	A	485	40	6	A	5341	583	40	7	A	485	40	6	A	4954	585	40	7	A	447	40	6	A															
Blanco Rd, Blanco Rd.	2	40	W	4,300	4061	483	40	6	A	327	40	4	A	4343	506	40	6	A	338	40	4	A	5392	542	40	7	A	522	40	7	A	5563	567	40	7	A	515	40	6	A	4954	585	40	7	A	446	40	7	A															
Blanco Rd, South Main-Pajero St.	2	55	E	11,889	10500	974	55	9	A	1056	55	10	A	11036	1014	55	9	A	1140	55	10	A	12978	1303	55	12	B	1195	55	11	A	13034	1304	55	12	B	1214	55	11	A	13188	1275	55	12	B	1177	55	11	A															
Blanco Rd, South Main-Pajero St.	2	55	W	12,221	10684	1166	55	11	A	840	55	8	A	11183	1239	55	11	A	866	55	8	A	12890	1300	55	12	B	1137	55	10	A	12982	1332	55	12	B	1116	55	10	A	13002	1310	55	12	B	1104	55	10	A															
General Jim Moore Blvd, Lightfighter-Engineer Dr.	2	45	S	4,200	6824	597	45	7	A	716	45	8	A	7813	662	45	7	A	886	45	10	A	8974	604	45	7	A	797	45	9	A	7340	617	45	7	A	874	45	10	A	8815	518	45	6	A	601	45	7	A															
General Jim Moore Blvd, Lightfighter-Engineer Dr.	2	45	N	4,900	6141	705	45	8	A	431	45	5	A	7063	842	45	8	A	470	45	5	A	8440	756	45	8	A	422	45	5	A	8838	800	45	9	A	436	45	5	A	4973	599	45	7	A	382	45	4	A															
Reservation Road, from Salinas Road to Imjin Parkway	2	55	W	10,938	11750	1130	55	10	A	1210	55	11	A	11726	1127	55	10	A	1208	55	11	A	9554	1100	55	10	A	761	55	7	A	9597	1096	55	10	A	783	55	7	A	9491	1059	55	10	A	1109	55	10	A															
Reservation Road, from Salinas Road to Imjin Parkway	2	55	E	10,938	12234	1328	55	12	B	1070	55	10	A	12397	1345	55	12	B	1073	55	10	A	9392	858	55	8	A	990	55	9	A	9493	868	55	8	A	965	55	9	A	9329	1269	55	12	B	937	55	9	A															
Davis Road, from Market St to Rossi St.	2	55	N	16,000	15305	1584	55	14	B	1259	55	11	A	15716	1602	55	15	B	1322	55	12	B	24171	2707	55	25	C	1778	55	16	B	24264	2708	55	25	C	1816	55	17	B	23368	2632	55	24	C	1708	55	16	B															
Davis Road, from Market St to Rossi St.	2	55	S	16,000	14889	1394	55	13	B	1451	55	13	B	15325	1443	55	13	B	1470	55	13	B	23004	1939	55	18	B	2619	55	24	C	23198	1978	55	18	B	2632	55	24	C	22246	1854	55	17	B	2595	55	23	C															
Highway 101, Laurel IC-Boronda IC	2	65	S	28,964	27666	2288	65	18	B	2714	65	21	C	27856	2283	65	18	B	2699	65	21	C	39560	3430	64	27	D	3544	63	28	D	38578	3438	64	27	D	3605	63	28	D	38483	3414	64	27	D	3595	63	28	D															
Highway 101, Laurel IC-Boronda IC	2	65	N	30,102	29070	3087	65	24	C	1771	65	14	B	29049	3083	65	24	C	1788	65	14	B	39819	3689	63	29	D	2890	65	22	C	39696	3650	63	29	D	2901	65	22	C	39659	3658	63	29	D	2867	65	22	C															
Highway 101, Lightfighter IC-Freemont IC																																																																