APPENDIX A:
TRANSPORTATION ATTACHMENTS

ATTACHMENT 1:
EAST GARRISON TRIP GENERATION

Attachment 1
EAST GARRISON SPECIFIC PLAN
TRIP ASSIGNMENTS

DESTINATION	PHASE 1 PM PEAK HOUR ASSIGN.	PERCENT OF PROJECT TRAFFIC
Highway 1 (North of Marina)	1	0.1%
Highway 1 (South of Marina)	70	5.4%
Central Marina (via Reservation)	14	1.1%
Seaside (via General Jim Moore)	25	1.9%
CSUMB (via Inter-Garrison)	343	26.3%
East Marina (via Abrams)	214	16.4%
UCMBEST (via Reservation east of Reservation)	237	18.2%
Salinas (via Blanco)	0	0.0%
Salinas (via Davis)	345	26.4%
Salinas/Spreckels (via Hwy 68 East of Reservation)	46	3.5%
South River Road	0	0.0%
Highway 68 (west of Reservation)	10	0.8%
Total Assigned Traffic	1,305	100.0%
Total Model Traffic	1,379	
Total Net Project Traffic Using ITE Rates	1,322	

ATTACHMENT 2:
THE EAST GARRISON TRAFFIC AND MODELING STUDY
LINK SEGMENT ANALYSIS USING FIVE (5) SCENARIOS

Attachment 2
The East Garisson Traffic and Modeling Study
Link Segment Analysis Using Five (5) Scenarios

Segment / Loc.	Sel Zone (2800 D.U.) NO CAPC C.	Count (2001-03)	(1) Existing Model 2001-2003 ADT	PM	AM	Existing Plus Project ADT	PM	AM	Project Change ADT	PM	AM	E.Gar in 2020 (1470 Homes ADT	PM	AM	Project Change ADT	PM	AM	E.Gar in 2020 (2,880 Hom ADT	PM	AM	Project Change ADT	PM	AM	E.Gar in 2020 (NO-Build) ADT	PM	AM	Project Change ADT	PM	AM
7 **Blanco Rd,**	282	11,113	12339	1238	1240	12329	1245	1229	10	7	11	17382	1399	1771	5053	154	542	17294	1407	1740	88	8	31	18176	1428	1799	882	21	59
7 **Salinas River Bridge and Reservation Rd.**	209	11,222	12166	1288	1139	12131	1275	1151	35	13	12	18017	1944	1429	5886	669	278	18154	1932	1422	137	12	7	19002	1956	1446	848	24	24
8 **Blanco Rd,**	60	11,043	12160	1204	1226	11908	1170	1199	252	34	27	16316	1316	1659	4408	146	460	16245	1320	1626	71	4	33	17072	1366	1695	827	46	69
8 **Salinas River Bridge & Davis Rd.**	0	11,043	11765	1252	1072	11541	1226	1061	224	26	11	16658	1800	1327	5117	574	266	16843	1795	1319	185	5	8	17649	1741	1366	806	54	47
9 **Blanco Rd,**	469	9,471	9167	973	760	9725	1046	804	558	73	44	12212	1163	1169	2487	117	365	12388	1194	1148	176	31	21	12284	1152	1205	104	42	57
9 **Davis Rd.-W.Alisal St.**	732	9,211	7423	709	808	8417	777	949	994	68	141	11464	1288	1056	3047	511	107	11806	1292	1124	342	4	68	11203	1267	991	603	25	133
21 **Cooper Rd,**	192	1,127	1026	99	105	1218	137	114	192	38	9	2188	161	273	970	24	159	2133	156	273	55	5	0	2189	150	271	56	6	2
21 **Blanco Rd.-Hwy 183**	182	1,227	1262	134	121	1407	141	141	145	7	20	2604	394	151	1197	253	10	2540	390	142	64	4	9	2608	385	141	68	5	1
23 **Davis Road,**	1,585	2,300	2604	239	241	4493	380	489	1889	141	248	10068	1361	637	5575	981	148	10462	1364	778	394	3	141	7594	1287	415	2868	77	363
23 **from Blanco Rd to the Salinas River Bridge**	1,327	2,750	3440	356	274	5033	560	368	1593	204	94	10054	840	1446	5021	280	1078	10656	926	1445	602	86	1	8283	700	1351	2373	226	94
47 **Reservation Road,**	2,244	2,500	2527	259	236	4379	391	478	1852	132	242	12157	1944	675	7778	1553	197	12956	1963	870	799	19	195	9068	1778	396	3888	185	474
47 **from Watkins Gate to Davis Rd**	2,321	2,500	2633	273	229	4689	541	335	2056	268	106	11631	946	1965	6942	405	1630	12839	1108	2003	1208	162	38	8784	639	1808	4055	469	195
48 **Reservation Road,**	917	4,018	4656	472	386	4985	525	387	329	53	1	8217	699	987	3232	174	600	8604	754	1012	387	55	25	7212	582	945	1392	172	67
48 **from Davis Rd to Portola Dr.**	581	4,018	5356	537	466	5193	518	453	163	19	13	8693	1126	556	3500	608	103	8875	1126	589	182	0	33	8146	1091	512	729	35	77
84 **Highway 183**	192	8,500	8544	817	766	8783	863	786	239	46	20	10932	946	971	2149	83	185	10988	967	967	56	21	4	11105	934	965	117	33	2
84 **Cooper Rd-Espinosa Rd**	182	8,500	9080	819	784	9235	827	822	155	8	38	10880	995	923	1645	168	101	10928	988	941	48	7	18	11315	999	906	387	11	35
93 **Highway 68,**	82	14,500	14082	1376	1265	14125	1385	1267	43	9	2	19101	1761	1540	4976	376	273	19022	1770	1521	79	9	19	19123	1784	1561	101	14	40
93 **Portola I/C-River Rd I/C**	76	14,500	13849	1384	1257	13832	1375	1253	17	9	4	18798	1707	1742	4966	332	489	18736	1706	1737	62	1	5	18798	1724	1756	62	18	19
102 **Reservation Road,**	949	13,335	14659	1541	1372	13963	1475	1285	696	66	87	22041	2095	2180	8078	620	895	22475	2162	2160	434	67	20	26750	3044	2422	4275	882	262
102 **from Imjin Parkway to Blanco Rd.**	886	13,538	14940	1510	1463	13914	1391	1381	1026	119	82	22029	2270	1822	8115	879	441	22164	2280	1832	135	10	10	26934	2706	2786	4770	426	954
103 **Imjin Parkway,**	55	4,515	5777	552	557	4610	442	438	1167	110	119	13932	1393	1277	9322	951	839	14244	1415	1261	312	22	16	18589	1728	1811	4345	313	550
103 **Preston Park-Abrams**	48	4,515	6512	690	545	5199	543	436	1313	147	109	13675	1271	1198	8476	728	762	13745	1284	1184	70	13	14	18628	1892	1561	4883	608	377
104 **Intergarrison Road,**	1,195	1,700	1601	114	217	3533	260	471	1932	146	254	6197	1153	302	2664	893	169	6435	1191	335	238	38	33	79	6	10	6356	1185	325
104 **Abrams-7th Avenue**	1,242	1,700	1726	232	92	3390	454	185	1664	222	93	4326	345	654	936	109	469	4675	371	728	349	26	74	83	11	5	4592	360	723
803 **Intergarrison Road,**	1,472	0	0	0	0	2853	257	322	2853	257	322	6913	608	1256	4060	351	934	7418	615	1368	505	7	112	86	11	5	7332	604	1363
803 **West Camp to Abrams**	1,515	0	0	0	0	2554	300	199	2554	300	199	7019	1231	401	4465	931	202	7301	1273	435	282	42	34	81	6	10	7220	1267	425
501 **General Jim Moore Blvd,**	172	3,722	3883	371	334	3985	375	358	102	4	24	7170	673	639	3185	298	281	7169	668	694	1	5	55	7367	664	726	198	4	32
501 **Gigling - Normandy**	183	3,989	4273	432	334	4373	453	336	100	21	2	6662	687	534	2289	234	198	6672	715	536	10	28	2	6696	767	523	24	52	13
528 **General Jim Moore Blvd,**	78	2,201	2168	174	246	2234	175	260	66	1	14	3547	284	490	1313	109	230	3628	285	531	81	1	41	3578	283	496	50	2	35
528 **Broadway-S. Boundary Rd.**	82	2,315	2144	258	137	2213	273	137	69	15	0	3494	542	218	1281	269	81	3530	523	221	36	19	3	3473	543	216	57	20	5
534 **General Jim Moore Blvd,**	895	4,200	6824	597	716	7913	662	886	1089	65	170	6974	604	797	939	58	89	7340	617	874	366	13	77	5815	518	601	1525	99	273
534 **Lightfighter-Engineer Dr.**	934	4,900	6141	705	431	7063	842	470	922	137	39	6440	756	422	623	86	48	6839	800	436	399	44	14	4973	599	362	1866	201	74
801 **Reservation Road,**	724	10,995	11750	1130	1210	11726	1127	1208	24	3	2	9554	1100	761	2172	27	447	9597	1096	783	43	4	22	9491	1059	1109	106	37	326
801 **from Salinas Road to Imjin Parkway**	780	10,995	12234	1328	1070	12397	1345	1073	163	17	3	9392	855	990	3005	490	83	9493	898	985	101	43	5	9329	1289	937	164	391	48
804 **Highway 101,**	183	28,954	27666	2288	2714	27656	2283	2699	10	5	15	39560	3430	3544	11904	1147	845	39576	3438	3605	16	8	61	39483	3414	3555	93	24	50
804 **Laurel I/C-Boronda I/C**	176	30,102	29070	3087	1771	29049	3083	1788	21	4	17	39819	3669	2890	10770	586	1102	39695	3650	2901	124	19	11	39659	3658	2867	36	8	34
805 **Highway 1,**	679	41,687	42659	3452	4612	42993	3459	4684	334	7	72	56477	4632	5867	13484	1173	1183	56694	4637	5877	217	5	10	56344	4613	5910	350	24	33
805 **Lightfighter I/C-Fremont I/C**	753	46,139	44225	4955	2987	44592	5018	2978	367	63	9	60027	6535	4110	15435	1517	1132	60298	6575	4117	271	40	7	60062	6678	4100	236	103	17
806 **Highway 68,**	156	15,983	15262	1418	1469	15194	1413	1465	68	5	4	20231	1942	1737	5037	529	272	20147	1944	1738	84	2	1	20063	1902	1725	84	42	13
806 **River Rd I/C- Spreckels I/C**	475	15,815	14515	1538	1191	14869	1589	1201	354	51	10	19860	1926	1877	4991	337	676	19989	1965	1880	129	39	3	19268	1837	1841	721	128	39
807 **E Garrison**	466	0	0	0	0	1449	131	162	1449	131	162	6090	964	403	4641	833	241	5405	889	389	685	75	14	0	0	0	5405	889	389
807 **West Entrance**	542	0	0	0	0	1861	206	149	1861	206	149	5871	604	717	4010	398	568	5506	553	717	365	51	0	0	0	0	5506	553	717
808 **E Garrison**	1,595	0	0	0	0	1596	139	167	1596	139	167	2161	162	224	565	23	57	3056	225	360	895	63	136	0	0	0	3056	225	360
808 **Central Entrance**	1,638	0	0	0	0	1642	186	112	1642	186	112	2436	454	121	794	268	9	3418	598	170	982	144	49	0	0	0	3418	598	170
809 **E Garrison**	1,390	0	0	0	0	1393	182	74	1393	182	74	1563	136	487	170	46	413	3382	364	566	1819	228	79	0	0	0	3382	364	566
809 **Entrance at Watkin's Gate**	1,292	0	0	0	0	1293	97	172	1293	97	172	1456	435	126	163	338	46	3192	542	351	1736	107	225	0	0	0	3192	542	351
Reservation Road,		**13,335**	**14,659**	**1,541**	**1,372**	**13,963**	**1,475**	**1,285**	**(696)**	**(66)**	**(87)**	**22,041**	**2,095**	**2,180**	**8,078**	**620**	**895**	**22,475**	**2,162**	**2,160**	**434**	**67**	**(20)**	**26,750**	**3,044**	**2,422**	**(4,275)**	**(882)**	**(262)**
from Imjin Parkway to Blanco Rd.		**13,538**	**14,940**	**1,510**	**1,463**	**13,914**	**1,391**	**1,381**	**(1,026)**	**(119)**	**(82)**	**22,029**	**2,270**	**1,822**	**8,115**	**879**	**441**	**22,164**	**2,280**	**1,832**	**135**	**10**	**10**	**26,934**	**2,706**	**2,786**	**(4,770)**	**(426)**	**(954)**
Intergarrison Road,		**0**	**0**	**0**	**0**	**2,853**	**257**	**322**	**2,853**	**257**	**322**	**6,913**	**608**	**1,256**	**4,060**	**351**	**934**	**7,418**	**615**	**1,368**	**505**	**7**	**112**	**86**	**11**	**5**	**7,332**	**604**	**1,363**
West Camp to Abrams		**0**	**0**	**0**	**0**	**2,554**	**300**	**199**	**2,554**	**300**	**199**	**7,019**	**1,231**	**401**	**4,465**	**931**	**202**	**7,301**	**1,273**	**435**	**282**	**42**	**34**	**81**	**6**	**10**	**7,220**	**1,267**	**425**
TOTAL EAST-WEST TRAFFIC WEST OF BLANCO		**26,873**	**29,599**	**3,051**	**2,835**	**33,284**	**3,423**	**3,187**	**3,685**	**372**	**352**	**58,002**	**6,204**	**5,659**	**24,718**	**2,781**	**2,472**	**59,358**	**6,330**	**5,795**	**1,356**	**126**	**136**	**53,851**	**5,767**	**5,223**	**5,507**	**563**	**572**
PERCENT INCREASE ABOVE EXISTING						**23.9%**						**115.8%**						**120.9%**						**100.4%**					

ATTACHMENT 3:
TRAFFIC FORECAST MODEL FOR THE EAST GARRISON STUDY AREA

Attachment 3
Traffic Forecast Model for The East Garrison Study Area

The East Garrison Traffic Modeling study analyzed five **(5)** alternative scenarios. These scenarios were determined by a steering committee and believed to provide the best insight into possible traffic impacts. The five scenarios include the following:

1.) Year 2000-existing conditions & validation;
2.) Existing conditions with the East Garrison project (1,470 du);
3.) Year 2020 using the county-cities land use forecast, with the East Garrison project (1470 du) and a funding constrained regional road network.
4.) Year 2020 using the county-cities land use forecast, with build out of East Garrison (2800 du) and a funding constrained regional road network
5.) A build-out scenario in 2020 using the county-cities land use forecast, no East Garrison land use or network, and a funding constrained regional road network.

Land Use Assumptions
The land use information in the model's trip generation program uses housing and population information from the Census 2000 by block and by 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 (Census Demographic Profiles) and community areas during the County General Plan Update.

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 completed. 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. Key land use assumptions that were used to develop 2020 traffic projections for the East Garrison study are summarized below. 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
The assumptions regarding future network traffic improvements are listed below as List I, II, and III.

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 about year 2020 future road and highway enhancements used in model scenarios 3, 4 and 5 are described in List II. 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 constructed in the model's 2020 networks.

List III describes future road improvements with a low probability of being funded that were not included in the forecast model.

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 Canyon Road interchange at Highway 101 in Prunedale.
B. The Imjin Parkway and 12th 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 two-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 SR 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 four lanes east of SR 1.
K. Bardin Road widening at Sherwood and North Main Street.

List II: Projects with Funding and a High 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 Canyon Road and Russell/Espinosa.
B. The Salinas Road Interchange at SR 1 and improvements to SR 1 between the county line and 0.25 mile south of Salinas Road.
C. Airport Road Interchange reconstruction at Highway 101.
D. SR 1, add one northbound lane 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 Ranch.
H. Highway 68, widen to four lanes between Ragsdale Drive and Highway 218.
I. Davis Road, widen to four lanes between Blanco Road and Salinas City Limit (FORA) south of SR 183.
J. Del Monte Boulevard widening at select location in the City of Monterey: six lanes west of El Estero; six lanes between El Estero and Aguajito; five 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 Aguajito, Del Monte and Figueroa.
L. Del Monte Extension, construct two-lane collector between 2nd Avenue and Reindollar Avenue in Marina (FORA).
M. 2nd Avenue, upgrade to four-lane arterial between Light Fighter Drive and Imjin Parkway.
N. Imjin Parkway, widen to four lanes between California Avenue and Reservation Road (FORA).
O. 8th Street, construct two-lane arterial from Highway 1 overpass to Inter-Garrison (FORA).
P. Inter-Garrison Road, upgrade to a two-lane arterial between 8th Street and Reservation Road (FORA).
Q. Gigling Road, construct four-lane arterial between General Jim Moore Boulevard and Eastside Road (FORA).
R. 2nd Avenue, construct four-lane arterial from Light Fighter Drive to Del Monte Boulevard (FORA).
S. General Jim Moore Boulevard, widen to four-lanes between Normandy Road and Coe Avenue. Update General Jim Moore Boulevard to arterial status between Highway 218 and Coe Avenue (FORA).
T. Salinas Avenue, construct a two-lane arterial from Salinas Avenue to Abrams Drive near Barth Court (FORA).
U. Eucalyptus Road, upgrade two-lane collector from General Jim Moore Boulevard to Parker Flats (FORA).
V. Eastside Road, construct two-lane arterial from intersection with Gigling Road northeasterly to intersection with Inter-Garrison Road and Imjin Road (FORA).

W. The Highway 101 and Highway 156 Interchange Improvements including Prunedale North and Prunedale South Connection and Highway 156 on ramp.
X. OPTIONAL (Not Used for East Garrison): 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 East Garrison): Holman Highway (68), widen Holman Highway to four lanes between Highway 1 and 0.75 miles past CHOMP driveway.

List III: Projects of Uncertain 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. SR 1, add third southbound lane between Fremont Interchange and Del Monte Interchange.
B. Highway 156, widen to four lanes from Highway 101 to Highway 183.
C. Blanco Road, widen to four lanes from MBEST to Davis Road.
D. Highway 218, widen to four lanes between General Jim Moore Boulevard and Highway 68.
E. SR 1 in Carmel, construct additional lanes and turn lanes consistent with the Highway PSR.
F. Dunbarton Road and San Juan Road interchange at Highway 101.
G. Highway 68 Bypass, construct four 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 six lanes between Del Monte and Crescent and Salinas Avenue and Reservation; also construct four-lane arterial between UC MBEST and Watkin's Gate.
J. The Highway 101 Prunedale Bypass between Crazy Horse Canyon Road and Russell/Espinosa
K. Highway 1 between Castroville and the Santa Cruz County Line, widen to (4) lanes.
L. The Westside Bypass, construct four-lane bypass between Boronda Road interchange and Blanco Road west of the Boronda Community.
M. The Rossi Street Extension, construct four lane arterial west of intersection of Rossi Street and Davis Road.
N. The Russell Road extension, construct a four-lane arterial between Highway 101 and Old Stage Road.
O. The Salinas General Plan Capital Improvements including: primarily associated with the future growth area north and east of Boronda Road in northeast Salinas (See the Salinas General Plan) capacity enhancements include an Alvin Drive over crossing, Boronda Road widening to six lanes, Williams Road extension, Kern Street Extension and others.

P. The Eastside Bypass, construct new four-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 Fremont Interchange modification at SR 1, construct alternative access and egress to Del Monte and Fremont and Coe.
S. Interchange at Highway 156 and Castroville Boulevard.

Methodology to Estimate Traffic Impacts
Two quantitative studies were performed to account for traffic impacts caused or not caused by East Garrison development. An intersection analysis was performed by TJKM with data extracted from the traffic model. Second, roadway segment Levels of Service were calculated for selected links in the East Garrison study area using AM and PM traffic volumes for the (5) scenarios described above. (Attachment 2: Link Segment Analysis Using Five Scenarios).

The segment analysis shows 32 segments in the east Garrison study area between Salinas and the Peninsula Cities. It includes roadway segments of regional significance that were anticipated to be impacted by the East Garrison development. A select zone analysis tool was used to estimate project only trips on the network.

A General Measure of Congestion (Volume to Capacity Ratio)
The (32) segments listed in the table were summarized for the five model scenarios described above. A key variable in the table is volume to capacity ratio. Volume to capacity ratio (v/c) is an indicator about traffic volume relative to the generalized capacity of the roadway segment. For example, a minor arterial may have a capacity that would allow 1100 vehicles to pass through the segment in an AM or PM peak hour. On the same segment, the model may project 1000 vehicles during the peak hour. The volume capacity ratio would be .81. In theory, a segment traffic volume to capacity ratio may not exceed 1.0. A volume to capacity ratio greater than 1.0 would suggest that vehicles may begin to experience significant delays and congestion.

Some road and highway links in the East Garrison study area already have traffic volume at or near the generalized capacity limit. During the morning and afternoon commute periods, the model accurately indicates that significant traffic delay and congestion is occurring on these segments. The remainder of this analysis describes link segments that exceed a volume to capacity ratio greater than .70 under each of the five alternative scenarios described above.

1.) Year 2000 Existing Conditions
In the existing condition, several links in the East Garrison study area are approaching or have already risen to a volume capacity ratio of 1.0 in a typical weekday. Blanco Road experiences a v/c ratio between .85 and .92. Highway 1 between Canyon Del Rey and Del Monte Avenue in the City of Monterey and Highway 1 between the Light-fighter and Fremont Interchanges have v/c ratios in excess of .91. Similarly, Davis Road, between

Blanco Road and Rossi Street near Salinas, a two-lane facility, is almost at capacity (v/c=.96) today.

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. See Attachment 2: Link Segment Analysis Using Five Scenarios

2.) Existing Conditions with the East Garrison project (1470 d.u.) & Collector Street Network

Traffic from East Garrison development may be significant on roads and highways throughout the study area; however, there are no traffic impacts on segments such that v/c ratios would increase above .70. The segments described above under the Existing Conditions that have v/c ratios greater than .70 occur on the same segments in the Existing Plus Project Scenario. The only exception may be Blanco Road East of Davis Road where the facility has 1 lane eastbound and two lanes westbound. The v/c rations are at or near .70 in this model scenario. See Attachment 2: Link Segment Table Under Five Scenarios

3.) East Garrison in 2020 with 1,470 New Homes & Collector Street Network

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. See Attachment 2: Link Segment Table Under Five Scenarios. In addition to the network segments listed above, the cumulative effect of East Garrison and background traffic, increases the number of segments that have a v/c ratio greater than .70.

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-Intergarisson corridor will become their best alternative route. East Garrison trips, in particular, may prefer the Davis corridor because of their proximity of origin to Salinas compared with the Blanco Road corridor. Reservation Road between Watkins's Gate and Davis Road will experience high volume increases and high v/c ratios for the same reason. Traffic flow on Reservation Road between Watkins's Gate and the main entrance (a 2-lane facility) could break down in the uphill 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 Intergarisson-Davis Road corridor could provide additional timesavings for trips between the City of Salinas and Monterey Peninsula cities. In this manner, the Davis Road-Intergarisson 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.

4.) East Garrison in 2020 with 2,800 New Homes & Collector Street Network

East Garrison in 2020 with 2870 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.

5.) Year 2020: No development at East Garrison and No Network Enhancements on Site

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 Inter-garrison 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 12th Street Interchange.

ATTACHMENT 4:
EAST GARRISON SPECIFIC PLAN TRIP GENERATION

Attachment 4
EAST GARRISON SPECIFIC PLAN
TRIP GENERATION

TRIP GENERATION RATES

	ITE LAND USE CODE	ADT (DAILY TRIP RATES)	PEAK HOUR TRIP RATES & DISTRIBUTION AM PEAK HOUR PEAK HOUR RATES	AM % OF ADT	AM % IN	AM % OUT	PM PEAK HOUR PEAK HOUR RATE	PM % OF ADT	PM % IN	PM % OUT
Low Density Residential	210	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
High Density Residential	220	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Carriage Houses	220	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Commercial	814	44.32	1.33	3%	0.75	0.25	3.55	8%	0.44	0.56
Artist Space		11.08	0.89	8%	0.19	0.06	0.89	8%	0.11	0.14

TRIP GENERATION - PHASE 1

	ITE LAND USE CODE	PROJECT SIZE			ADT (DAILY TRIPS)	NUMBER OF TRIPS GENERATED AM PEAK HOUR PEAK HOUR TRIPS	AM % OF ADT	AM TRIPS IN	AM TRIPS OUT	PM PEAK HOUR TOTAL PEAK HOUR	PM % OF ADT	PM TRIPS IN	PM TRIPS OUT
Low Density Residential	210		780	Units	7,465	585	8%	146	439	788	11%	496	291
High Density Residential	220		620	Units	4,166	316	8%	124	496	384	9%	403	217
Carriage Houses	210		70	Units	470	36	8%	7	29	43	9%	28	15
Commercial		8 Acres	75,000	S.F.	3,324	100	3%	75	25	266	8%	117	149
Artist Space			100,000	S.F.	1,108	89	8%	17	72	89	8%	10	79
Open Space/Park		50 Acres			0	0				0			
TOTAL GROSS TRIPS					**16,533**	**1,125**	**7%**	**369**	**1,060**	**1,570**	**9%**	**1,054**	**751**
INTERNAL TRIP REDUCTION - 5%					**827**	**56**	**7%**	**18**	**53**	**79**	**9%**	**53**	**38**
TRIP REDUCTION - 50% OF COMMERCIAL & ARTIST SPACE					**2,216**	**94**	**4%**	**46**	**48**	**177**	**8%**	**63**	**114**
TOTAL NET TRIPS					**13,491**	**975**	**7%**	**305**	**959**	**1,314**	**10%**	**938**	**600**
OVERALL PERCENT REDUCTION					**18%**	**13%**				**16%**			
NET TRIP GENERATION FROM REGIONAL MODEL					**13,692**	**1,290**				**1,379**			

TRIP GENERATION - PROJECT BUILDOUT

	ITE LAND USE CODE	PROJECT SIZE			ADT (DAILY TRIPS)	NUMBER OF TRIPS GENERATED AM PEAK HOUR PEAK HOUR TRIPS	AM % OF ADT	AM TRIPS IN	AM TRIPS OUT	PM PEAK HOUR TOTAL PEAK HOUR	PM % OF ADT	PM TRIPS IN	PM TRIPS OUT
Low Density Residential	210		1,532	Units	14,660	1,149	8%	287	862	1,547	11%	975	572
High Density Residential	220		1,285	Units	8,636	655	8%	257	1,028	797	9%	835	450
Carriage Houses	210		70	Units	470	36	8%	7	29	43	9%	28	15
Commercial		8 Acres	80,000	S.F.	3,546	106	3%	0	106	284	8%	0	284
Artist Space			100,000	S.F.	1,108	89	8%	0	89	89	8%	0	89
Open Space/Park		50 Acres			0	0				0			
TOTAL GROSS TRIPS					**28,420**	**2,035**	**7%**	**551**	**2,113**	**2,760**	**10%**	**1,838**	**1,410**
INTERNAL TRIP REDUCTION - 5%					**1,421**	**102**	**7%**	**28**	**106**	**138**	**10%**	**92**	**70**
TRIP REDUCTION - 50% OF COMMERCIAL & ARTIST SPACE					**2,216**	**94**	**4%**	**46**	**48**	**177**	**8%**	**63**	**114**
TOTAL NET TRIPS					**24,783**	**1,839**	**7%**	**478**	**1,959**	**2,444**	**10%**	**1,683**	**1,225**
OVERALL PERCENT REDUCTION					**13%**	**10%**				**11%**			
NET TRIP GENERATION FROM REGIONAL MODEL					**24,476**	**2,322**				**2,467**			

ATTACHMENT 5:
CONGESTED FACILITIES IN THE EAST GARRISON STUDY AREAS

Attachment 5 - Congested Facilities in the East Garrison Study Area

The East Garrison Traffic Modeling study analyzed five (5) alternative scenarios including: **1.)** The year 2000-2001 existing Condition; **2.)** An existing condition with the East Garrison project (1,470 du); **3.)** A 2020 scenario also with 1,470 du; **4.)** A 2020 scenario with 2,800 du and finally; **5.)** No development in 2020 or improvements at the East Garrison site (no-build).

The build and no-build scenarios in 2020 used Monterey County land uses as described in the GPU, Alternative 1. The regional network assumptions in scenarios 3-5 used the financially constrained street and road improvements that are described in the GPU. Many of the FORA improvements described in the FORA CIP that have significant financial commitments were used in the analysis with the exception of Blanco Road Extension. Other significant assumptions include Blanco Road with two lanes and Intergarrison Road is opened to traffic when the first phase of East Garrison is built.

Two quantitative studies were performed to account for traffic impacts caused or not caused by East Garrison development. An intersection analysis was performed by TJKM with data provided by the traffic model. Similarly, a link segment analysis combined key variables on select links in the East Garrison study area including AM, PM, ADT traffic volumes and volume/capacity ratios for the five (5) scenarios described above. The analysis that follows is based upon the data described in the segment table.

The segment table shows thirty-five (35) segments in the East Garrison study area between Salinas and the Peninsula Cities. The segment table shows links only that had some traffic impact caused by the East Garrison development. A select zone analysis tool was used to assign only project trips to the network. Again, segments that showed an impact were used to assemble the segments in the attached table.

Segments listed in the table that were analyzed under the five (5) model scenarios are described under each model scenario tested. Key variables in the table are volume/capacity ratios. Volume/capacity ration (V/C) is an indicator about traffic volume relative to the capacity of the road. For example, a minor arterial may have a capacity that would allow 1,100 vehicles to pass through the segment in a peak hour. On the same segment, the model may project 1,000 vehicles during the peak hour. The volume capacity ratio would be .91. In theory, a segment traffic volume to capacity ratio may not exceed 1.00. A volume/capacity ratio greater than 1.00 would suggest that vehicles may begin to stack up on top of each other – a phenomenon that could only be achieved in a traffic model.

Today, select links in the East Garrison study area have traffic demand (volume) that are already at or near the theoretical capacity limit of “1”. The remainder of this analysis describes link segments that exceed a volume/capacity ratio greater than .70 under the five (5) scenarios described above.

The Existing Condition: 2001-2002

In the existing condition, today, several links in the East Garrison study area are approaching or have already reached a volume/capacity (V/C) ratio of 1 in a typical workday. Blanco Road has v/c ratios between .85 and .92. Highway 1 between Canyon Del Rey (Highway 218) and Del Monte Avenue near Monterey City and between Lightfighter interchange and Fremont interchange show limited capacity relative to traffic demands. V/C ratios may exceed .91 in these places. Similarly, Davis Road, between Blanco Road and Rossi Street, which is a two-lane facility, is almost at capacity (.96).

As select roadways in the East Garrison study area reach their theoretical 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, herein. Congestion in the existing condition implicates future trips and their trip routing in the East Garrison study area.

The Existing Condition Plus East Garrison: 2001-2002

The traffic impact caused by East Garrison development may be significant on roads and highway throughout the study area; however, there are no new large impacts on roadways. For example, the number segments in the existing condition that have V/C ratios greater than .70 are about the same as in the Existing condition with East Garrison as without East Garrison. The only exception may be Blanco Road east of Davis Road were the facility has one lane eastbound and two lanes westbound. The V/C ratios are at or near .70.

East Garrison in 2020 with 1,470 New Homes and a New Collector Street Network

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 or traffic not related to East Garrison.

In addition to the segments listed above, the effect of East Garrison and background traffic combined could impact the following segments. The rural segment of Davis Road between Reservation Road and Blanco Road will be impacted because trips that would otherwise use the Blanco-Imjin corridor will no longer use Blanco Road. Congestion will reach levels such that the Davis Intergarrison corridor is the best alternative. East Garrison trips in particular may prefer the Davis corridor because of the proximity to Salinas compared with the Blanco Road corridor. Reservation Road between Watkins Gate and Davis Road may experience very high V/C ratios for the same reason. Trips that would otherwise use Blanco Road but cannot will pass through the East Garrison property on Intergarrison to Reservation Road to Davis Road to go to Salinas or the Peninsula cities on their return. Reservation Road between Highway 68 and Portolla may be impacted. In addition to the East Garrison trips, the background traffic could cause significant congestion on Intergarrison Road and Highway 101 in north Salinas. Traffic flow could deteriorate further.

Finally, Reservation Road between Watkins Gate and the main entrance becomes congested because of the diverted trips and because it is two lanes in the analysis.

Again, the proposed network in East Garrison includes opening the Intergarrison Gate in addition to two other driveways on the site. The proposed Intergarrison-Davis Road corridor could provide additional time savings for trips between the City of Salinas and the Peninsula cities.

In this manner, the Davis Road-Intergarrison corridor may compete for east-west traffic and reduce trips in the Blanco-Imjin corridor. The analysis shows that trips using Reservation Road between Blanco Road and Imjin Parkway, the Imjin Parkway, and then Highway 1 north of Lightfighter could decrease, as more and more trips may prefer to use the Davis Road-Intergarrison corridor instead of Blanco Road.

East Garrison in 2020 with 2,800 new Homes and a new Collector Street Network

East Garrison in 2020 with 2,800 homes will intensify the traffic patterns described above. Diverted trips could increase more so and become more circuitous in their travel patterns. The need for more capacity to serve east-west trips, at Blanco Road, Davis Road or Highway 68, becomes more apparent in this scenario.

The No-Build in 2020: No-Development at East Garrison and Network Enhancements On-Site

The 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-Intergarrison corridor, this analysis shows that trips could increase on Reservation Road between Blanco Road and the Imjin Parkway, the Imjin Parkway itself, and then Highway 1 between Lightfighter and the 12th Street interchange. Again, the Davis-Intergarrison corridor provides an opportunity for east-west travel relative to congested roadway on Blanco and Highway 68.

ATTACHMENT 6:
EAST GARRISON REGIONAL TRAFFIC COMPARISON ANALYSIS

M E M O R A N D U M

To:	Enrique Saavedra – County of Monterey Public Works Department	JN 40100170
From:	Bill Wiseman, Bob Matson, Paul Martin, PE, TE – RBF Consulting	
Date:	June 24, 2005	
Subject:	**East Garrison Regional Traffic Comparison Analysis**	

As you requested, RBF has prepared an analysis to forecast traffic impacts at eight State Highway study intersections associated with proposed East Garrison project in unincorporated Monterey County. Exhibit 1 shows the regional project location.

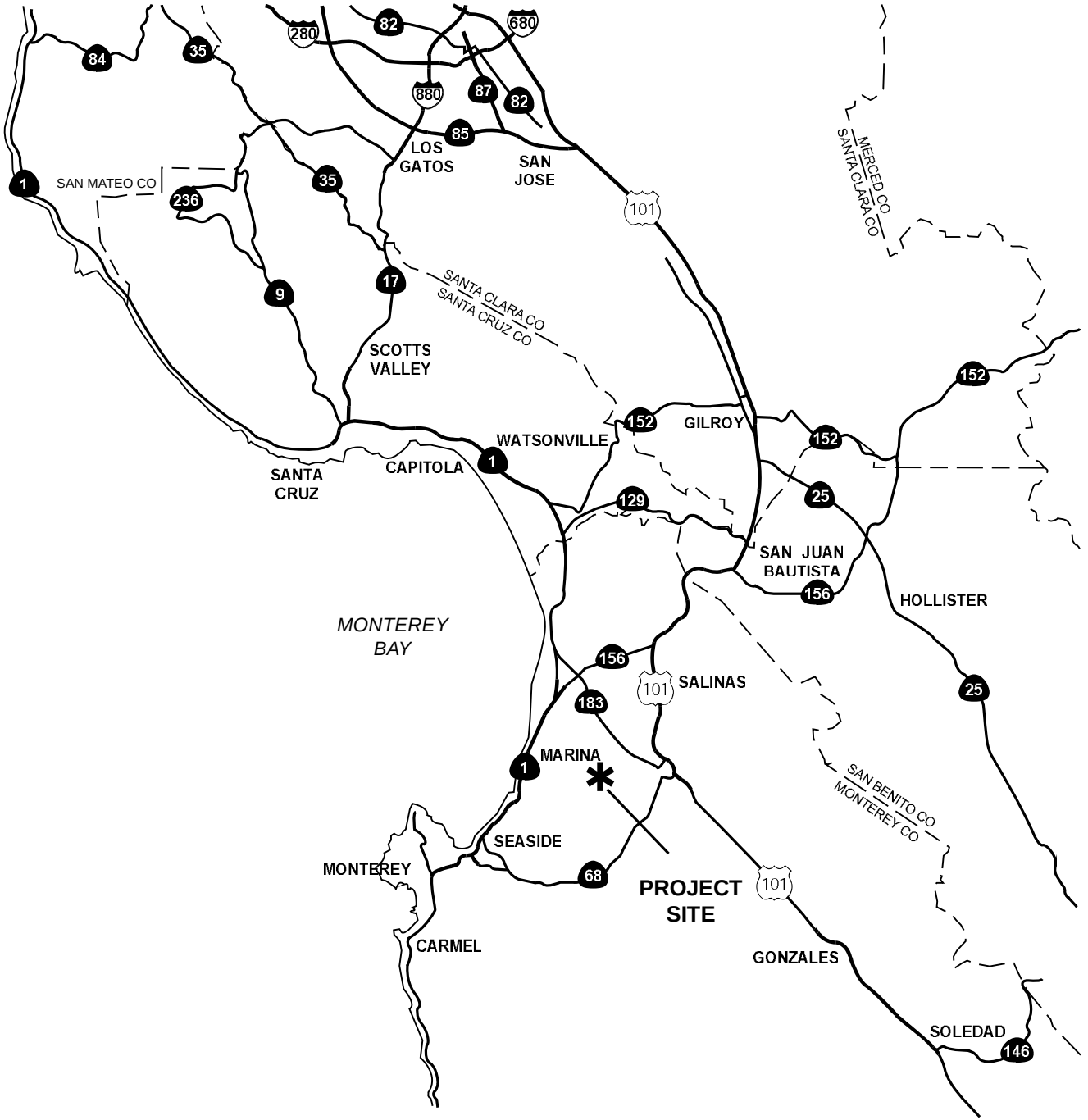
This analysis provides a comparison of forecast level of service at the study intersections utilizing the following two sets of traffic volumes:

- TJKM Traffic Volumes – Contained in *Traffic Impact Study for the East Garrison Development (TJKM Transportation Consultants, September 7, 2004);* and
- Bernardin-Lochmueller and Associates (BLA) Traffic Volumes – Generated by Association of Monterey Bay Area Governments (AMBAG) Regional Travel Demand Model.

Study Area

Caltrans identified the following eight intersections for analysis in this study:

- Highway 1 Southbound Ramps/Del Monte Boulevard (one-way stop-controlled);
- Highway 1 Northbound Ramps/Del Monte Boulevard (one-way stop-controlled);
- Highway 1 Southbound Ramps/Reservation Road (one-way stop-controlled);
- Highway 1 Northbound Ramps/Reservation Road (one-way stop-controlled);
- Highway 1 Southbound Ramps/Imjin Parkway (one-way stop-controlled);
- Highway 1 Northbound Ramps/Imjin Parkway (one-way stop-controlled);
- SR 68 Westbound Ramps/Reservation Road (signalized); and
- SR 68 Eastbound Ramps/Reservation Road (signalized).



Not to Scale

RBF

Regional Project Location

Exhibit 1

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Exhibit 2 shows the location of the study intersections, which are analyzed for the following study scenarios:

- Existing Conditions; and
- Forecast Existing Plus Project Conditions.

Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of intersection operation based on the capacity of the intersection and the volume of traffic using the intersection.

The Highway Capacity Manual (HCM) analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay per vehicle ranges for signalized and unsignalized intersections shown in Table 1.

Table 1
LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	**Unsignalized Intersections**
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source*: 2000 Highway Capacity Manual*

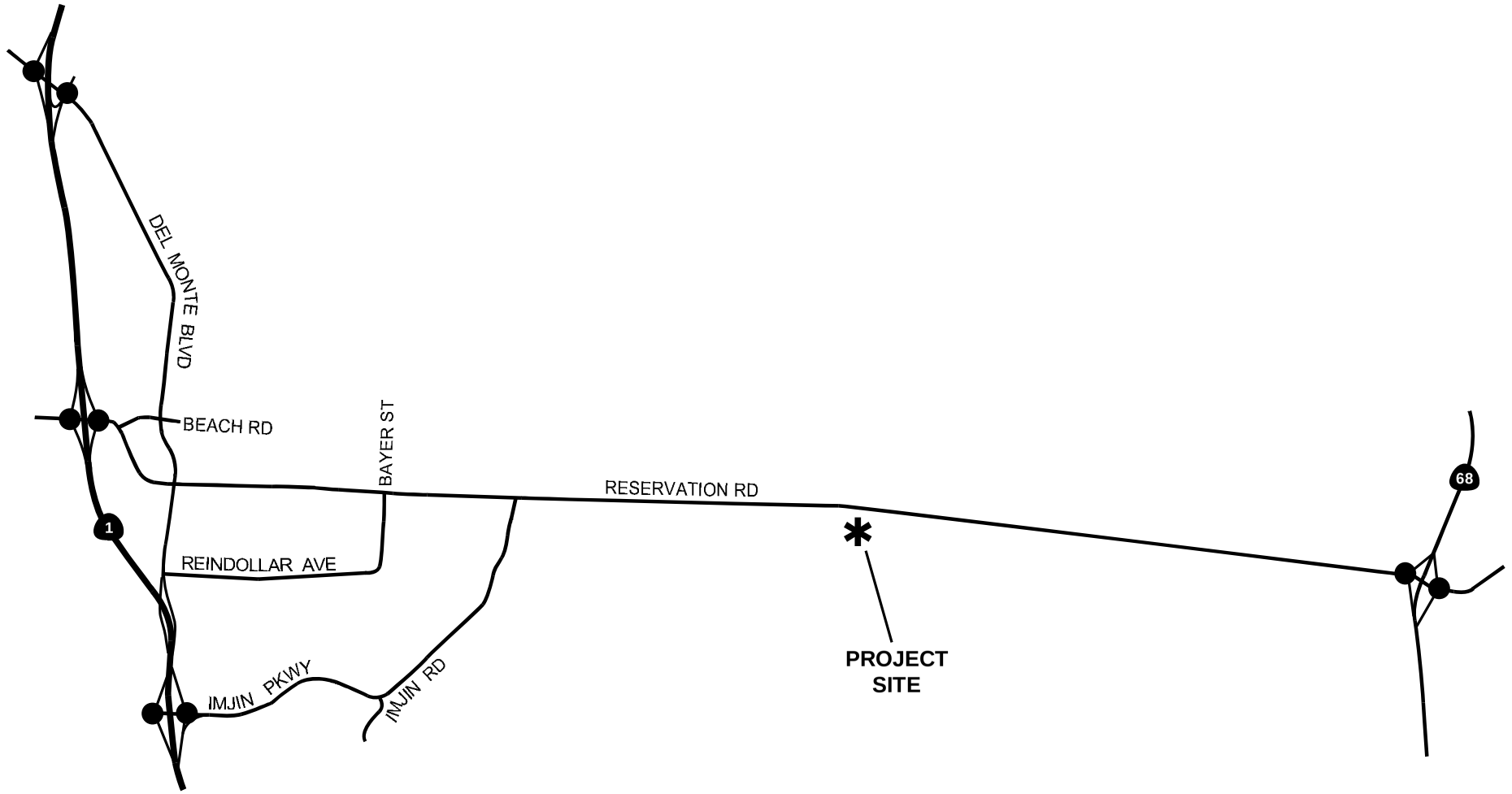
Consistent with the TJKM traffic study, this analysis assumes LOS D is the minimum threshold for acceptable operations for freeway ramp intersections within the State right-of-way.

This analysis has been prepared utilizing a Traffix-based analysis model. The intersections geometry and study parameters have been reproduced as they appear in the appendices of the TJKM traffic study.

EXISTING CONDITIONS

Existing Conditions Peak Hour Traffic Volumes

Existing conditions peak hour traffic volumes utilized in this analysis are contained in the *Traffic Impact Study for the East Garrison Development - Existing Scenario (TJKM Transportation Consultants, September 7, 2004)*, and in the AMBAG Regional Travel Demand Model.



Not to Scale

Legend:

Study Intersection Location

Study Intersections

Exhibit 2

Exhibit 3 and 4 show a.m. and p.m. peak hour intersection volumes for existing conditions based on the TJKM traffic study and the BLA-provided volumes respectively. Exhibit 5 and 6 show existing average daily traffic (ADT) volumes for the roadway segments based on the TJKM traffic study and the BLA-provided volumes respectively. It is worth noting the existing conditions (BLA) ADT volumes shown in Exhibit 6 (based on Regional Travel Demand Model) are approximately 4.5 times higher on Imjin Parkway in the vicinity of Highway 1 and approximately 1.5 times higher on Reservation Road in the vicinity of State Route 68 than the corresponding (TJKM) ADT volumes shown in Exhibit 5 (based on TJKM model run data).

Exhibit 7 shows existing conditions intersection geometry.

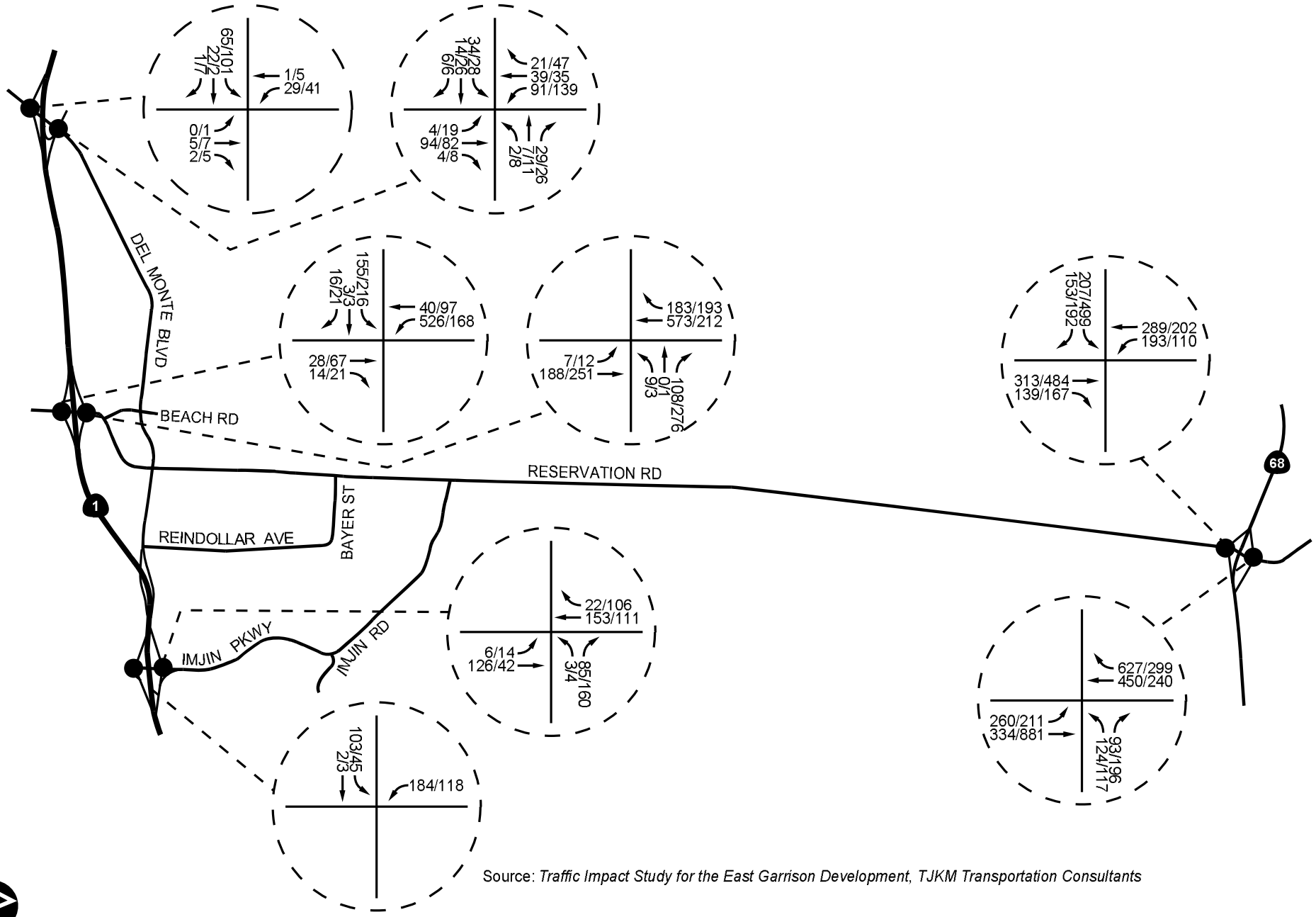
Existing Conditions Intersection Peak Hour LOS

Table 2 summarizes existing conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix A.

Table 2
Existing Conditions Study Intersection AM/PM Peak Hour LOS Comparison

Study Intersection	TJKM Volumes[1]		BLA Volumes[2]		Change
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS	
Highway 1 SB Ramps/Del Monte Blvd	10.3 – B	9.8 – A	10.0 – A	9.0 – A	AM: B to A
Highway 1 NB Ramps/Del Monte Blvd	13.2 – B	16.5 – C	11.6 – B	8.8 – A	PM: C to A
Highway 1 SB Ramps/Reservation Rd	**159.3 – F**	18.4 – C	**47.3 – E**	19.8 – C	AM: F to E
Highway 1 NB Ramps/Reservation Rd	10.8 – B	12.3 – B	15.9 – C	18.5 – C	B to C
Highway 1 SB Ramps/Imjin Pkwy	13.4 – B	10.9 – B	**OVRFL – F**	**203.9 – F**	B to F
Highway 1 NB Ramps/Imjin Pkwy	10.4 – B	10.4 – B	9.0 – A	9.0 – A	B to A
SR 68 WB Ramps/Reservation Rd	13.8 – B	30.5 – C	**81.8 – F**	53.1 – D	AM: B to F PM: C to D
SR 68 EB Ramps/Reservation Rd	20.5 – C	15.2 – B	29.8 – C	38.4 – D	PM: B to D

Note: Deficient intersection operation shown in **bold**. OVRFL = Overflow, exceeds analysis model capabilities.
[1]From *Traffic Impact Study for the East Garrison Development (TJKM Transportation Consultants, September 7, 2004)*.
[2]From BLA-provided existing conditions volumes (May 16, 2005).



Source: *Traffic Impact Study for the East Garrison Development, TJKM Transportation Consultants*

Not to Scale

Legend:

XX/XX AM/PM Peak Hour Volume

East Garrison Existing
AM/PM Peak Hour Intersection Volumes (TJKM-Based)

Exhibit 3

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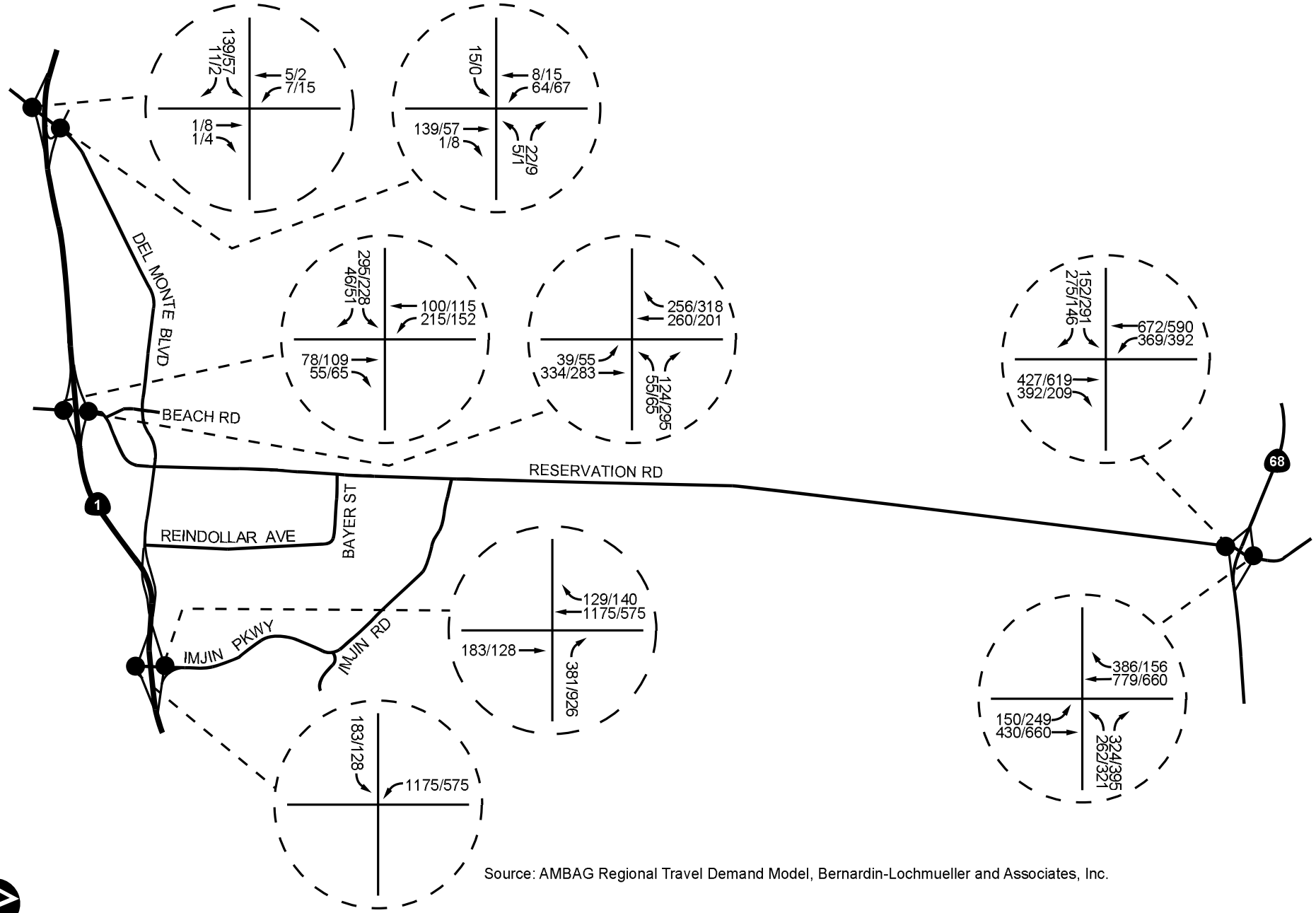


Source: AMBAG Regional Travel Demand Model, Bernardin-Lochmueller and Associates, Inc.

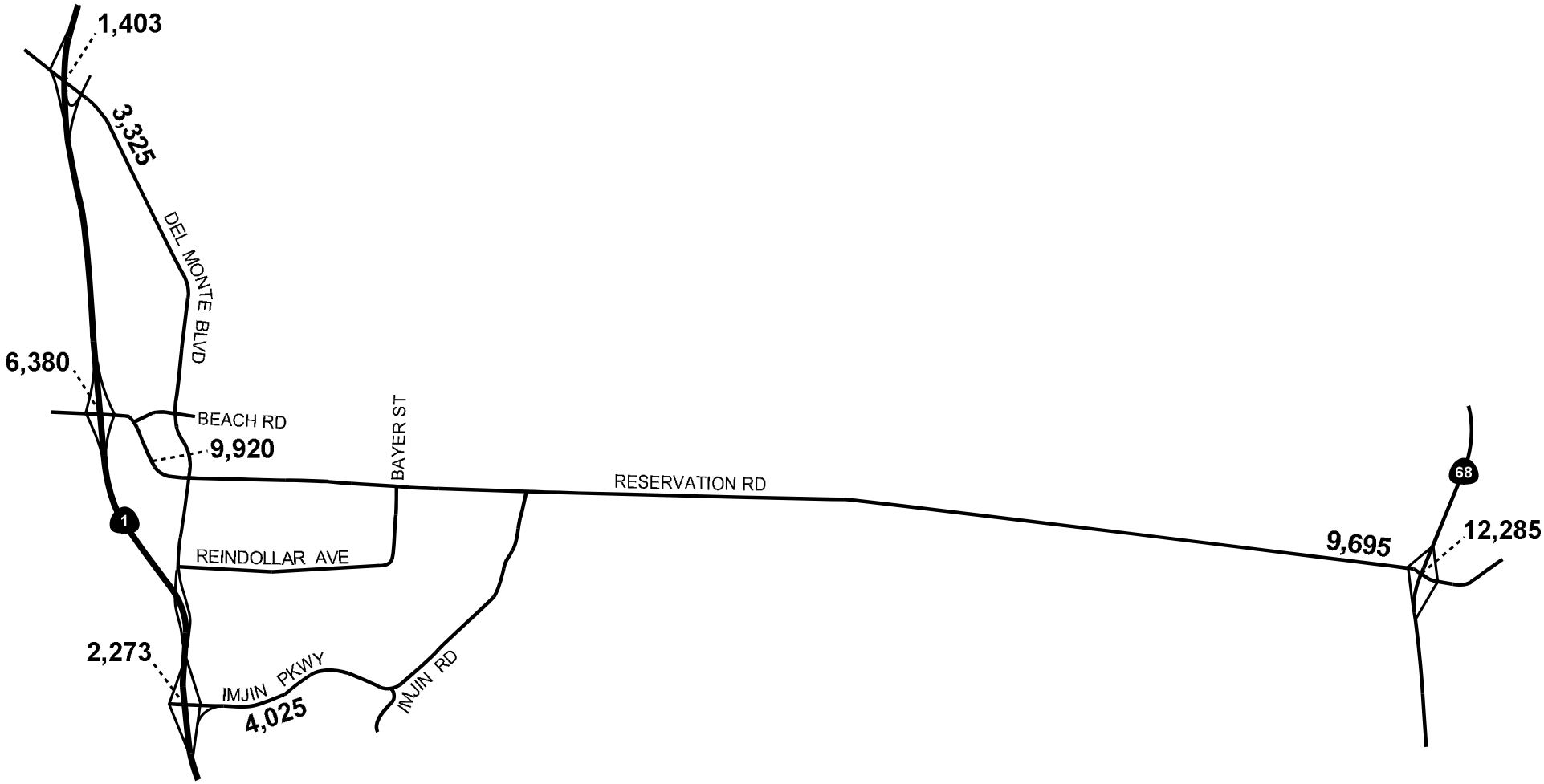
Not to Scale

Legend:

XX/XX AM/PM Peak Hour Volume

East Garrison Existing
AM/PM Peak Hour Intersection Volumes (BLA-Based)

Exhibit 4



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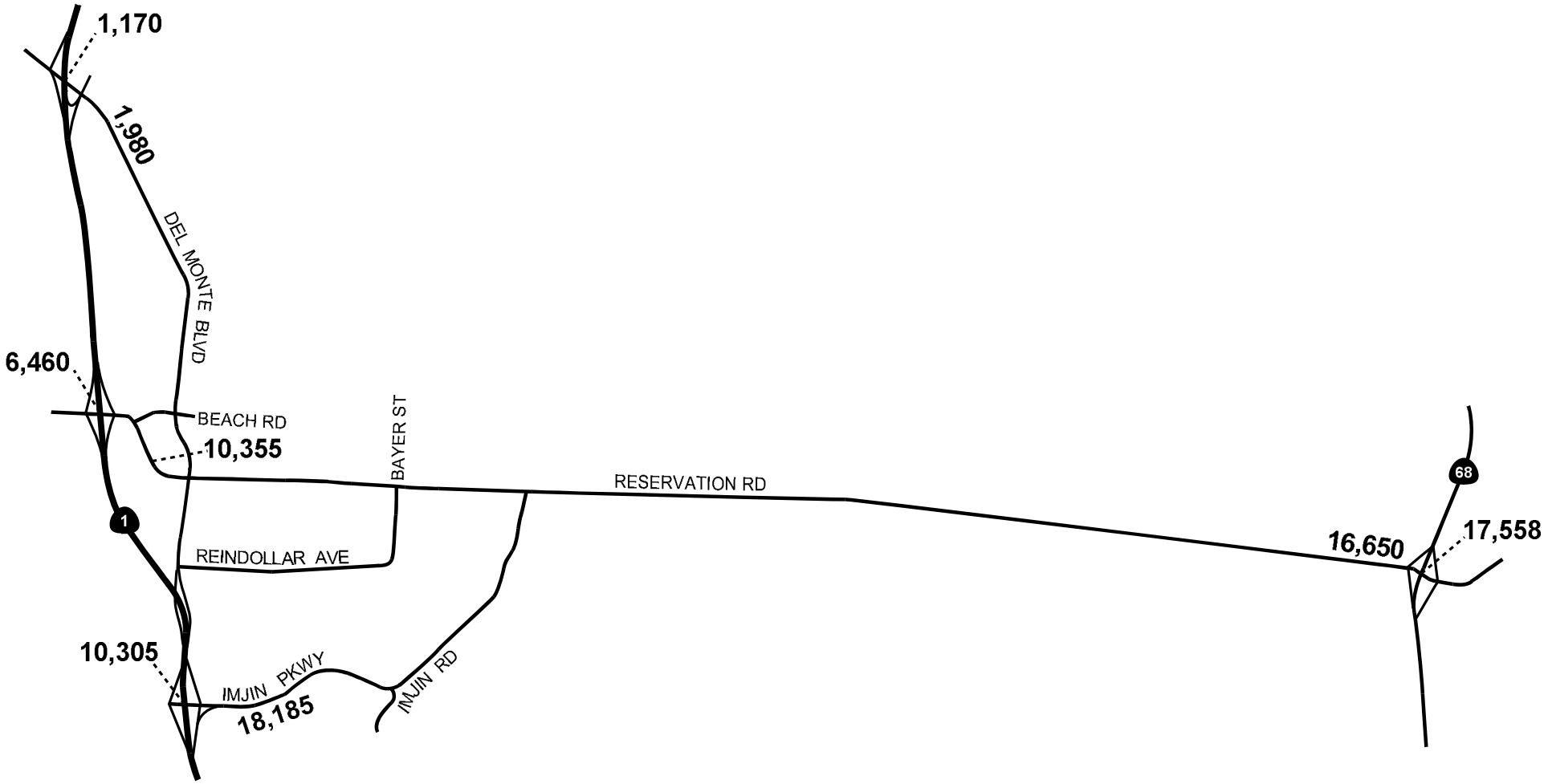
East Garrison Existing ADT Volumes (TJKM-Based)

Exhibit 5



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RBF

East Garrison Existing ADT Volumes (BLA-Based)

Exhibit 6

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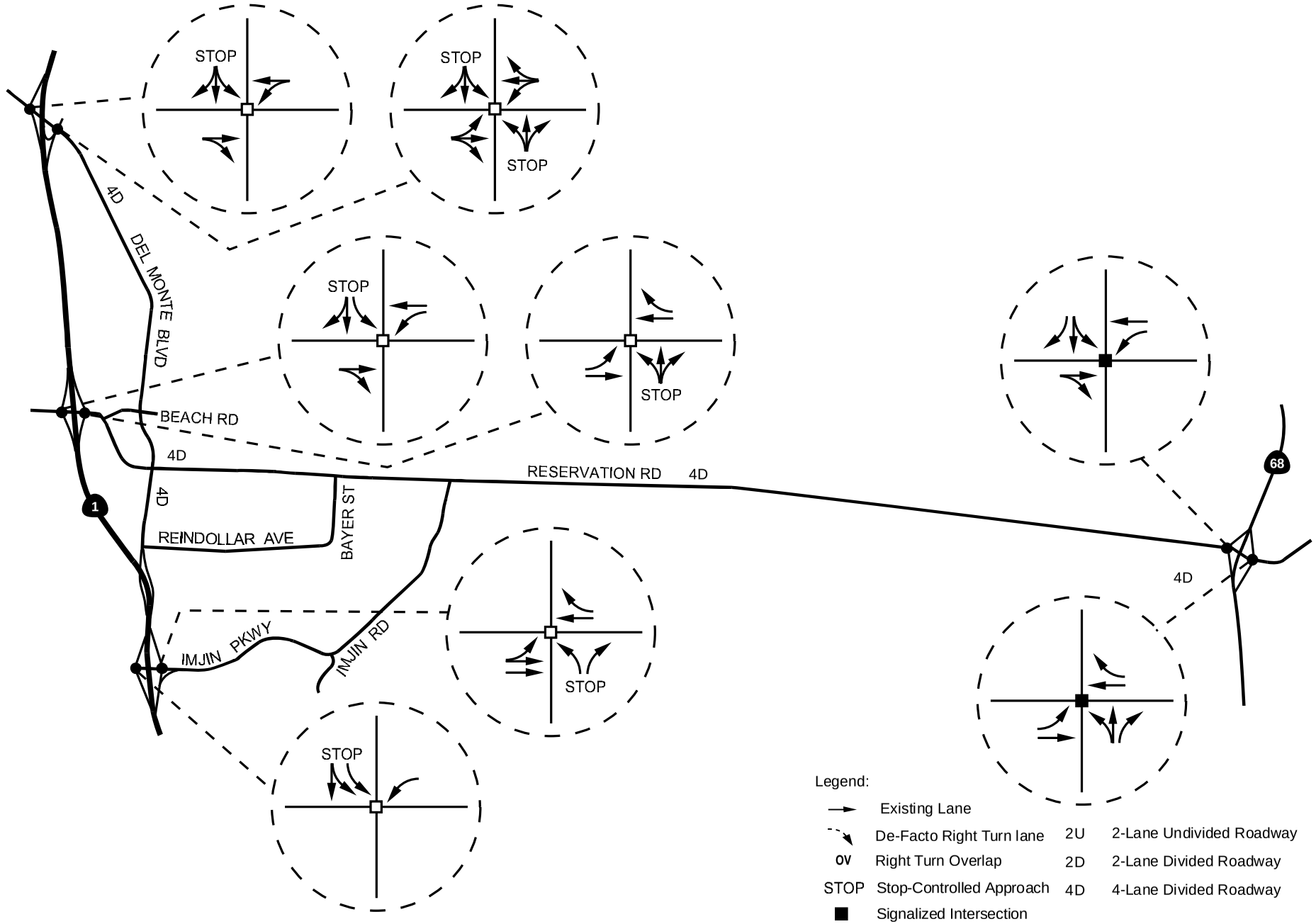

Source: *Traffic Impact Study for the East Garrison Development, TJKM Transportation Consultants*

Not to Scale

Existing Intersection/Roadway Geometry

Exhibit 7

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MAY2005

As shown in Table 2, based on TJKM-provided intersection volumes, one study intersection is currently operating at a deficient LOS (LOS E or worse) for existing conditions:

- Highway 1 Southbound Ramps/Reservation Road (a.m. peak hour).

Also, as shown in Table 2, based on BLA-provided intersection volumes, three study intersections are forecast to operate at a deficient LOS (LOS E or worse) for existing conditions:

- Highway 1 Southbound Ramps/Reservation Road (a.m. peak hour);
- Highway 1 Southbound Ramps/Imjin Parkway (a.m. and p.m. peak hours); and
- SR 68 Westbound Ramps/Reservation Road (a.m. peak hour).

Three study intersection deficiencies are forecast to occur utilizing BLA-provided intersection volumes compared to one study intersection deficiency utilizing TJKM-provided volumes since the (BLA) regional travel demand model forecasts higher traffic volumes in the vicinity of these two intersections as shown in comparing Exhibits 5 and 6.

To eliminate the deficiency at the study intersection for existing conditions based on TJKM-provided traffic volumes, the *Traffic Impact Study for the East Garrison Development (TJKM Transportation Consultants, September 7, 2004)* identified the following improvement:

- **Highway 1 Southbound Ramps/Reservation Road** – Signalize intersection.

To eliminate the three study intersection deficiencies for existing conditions based on BLA-provided volumes, the following improvements are recommended:

- **Highway 1 Southbound Ramps/Reservation Road** – Signalize intersection;
- **Highway 1 Southbound Ramps/Imjin Parkway** – Signalize intersection; and
- **SR 68 Westbound Ramps/Reservation Road** – Modify eastbound approach from one shared through right-turn lane to consist of one through lane and one right-turn lane.

Improved Existing Conditions Intersection Peak Hour LOS

Assuming implementation of the recommended improvements, Table 3 shows the forecast improved LOS of the three study intersections for existing conditions based on BLA-provided volumes.

Table 3
Improved Existing Conditions Study Intersection AM/PM Peak Hour LOS

Study Intersection	BLA Volumes[1]			
	Non-Improved Existing Conditions		Improved Existing Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS
Highway 1 SB Ramps/Del Monte Blvd	10.0 – A	9.0 – A	10.0 – A	9.0 – A
Highway 1 NB Ramps/Del Monte Blvd	11.6 – B	8.8 – A	11.6 – B	8.8 – A
Highway 1 SB Ramps/Reservation Rd	**47.3 – E**	19.8 – C	22.0 – C	21.7 – C
Highway 1 NB Ramps/Reservation Rd	15.9 – C	18.5 – C	15.9 – C	18.5 – C
Highway 1 SB Ramps/Imjin Pkwy	**OVRFL – F**	**203.9 – F**	11.5 – B	8.6 – A
Highway 1 NB Ramps/Imjin Pkwy	9.0 – A	9.0 – A	9.0 – A	9.0 – A
SR 68 WB Ramps/Reservation Rd	**81.8 – F**	53.1 – D	20.2 – C	28.8 – C
SR 68 EB Ramps/Reservation Rd	29.8 – C	38.4 – D	29.8 – C	38.4 – D

Note: Deficient intersection operation shown in **bold**.
OVRFL = Overflow, exceeds analysis model capabilities.
[1]From BLA-provided existing conditions volumes (May 16, 2005).

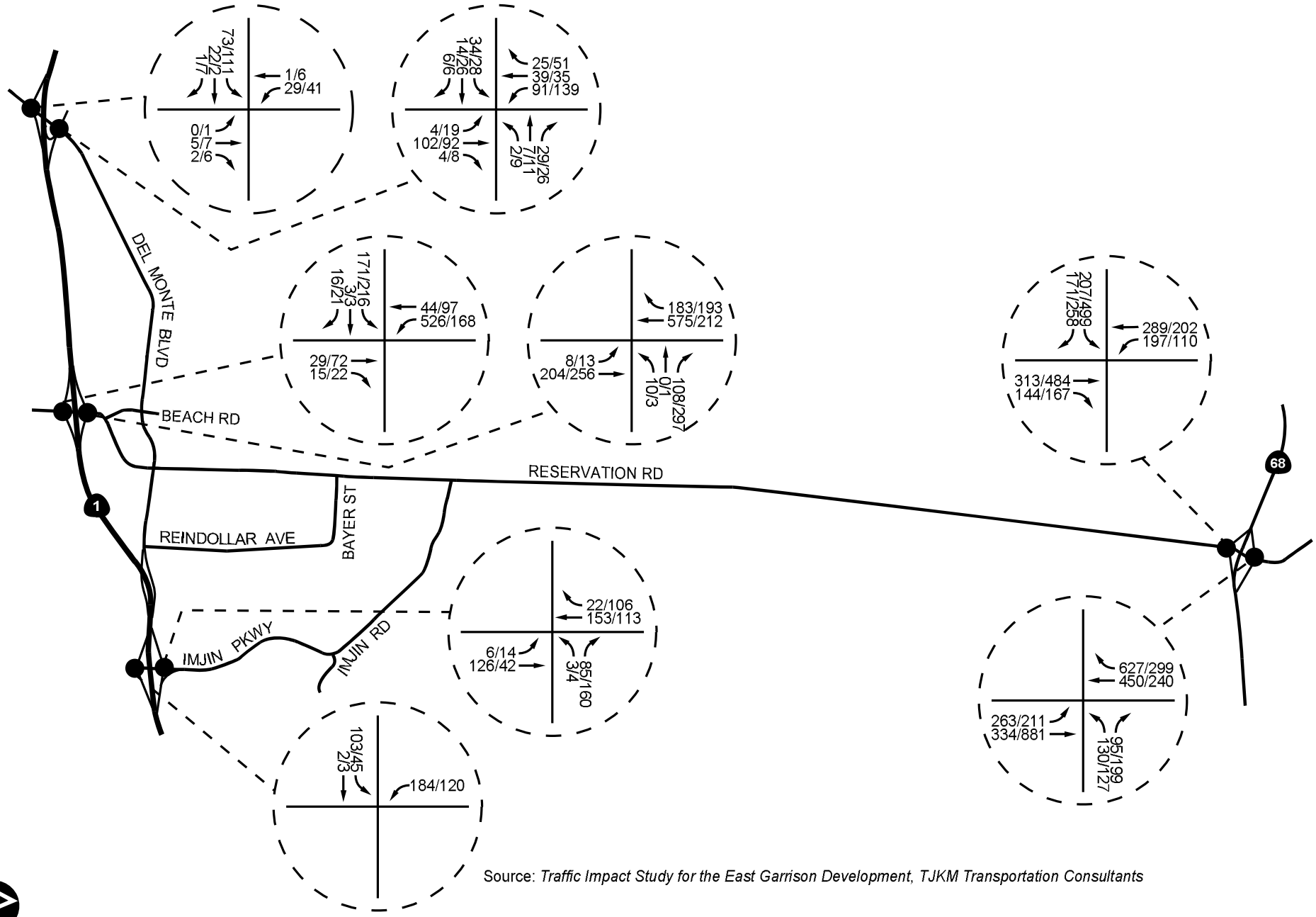
As shown in Table 3, assuming implementation of the recommended improvements, the three study intersections are forecast to operate at an acceptable LOS (LOS D or better) for existing conditions based on BLA-provided volumes.

EXISTING PLUS PROJECT CONDITIONS

Existing Plus Project Conditions Peak Hour Traffic Volumes

Existing plus project conditions peak hour traffic volumes utilized in this analysis are contained in the *Traffic Impact Study for the East Garrison Development - Existing + Project (1,470 Homes) Scenario (TJKM Transportation Consultants, September 7, 2004)*, and in the AMBAG Regional Travel Demand Model.

Exhibit 8 and 9 show a.m. and p.m. peak hour intersection volumes for existing plus project conditions based on the TJKM traffic study and the BLA-provided volumes respectively. Exhibit 10 and 11 show existing plus project conditions ADT volumes based on the TJKM traffic study and the BLA-provided volumes respectively. It is worth noting the forecast existing plus project (BLA) ADT volumes shown in Exhibit 11 (based on Regional Travel Demand Model) are approximately 4.5 times higher on Imjin Parkway in the vicinity of Highway 1 and approximately 1.5 times higher on Reservation Road in the vicinity of State Route 68 than the corresponding (TJKM) ADT volumes shown in Exhibit 10 (based on TJKM model run data).



Source: *Traffic Impact Study for the East Garrison Development, TJKM Transportation Consultants*

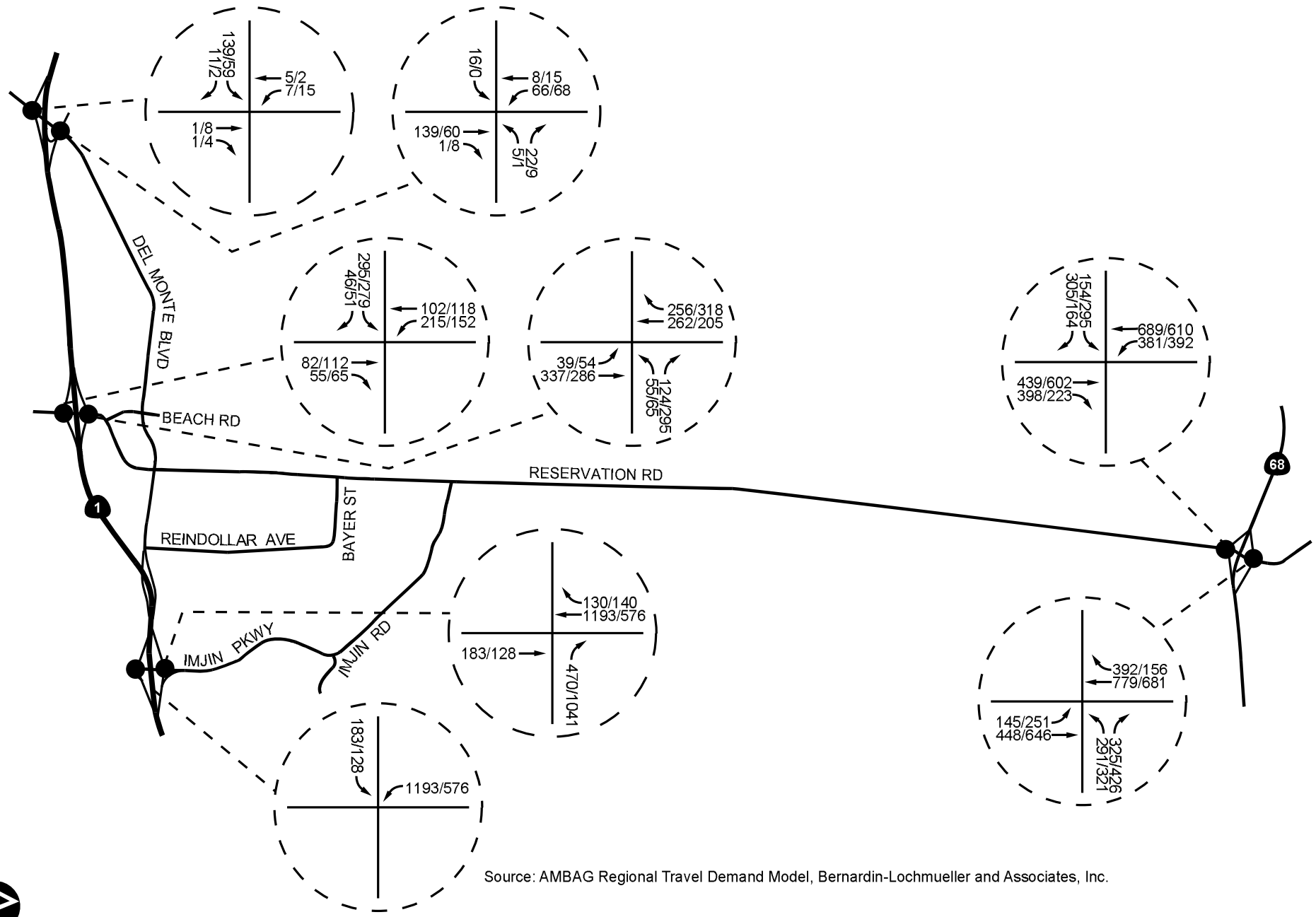
Not to Scale

Legend:

XX/XX AM/PM Peak Hour Volume

East Garrison Existing + Project
AM/PM Peak Hour Intersection Volumes (TJKM-Based)

Exhibit 8



Source: AMBAG Regional Travel Demand Model, Bernardin-Lochmueller and Associates, Inc.

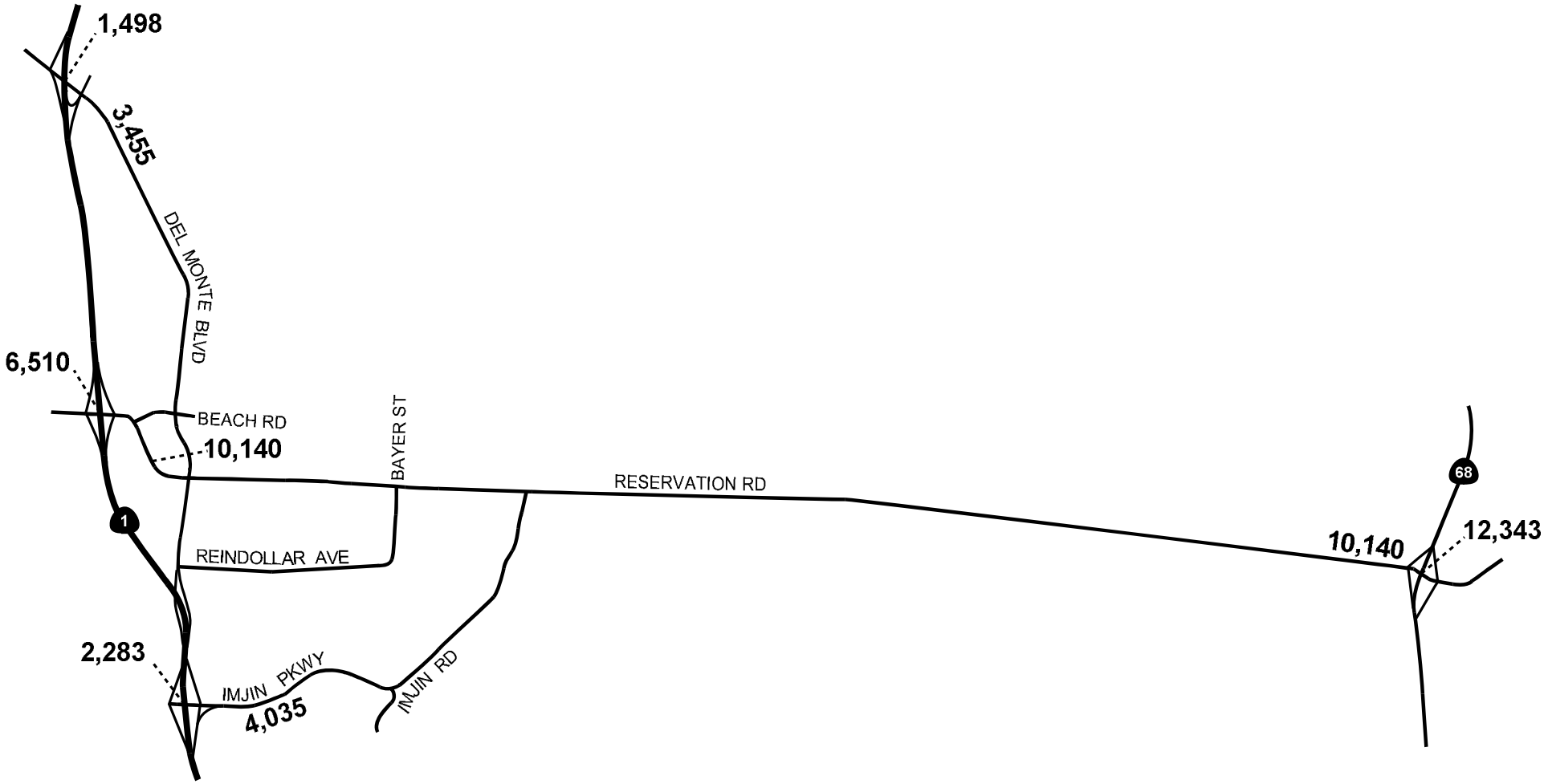
Not to Scale

Legend:

XX/XX AM/PM Peak Hour Volume

East Garrison Existing + Project
AM/PM Peak Hour Intersection Volumes (BLA-Based)

Exhibit 9



Not to Scale

RBF

East Garrison Existing & Project ADT Volumes (TJKM-Based)

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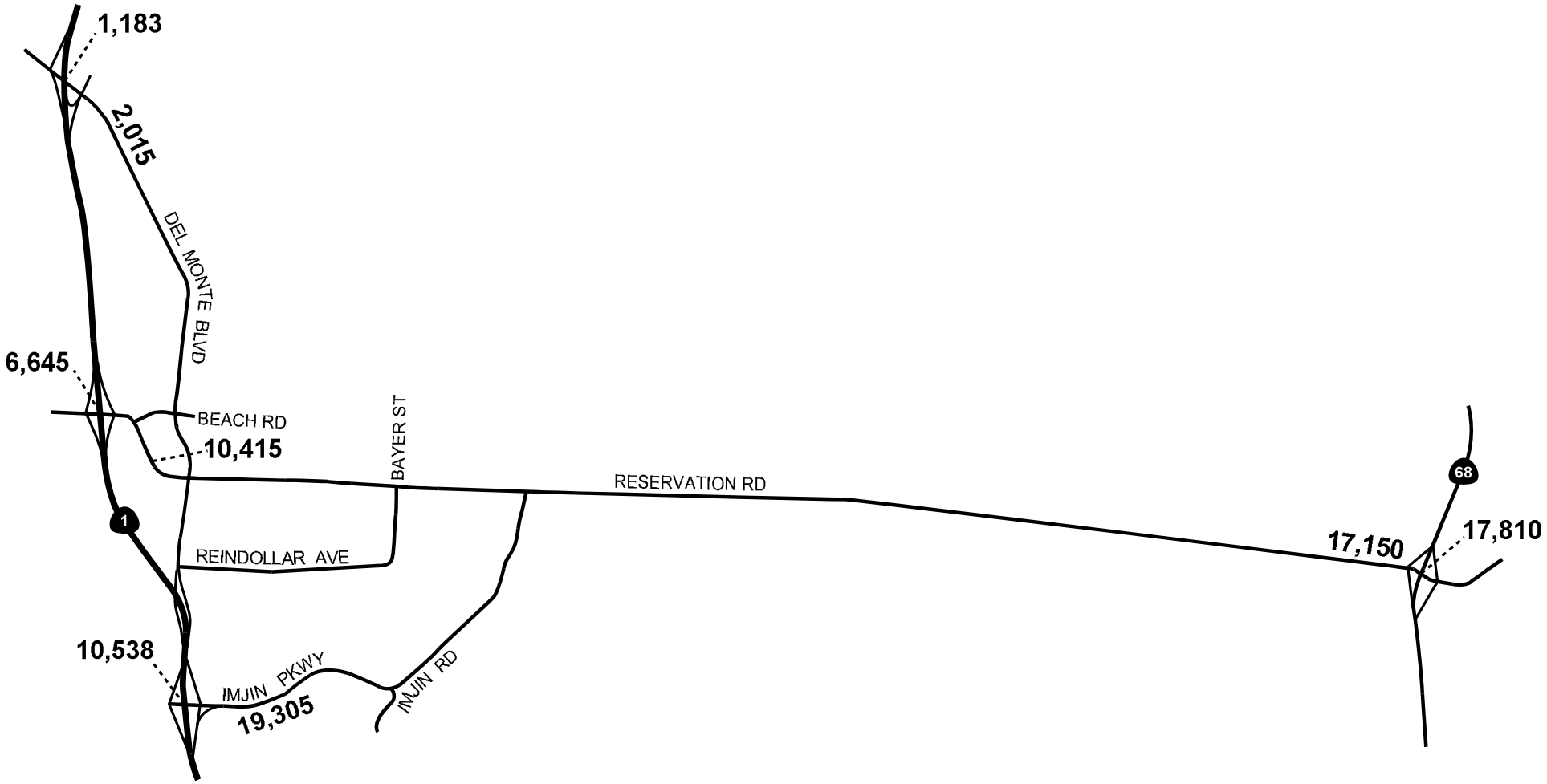
MAY2005

Exhibit 10



Not to Scale

RBF

East Garrison Existing & Project ADT Volumes (BLA-Based)

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Exhibit 11

Existing Plus Project Conditions Intersection Peak Hour LOS

The existing plus project conditions analysis scenario does not assume implementation of the geometric improvements recommended to improve existing conditions deficiencies.

Table 4 summarizes existing plus project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 4
Existing Plus Project Conditions Study Intersection AM/PM Peak Hour LOS Comparison

Study Intersection	TJKM Volumes[1]		BLA Volumes[2]		Change
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS	
Highway 1 SB Ramps/Del Monte Blvd	10.4 – B	9.9 – A	10.0 – A	9.1 – A	AM: B to A
Highway 1 NB Ramps/Del Monte Blvd	13.3 – B	16.8 – C	11.7 – B	8.9 – A	PM: C to A
Highway 1 SB Ramps/Reservation Rd	**202.2 – F**	18.5 – C	**48.7 – E**	24.9 – C	AM: F to E
Highway 1 NB Ramps/Reservation Rd	11.0 – B	12.7 – B	16.0 – C	18.6 – C	B to C
Highway 1 SB Ramps/Imjin Pkwy	13.4 – B	11.0 – B	**OVRFL – F**	**206.5 – F**	B to F
Highway 1 NB Ramps/Imjin Pkwy	10.4 – B	10.4 – B	9.0 – A	9.0 – A	B to A
SR 68 WB Ramps/Reservation Rd	14.1 – B	30.3 – C	**89.9 – F**	53.2 – D	AM: B to F PM: C to D
SR 68 EB Ramps/Reservation Rd	20.8 – C	15.4 – B	29.7 – C	45.5 – D	PM: B to D

Note: Deficient intersection operation shown in **bold**. OVRFL = Overflow, exceeds analysis model capabilities.
[1]From *Traffic Impact Study for the East Garrison Development (TJKM Transportation Consultants, September 7, 2004)*.
[2]From BLA-provided existing with East Garrison conditions volumes (May 16, 2005).

As shown in Table 4, based on TJKM-provided intersection volumes, one study intersection is forecast to operate at a deficient LOS (LOS E or worse) for existing plus project conditions:

- Highway 1 SB Ramps/Reservation Road (a.m. peak hour).

Also, as shown in Table 4, based on BLA-provided intersection volumes, three study intersections are forecast to operate at a deficient LOS (LOS E or worse) for existing plus project conditions:

- Highway 1 SB Ramps/Reservation Road (a.m. peak hour);
- Highway 1 SB Ramps/Imjin Parkway (a.m. and p.m. peak hours); and
- SR 68 WB Ramps/Reservation Road (a.m. peak hour).

Three study intersection deficiencies are forecast to occur utilizing BLA-provided intersection volumes compared to one study intersection deficiency utilizing TJKM-provided volumes since the (BLA) regional travel demand model forecasts higher traffic volumes in the vicinity of these intersections as shown in comparing Exhibits 10 and 11.

Exhibit 12 shows the difference between existing conditions versus existing plus project conditions peak hour traffic volumes for both TJKM-provided volumes and BLA-provided traffic volumes.

As shown in Exhibit 12, the difference in BLA-provided traffic volumes between existing conditions and existing plus project conditions at the Highway 1 Southbound Ramps/Imjin Parkway intersection are negligible: 18 vehicles in the a.m. peak hour and 1 vehicle in the p.m. peak hour based on the regional travel demand model.

Also, as shown in Exhibit 12, the difference in BLA-provided traffic volumes between existing conditions and existing plus project conditions at the State Route 68 Westbound Ramps/Reservation Road intersection are minor: 79 vehicles in the a.m. peak hour and 39 vehicle in the p.m. peak hour based on the regional travel demand model.

To eliminate the deficiency at the study intersection for existing plus project conditions based on TJKM traffic volumes, the *Traffic Impact Study for the East Garrison Development (TJKM Transportation Consultants, September 7, 2004)* identified the following mitigation measure:

- **Highway 1 Southbound Ramps/Reservation Road** – Signalize intersection.

To eliminate the three study intersection deficiencies for existing plus project conditions based on BLA-provided volumes, the following mitigation measures are recommended:

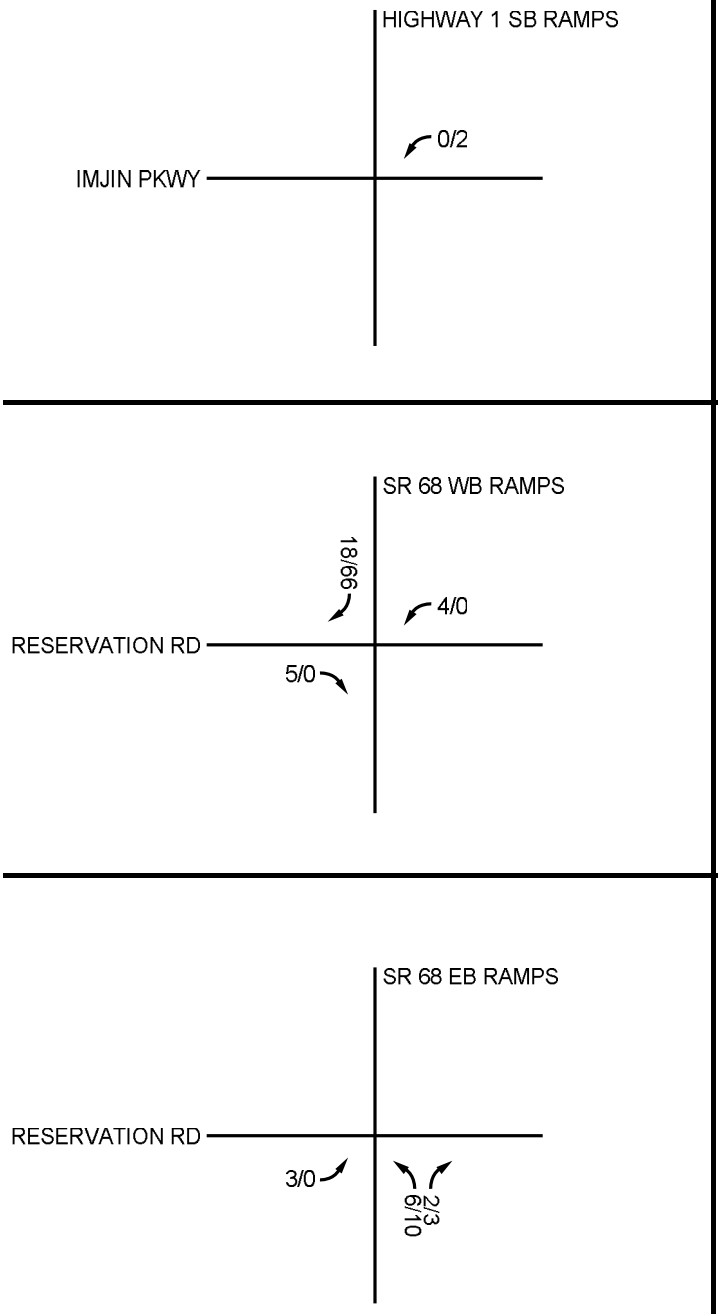
- **Highway 1 Southbound Ramps/Reservation Road** – Signalize intersection;
- **Highway 1 Southbound Ramps/Imjin Parkway** – Signalize intersection; and
- **SR 68 Westbound Ramps/Reservation Road** – Modify eastbound approach from one shared through right-turn lane to consist of one through lane and one right-turn lane.

It is important to note above recommended mitigation measures to address forecast existing plus project conditions deficiencies at the study intersections are identical to recommended improvements (page 4) identified to address existing conditions deficiencies at the study intersections. This is because the minor increase in traffic volumes generated by the project at the study intersections does not require any additional capacity-enhancing improvements over what is required to accommodate existing traffic volumes.

Mitigated Existing Plus Project Conditions Intersection Peak Hour LOS

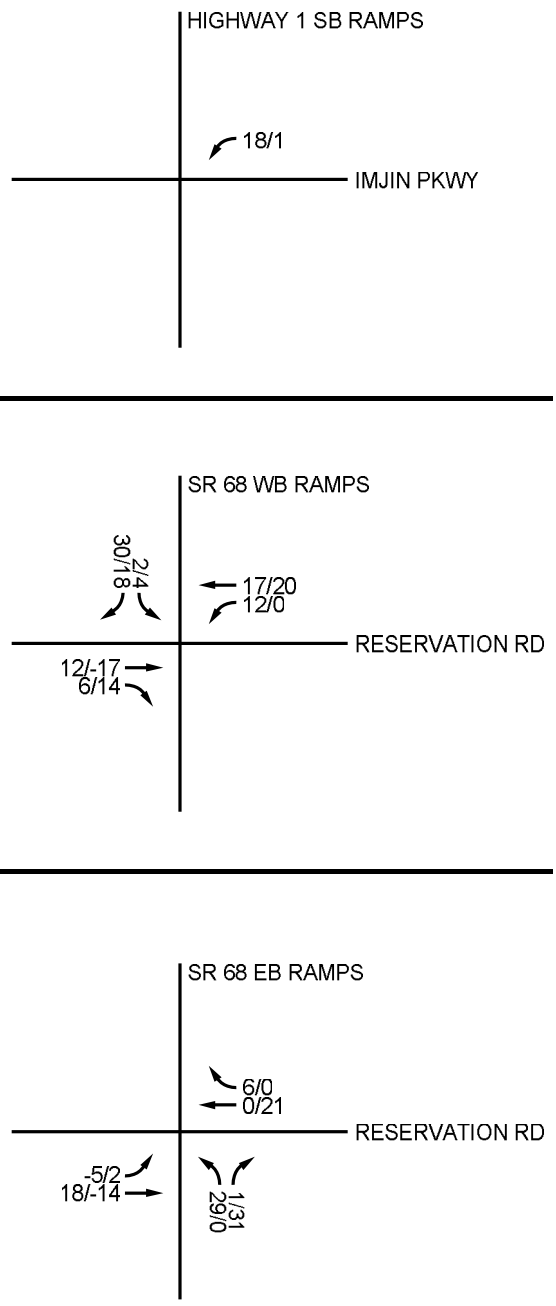
Assuming implementation of the recommended mitigation measures, Table 5 shows the forecast mitigated LOS of the three study intersections for existing plus project conditions based on BLA-provided volumes.

TJKM-BASED PEAK HOUR VOLUME DIFFERENCE BETWEEN EXISTING VS. EXISTING PLUS PROJECT



Source: Traffic Impact Study for the East Garrison Development (TJKM Transportation Consultants September 7, 2004)

BLA-BASED PEAK HOUR VOLUME DIFFERENCE BETWEEN EXISTING VS. EXISTING PLUS PROJECT



Source: Bernardin - Lochmueller and Associates - AMBAG Regional Travel Demand Model

Legend:

XX/XX AM/PM Volumes

Not to Scale

East Garrison Project AM/PM Peak Hour Volumes Difference Between Existing Versus Existing Plus Project

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Exhibit 12

Table 5
Mitigated Existing Plus Project Conditions Study Intersection
AM/PM Peak Hour LOS

Study Intersection	BLA Volumes[1]			
	Non-Mitigated Existing Plus Project Conditions		Mitigated Existing Plus Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS
Highway 1 SB Ramps/Del Monte Blvd	10.0 – A	9.1 – A	10.0 – A	9.1 – A
Highway 1 NB Ramps/Del Monte Blvd	11.7 – B	8.9 – A	11.7 – B	8.9 – A
Highway 1 SB Ramps/Reservation Rd	**48.7 – E**	24.9 – C	22.1 – C	21.6 – C
Highway 1 NB Ramps/Reservation Rd	16.0 – C	18.6 – C	16.0 – C	18.6 – C
Highway 1 SB Ramps/Imjin Pkwy	**OVRFL – F**	**206.5 – F**	11.9 – B	8.6 – A
Highway 1 NB Ramps/Imjin Pkwy	9.0 – A	9.0 – A	9.0 – A	9.0 – A
SR 68 WB Ramps/Reservation Rd	**89.9 – F**	53.2 – D	23.3 – C	28.1 – C
SR 68 EB Ramps/Reservation Rd	29.7 – C	45.5 – D	29.7 – C	45.5 – D

Note: Deficient intersection operation shown in **bold**.
OVRFL = Overflow, exceeds analysis model capabilities. .
[1]From BLA-provided existing with East Garrison conditions volumes (May 16, 2005).

As shown in Table 5, assuming implementation of the recommended mitigation measures, the three study intersections are forecast to operate at an acceptable LOS (LOS D or better) for existing plus project conditions based on BLA-provided volumes.

Existing Plus Project Conditions Project Equitable Share Analysis

This section identifies the project applicant's equitable share at the following four study intersections:

- Highway 1 Southbound Ramps/Reservation Road;
- Highway 1 Southbound Ramps/Imjin Parkway;
- SR 68 Westbound Ramps/Reservation Road; and
- SR 68 Eastbound Ramps/Reservation Road.

In accordance with the *Guide for the Preparation of Traffic Impact Studies (Monterey County Public Works Department, October 2003),* equitable share calculations are determined utilizing the following formula:

$$\text{Equitable Share} = \frac{\text{Proposed Project Trip Assignment}}{\text{Existing Plus Project Volumes}}$$

Table 6 summarizes the results of the equitable share analysis for existing plus project conditions a.m. and p.m. peak hour LOS of the study intersections.

Table 6
Existing Plus Project Conditions Project Equitable Share

Study Intersection	Project Equitable Share Percent	
	AM Peak Hour	PM Peak Hour
Highway 1 SB Ramps/Reservation Rd	0.75%	N/A
Highway 1 SB Ramps/Imjin Pkwy	1.31%	0.14%
SR 68 WB Ramps/Reservation Rd	3.33%	1.71%
SR 68 EB Ramps/Reservation Rd	N/A	1.61%

Note: N/A = Not Applicable.

CONCLUSIONS

Existing conditions and forecast existing plus project conditions (BLA) ADT volumes are approximately 4.5 times higher on Imjin Parkway in the vicinity of Highway 1, and approximately 15 times higher on Reservation Road in the vicinity of State Route 68 compared to the corresponding (TJKM) volumes.

Hence, three study intersection deficiencies are forecast to occur utilizing BLA-provided volumes compared to one study intersection deficiency utilizing TJKM-provided volumes.

The recommended mitigation measures to address forecast existing plus project conditions deficiencies at the study intersections are identical to recommended improvements identified to address existing conditions deficiencies at the study intersections, since the minor increase in traffic volumes generated by the project at the study intersections does not require any additional capacity-enhancing improvements over what is required to accommodate existing traffic volumes.

The County of Monterey can coordinate with the City of Marina and Caltrans to determine the proportionate fair share contribution based on the equitable share calculations included in this analysis.

Please contact us with any questions.

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APPENDIX A

LOS ANALYSIS SHEETS

EXISTING CONDITIONS

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: B[10.3]

Street Name:	Hwy 1 SB Ramps						Del Monte Blvd					
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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	65	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	65	22	1	0	5	2	29	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	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	114	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	114	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:												
Cnflict 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	0.13	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	836	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	10.3	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[13.2]

Street Name:	Hwy 1 NB Ramps						Del Monte Blvd					
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	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	7	29	34	14	6	4	94	4	91	39	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	7	29	34	14	6	4	94	4	91	39	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	26
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	26
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:												
Cnflict Vol:	427	427	119	436	417	61	74	xxxx	xxxxx	121	xxxx	xxxxx
Potent Cap.:	542	523	939	534	530	1010	1538	xxxx	xxxxx	1479	xxxx	xxxxx
Move Cap.:	490	479	939	474	485	1010	1538	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	7.3	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	766	xxxxx	xxxx	507	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	10.0	xxxxx	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.0			13.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Average Delay (sec/veh): 41.2 Worst Case Level Of Service: F[159.3]

Street Name:	Hwy 1 SB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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	0	0	0
Volume Module:																				
Base Vol:	0	0	0	155	3	16	0	28	14	526	40	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	155	3	16	0	28	14	526	40	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	155	3	16	0	28	14	526	40	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	167	3	17	0	30	15	566	43	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	167	3	17	0	30	15	566	43	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:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	1212	1219	43	xxxx	xxxx	xxxxx	45	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	203	182	1033	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	146	117	1033	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	1.14	0.03	0.02	xxxx	xxxx	xxxx	0.36	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	177.2	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	461	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:	xxxxxx			159.3			xxxxxx			xxxxxx										
ApproachLOS:	*			F			*			*										

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[10.8]

Street Name:	Hwy 1 NB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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:	9	0	108	0	0	0	7	188	0	0	573	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:	9	0	108	0	0	0	7	188	0	0	573	183								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	9	0	108	0	0	0	7	188	0	0	573	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:	9	0	114	0	0	0	7	198	0	0	603	193								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	9	0	114	0	0	0	7	198	0	0	603	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:																				
Cnflict Vol:	912	xxxx	198	xxxx	xxxx	xxxxx	796	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	307	xxxx	848	xxxx	xxxx	xxxxx	835	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	304	xxxx	848	xxxx	xxxx	xxxxx	835	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.03	xxxx	0.13	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	746	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	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	10.8			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Average Delay (sec/veh): 11.4 Worst Case Level Of Service: B[13.4]

Street Name:	Hwy 1 SB Ramps						Imjin Pkwy					
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 1 0 0 0			0 0 0 0 0			1 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
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	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:												
Cnflict 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		
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:	xxxxxx			13.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.4]

Street Name:	Hwy 1 NB Ramps						Imjin Pkwy					
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:	3	0	85	0	0	0	6	126	0	0	153	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:	3	0	85	0	0	0	6	126	0	0	153	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	85	0	0	0	6	126	0	0	153	22
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	138	0	0	168	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	0	0	0	0	7	138	0	0	168	24
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:												
Cnflict Vol:	332	xxxx	xxxxx	xxxx	xxxx	xxxxx	192	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	667	xxxx	xxxxx	xxxx	xxxx	xxxxx	1393	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	665	xxxx	xxxxx	xxxx	xxxx	xxxxx	1393	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	10.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec):	45	Critical Vol./Cap. (X):	0.638
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	1 0	1	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	207	0	153	0	313	139	193	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	153	0	313	139	193	289	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	207	0	153	0	313	139	193	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	166	0	340	151	210	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	166	0	340	151	210	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	166	0	340	151	210	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	0.69	0.31	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1260	560	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.10	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	0.46	0.00	0.67	0.67	0.67	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	0.0	16.1	0.0	13.3	13.3	22.8	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	16.1	0.0	13.3	13.3	22.8	5.0	0.0
HCM2kAvg:	0	0	0	4	0	3	0	7	7	4	2	0

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.796
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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	0 0	1 0	1
Volume Module:												
Base Vol:	124	0	93	0	0	0	260	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:	124	0	93	0	0	0	260	334	0	0	450	627
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	0	93	0	0	0	260	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:	146	0	109	0	0	0	306	393	0	0	529	738
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	109	0	0	0	306	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.:	146	0	109	0	0	0	306	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	0.56	0.56
Volume/Cap:	0.65	0.00	0.54	0.00	0.00	0.00	0.82	0.27	0.00	0.00	0.50	0.82
Delay/Veh:	39.6	0.0	35.8	0.0	0.0	0.0	43.9	2.9	0.0	0.0	11.3	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	0.0	35.8	0.0	0.0	0.0	43.9	2.9	0.0	0.0	11.3	20.6
HCM2kAvg:	5	0	3	0	0	0	10	3	0	0	8	17

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: A[9.8]

Street Name:	Hwy 1 SB Ramps									Del Monte Blvd								
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	41		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	41		5		0
Added Vol:	0		0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0		101		2		7	1		7		5	41		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	48		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	48		6		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:																					
Cnflict Vol:	xxxx	xxxx	xxxxx				116	119		6		6	xxxx	xxxxx			14	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx				885	775		1083		1628	xxxx	xxxxx			1617	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx				864	751		1083		1628	xxxx	xxxxx			1617	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx				0.14	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			873	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			9.8	xxxxx		xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx					
Shared LOS:	*		*		*		A		*		*	*		*		A	*		*		
ApproachDel:	xxxxxx						9.8			xxxxxx						xxxxxx					
ApproachLOS:	*						A			*						*					

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: C[16.5]

Street Name:	Hwy 1 NB Ramps									Del Monte Blvd								
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		26		28		26		6	19		82		8	139		35		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:	8		11		26		28		26		6	19		82		8	139		35		47
Added Vol:	0		0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	8		11		26		28		26		6	19		82		8	139		35		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:	0.81		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		32		35		32		7	23		101		10	172		43		58
Reduct Vol:	0		0		0		0		0		0	0		0		0	0		0		0
Final Vol.:	10		14		32		35		32		7	23		101		10	172		43		58
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:																					
Cnflict Vol:	588		598		106		591		573		72	101	xxxx	xxxxx			111	xxxx	xxxxx		
Potent Cap.:	423		419		954		421		432		996	1504	xxxx	xxxxx			1491	xxxx	xxxxx		
Move Cap.:	351		360		954		353		371		996	1504	xxxx	xxxxx			1491	xxxx	xxxxx		
Volume/Cap:	0.03		0.04		0.03		0.10		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				7.4	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		558	xxxxx		xxxx		386	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx		0.3	xxxxx		xxxxx		0.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx		12.2	xxxxx		xxxxx		16.5	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Shared LOS:	*		B	*		*		C	*		*	*		*		*	*		*		
ApproachDel:	12.2					16.5					xxxxxx					xxxxxx					
ApproachLOS:	B					C					*					*					

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: C[18.4]

Street Name:	Hwy 1 SB Ramps									Reservation Rd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				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	0
Volume Module:																		
Base Vol:	0	0	0			216	3	21			0	67	21			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	21			0	67	21			168	97	0
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0
Initial Fut:	0	0	0			216	3	21			0	67	21			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	22			0	69	22			173	100	0
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0
Final Vol.:	0	0	0			223	3	22			0	69	22			173	100	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:																		
Cnflict Vol:	xxxx	xxxx	xxxxx			526	537	100	xxxx	xxxx	xxxxx			91	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			516	453	961	xxxx	xxxx	xxxxx			1517	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			470	401	961	xxxx	xxxx	xxxxx			1517	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.47	0.01	0.02	xxxx	xxxx	xxxx			0.11	xxxx	xxxx		
Level Of Service Module:																		
Queue:	xxxxx	xxxx	xxxxx			2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			0.4	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx			19.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx		
LOS by Move:	*	*	*			C	*	*	*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	818			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	9.5			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	A			*	*	*			*	*	*		
ApproachDel:	xxxxxx					18.4					xxxxxx					xxxxxx				
ApproachLOS:	*					C					*					*				

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[12.3]

Street Name:	Hwy 1 NB Ramps									Reservation Rd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				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:	3	1	276			0	0	0			12	251	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	276			0	0	0			12	251	0			0	212	193
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0
Initial Fut:	3	1	276			0	0	0			12	251	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	282			0	0	0			12	256	0			0	216	197
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0
Final Vol.:	3	1	282			0	0	0			12	256	0			0	216	197
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:																		
Cnflict Vol:	595	694	256			xxxx	xxxx	xxxxx			413	xxxx	xxxxx			xxxx	xxxx	xxxxx
Potent Cap.:	470	369	787			xxxx	xxxx	xxxxx			1157	xxxx	xxxxx			xxxx	xxxx	xxxxx
Move Cap.:	466	365	787			xxxx	xxxx	xxxxx			1157	xxxx	xxxxx			xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.36			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			8.1	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	778	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	1.7	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	12.3	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	B	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	12.3					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: B[10.9]

Street Name:	Hwy 1 SB Ramps									Imjin Pkwy								
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	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Volume Module:																					
Base Vol:	0		0		0		45		3		0	0		0		0	118		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	118		0		0
Added Vol:	0		0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0		45		3		0	0		0		0	118		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	134		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	134		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:																					
Cnflict Vol:	xxxx	xxxx	xxxxx				268		268	xxxxx	xxxx	xxxx	xxxxx				0	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx				725		641	xxxxx	xxxx	xxxx	xxxxx				900	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx				642		546	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				10.8	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
Shared Cap.:	xxxx	xxxx	xxxxx				629	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						10.9					xxxxxx					xxxxxx				
ApproachLOS:	*						B					*					*				

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

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

Street Name:	Hwy 1 NB Ramps									Imjin Pkwy								
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		160		0		0		0	14		42		0	0		111		106
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	4		0		160		0		0		0	14		42		0	0		111		106
Added Vol:	0		0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	4		0		160		0		0		0	14		42		0	0		111		106
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		57		0	0		150		143
Reduct Vol:	0		0		0		0		0		0	0		0		0	0		0		0
Final Vol.:	5		0		0		0		0		0	19		57		0	0		150		143
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:																					
Cnflict Vol:	316	xxxx	xxxxx	xxxx	xxxx	xxxxx						293	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	681	xxxx	xxxxx	xxxx	xxxx	xxxxx						1280	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	673	xxxx	xxxxx	xxxx	xxxx	xxxxx						1280	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx						0.01	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																					
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx						0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx						7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*		*	*	*						A	*		*	*	*				
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*		*		*		*		*		*	A		*		*	*		*		*
ApproachDel:	10.4						xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B						*					*					*				

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #7 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):	30.5
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	1 0	1	0 0	0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	499	0	192	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	192	0	484	167	110	202	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	499	0	192	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	213	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	213	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	213	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	0.13	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	0.38	0.00	0.88	0.88	0.77	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	19.9	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	19.9	0.0	30.4	30.4	56.6	9.8	0.0
HCM2kAvg:	0	0	0	17	0	4	0	20	20	5	3	0

EXISTING CONDITIONS
TJKM EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec):	55	Critical Vol./Cap. (X):	0.726
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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	0 1	0 1
Volume Module:												
Base Vol:	117	0	196	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:	117	0	196	0	0	0	211	881	0	0	240	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	196	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:	134	0	225	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:	134	0	225	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.:	134	0	225	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:	0.07	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:	0.41	0.00	0.77	0.00	0.00	0.00	0.53	0.81	0.00	0.00	0.36	0.53
Delay/Veh:	20.7	0.0	32.9	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:	20.7	0.0	32.9	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

EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: A[10.0]

Street Name:	Hwy 1 SB Ramps						Del Monte Blvd					
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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	139	0	11	0	1	1	7	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	139	0	11	0	1	1	7	5	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	0	11	0	1	1	7	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:	0.57	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	244	0	19	0	2	2	12	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	244	0	19	0	2	2	12	9	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	36	xxxx	9	xxxx	xxxx	xxxxx	4	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	982	xxxx	1079	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	976	xxxx	1079	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	0.02	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	983	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[11.6]

Street Name:	Hwy 1 NB Ramps						Del Monte Blvd					
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 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	5	0	22	15	0	0	0	139	1	64	8	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:	5	0	22	15	0	0	0	139	1	64	8	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	22	15	0	0	0	139	1	64	8	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:	6	0	27	19	0	0	0	172	1	79	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	0	27	19	0	0	0	172	1	79	10	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	340	xxxx	172	354	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	xxxx	xxxxx
Potent Cap.:	618	xxxx	877	605	xxxx	xxxxx	xxxx	xxxx	xxxxx	1416	xxxx	xxxxx
Move Cap.:	590	xxxx	877	560	xxxx	xxxxx	xxxx	xxxx	xxxxx	1416	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	804	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.7			11.6			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Average Delay (sec/veh): 22.6 Worst Case Level Of Service: E[47.3]

Street Name:	Hwy 1 SB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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	0		
Volume Module:																				
Base Vol:	0	0	0	295	0	46	0	78	55	215	100	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	295	0	46	0	78	55	215	100	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	295	0	46	0	78	55	215	100	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	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	317	0	49	0	84	59	231	108	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	317	0	49	0	84	59	231	108	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	683	xxxx	108	xxxx	xxxx	xxxxx	143	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	418	xxxx	952	xxxx	xxxx	xxxxx	1452	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	367	xxxx	952	xxxx	xxxx	xxxxx	1452	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.86	xxxx	0.05	xxxx	xxxx	xxxx	0.16	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	53.3	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	952	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	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*								
ApproachDel:	xxxxxx			47.3			xxxxxx			xxxxxx								
ApproachLOS:	*			E			*			*								

EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[15.9]

Street Name:	Hwy 1 NB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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:	55	0	124	0	0	0	39	334	0	0	260	256								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	55	0	124	0	0	0	39	334	0	0	260	256								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	55	0	124	0	0	0	39	334	0	0	260	256								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	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:	58	0	131	0	0	0	41	352	0	0	274	269								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	58	0	131	0	0	0	41	352	0	0	274	269								
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:																				
Cnflict Vol:	842	xxxx	352	xxxx	xxxx	xxxxx	543	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	337	xxxx	697	xxxx	xxxx	xxxxx	1036	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	327	xxxx	697	xxxx	xxxx	xxxxx	1036	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.18	xxxx	0.19	xxxx	xxxx	xxxx	0.04	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	8.6	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	517	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	15.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	15.9			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:	C			*			*			*								

EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

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

Street Name:	Hwy 1 SB Ramps						Imjin Pkwy					
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 1 0 0 0			0 0 0 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	183	0	0	0	0	0	1175	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	183	0	0	0	0	0	1175	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	0	0	0	0	0	1175	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	208	0	0	0	0	0	1335	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	208	0	0	0	0	0	1335	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2670	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	25	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.48	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	62.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	238.3	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			*			*		

EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 NB Ramps						Imjin Pkwy					
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:	0	0	381	0	0	0	0	183	0	0	1175	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:	0	0	381	0	0	0	0	183	0	0	1175	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	381	0	0	0	0	183	0	0	1175	129
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:	0	0	0	0	0	0	0	201	0	0	1291	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	201	0	0	1291	142
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 45 Critical Vol./Cap. (X): 1.018
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 81.8
Optimal Cycle: 100 Level Of Service: F

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	152	0	275	0	427	392	369	672	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	152	0	275	0	427	392	369	672	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	152	0	275	0	427	392	369	672	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	165	0	299	0	464	426	401	730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	299	0	464	426	401	730	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	165	0	299	0	464	426	401	730	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	0.94	0.94	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.52	0.48	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	926	850	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.19	0.00	0.50	0.50	0.22	0.38	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.83	0.00	1.25	1.25	1.25	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	15.7	0.0	31.9	0.0	138	138.3	155.0	8.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.7	0.0	31.9	0.0	138	138.3	155.0	8.1	0.0
HCM2kAvg:	0	0	0	3	0	7	0	38	38	20	8	0

EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 101 Level Of Service: C

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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	0	0
Volume Module:												
Base Vol:	262	0	324	0	0	0	150	430	0	0	779	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	0	324	0	0	0	150	430	0	0	779	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	324	0	0	0	150	430	0	0	779	386
User Adj:	1.00	1.00	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:	308	0	381	0	0	0	176	506	0	0	916	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	0	381	0	0	0	176	506	0	0	916	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	308	0	381	0	0	0	176	506	0	0	916	454
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:	0.17	0.00	0.24	0.00	0.00	0.00	0.10	0.27	0.00	0.00	0.48	0.28
Crit Moves:			****				****				****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.11	0.63	0.00	0.00	0.52	0.52
Volume/Cap:	0.66	0.00	0.92	0.00	0.00	0.00	0.92	0.42	0.00	0.00	0.92	0.54
Delay/Veh:	30.3	0.0	54.4	0.0	0.0	0.0	78.2	7.7	0.0	0.0	30.7	13.3
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:	30.3	0.0	54.4	0.0	0.0	0.0	78.2	7.7	0.0	0.0	30.7	13.3
HCM2kAvg:	8	0	13	0	0	0	8	6	0	0	26	8

EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 SB Ramps						Del Monte Blvd					
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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	57	0	2	0	8	4	15	2	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	57	0	2	0	8	4	15	2	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	2	0	8	4	15	2	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	67	0	2	0	9	5	18	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	67	0	2	0	9	5	18	2	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	49	xxxx	2	xxxx	xxxx	xxxxx	14	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	965	xxxx	1088	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	957	xxxx	1088	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	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	961	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[8.8]

Street Name:	Hwy 1 NB Ramps						Del Monte Blvd					
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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	1	0	9	0	0	0	0	57	8	67	15	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:	1	0	9	0	0	0	0	57	8	67	15	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	9	0	0	0	0	57	8	67	15	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:	1	0	11	0	0	0	0	70	10	83	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	11	0	0	0	0	70	10	83	19	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	259	xxxx	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	xxxx	xxxxx
Potent Cap.:	734	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx
Move Cap.:	702	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	952	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: C[19.8]

Street Name:	Hwy 1 SB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			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	228	0	51	0	109	65	152	115	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	228	0	51	0	109	65	152	115	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	228	0	51	0	109	65	152	115	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	235	0	53	0	112	67	157	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	235	0	53	0	112	67	157	119	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	578	xxxx	119	xxxx	xxxx	xxxxx	179	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	481	xxxx	939	xxxx	xxxx	xxxxx	1408	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	440	xxxx	939	xxxx	xxxx	xxxxx	1408	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.53	xxxx	0.06	xxxx	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	22.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	939	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	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: C[18.5]

Street Name:	Hwy 1 NB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			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:	65	0	295	0	0	0	55	283	0	0	201	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	295	0	0	0	55	283	0	0	201	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	295	0	0	0	55	283	0	0	201	318
User Adj:	1.00	1.00	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:	66	0	301	0	0	0	56	289	0	0	205	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	66	0	301	0	0	0	56	289	0	0	205	324
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:												
Cnflict Vol:	768	xxxx	289	xxxx	xxxx	xxxxx	530	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	373	xxxx	755	xxxx	xxxx	xxxxx	1048	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	357	xxxx	755	xxxx	xxxx	xxxxx	1048	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	0.40	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	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	629	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	18.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Average Delay (sec/veh): 52.5 Worst Case Level Of Service: F[203.9]

Street Name:	Hwy 1 SB Ramps						Imjin Pkwy					
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 1 0 0 0			0 0 0 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	128	0	0	0	0	0	575	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	128	0	0	0	0	0	575	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	128	0	0	0	0	0	575	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	145	0	0	0	0	0	653	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	145	0	0	0	0	0	653	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	73	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.73	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	5.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	203.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.8	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	73	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	5.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	203.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			203.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 NB Ramps						Imjin Pkwy					
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:	0	0	926	0	0	0	0	128	0	0	575	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:	0	0	926	0	0	0	0	128	0	0	575	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	926	0	0	0	0	128	0	0	575	140
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:	0	0	0	0	0	0	0	173	0	0	777	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	173	0	0	777	189
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 1.038
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 53.1
Optimal Cycle: 180 Level Of Service: D

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	291	0	146	0	619	209	392	590	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	291	0	146	0	619	209	392	590	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	291	0	146	0	619	209	392	590	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	323	0	162	0	688	232	436	656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	0	162	0	688	232	436	656	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	323	0	162	0	688	232	436	656	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	1372	463	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.10	0.00	0.50	0.50	0.24	0.35	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.48	0.48	0.23	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	1.04	0.00	0.58	0.00	1.04	1.04	1.04	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	94.3	0.0	33.6	0.0	61.2	61.2	84.9	5.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	94.3	0.0	33.6	0.0	61.2	61.2	84.9	5.2	0.0
HCM2kAvg:	0	0	0	15	0	5	0	33	33	19	7	0

EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 55 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 116 Level Of Service: D

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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	0	0
Volume Module:												
Base Vol:	321	0	395	0	0	0	249	660	0	0	660	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	0	395	0	0	0	249	660	0	0	660	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	0	395	0	0	0	249	660	0	0	660	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	369	0	454	0	0	0	286	759	0	0	759	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	454	0	0	0	286	759	0	0	759	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	369	0	454	0	0	0	286	759	0	0	759	179
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:	0.20	0.00	0.28	0.00	0.00	0.00	0.16	0.40	0.00	0.00	0.40	0.11
Crit Moves:			****				****				****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.16	0.56	0.00	0.00	0.40	0.40
Volume/Cap:	0.73	0.00	1.00	0.00	0.00	0.00	1.00	0.72	0.00	0.00	1.00	0.28
Delay/Veh:	23.2	0.0	62.9	0.0	0.0	0.0	77.2	11.4	0.0	0.0	50.0	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	0.0	62.9	0.0	0.0	0.0	77.2	11.4	0.0	0.0	50.0	11.4
HCM2kAvg:	8	0	15	0	0	0	11	11	0	0	21	2

IMPROVED EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: A[10.0]

Street Name:	Hwy 1 SB Ramps						Del Monte Blvd					
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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	139	0	11	0	1	1	7	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	139	0	11	0	1	1	7	5	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	0	11	0	1	1	7	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:	0.57	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	244	0	19	0	2	2	12	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	244	0	19	0	2	2	12	9	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	36	xxxx	9	xxxx	xxxx	xxxxx	4	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	982	xxxx	1079	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	976	xxxx	1079	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	0.02	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	983	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

IMPROVED EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[11.6]

Street Name:	Hwy 1 NB Ramps						Del Monte Blvd					
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 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	5	0	22	15	0	0	0	139	1	64	8	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:	5	0	22	15	0	0	0	139	1	64	8	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	22	15	0	0	0	139	1	64	8	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:	6	0	27	19	0	0	0	172	1	79	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	0	27	19	0	0	0	172	1	79	10	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	340	xxxx	172	354	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	xxxx	xxxxx
Potent Cap.:	618	xxxx	877	605	xxxx	xxxxx	xxxx	xxxx	xxxxx	1416	xxxx	xxxxx
Move Cap.:	590	xxxx	877	560	xxxx	xxxxx	xxxx	xxxx	xxxxx	1416	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	804	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.7			11.6			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

IMPROVED EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.384
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 37 Level Of Service: C

Street Name:	Hwy 1 SB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	295	0	46	0	78	55	215	100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	295	0	46	0	78	55	215	100	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	295	0	46	0	78	55	215	100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	317	0	49	0	84	59	231	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	317	0	49	0	84	59	231	108	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	317	0	49	0	84	59	231	108	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	0.94	0.94	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.59	0.41	1.00	1.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	1052	742	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.03	0.00	0.08	0.08	0.13	0.06	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.21	0.21	0.33	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.07	0.00	0.38	0.38	0.38	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	18.1	0.0	15.2	0.0	34.7	34.7	25.8	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:	0.0	0.0	0.0	18.1	0.0	15.2	0.0	34.7	34.7	25.8	11.2	0.0
HCM2kAvg:	0	0	0	7	0	1	0	4	4	6	2	0

IMPROVED EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[15.9]

Street Name:	Hwy 1 NB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			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:	55	0	124	0	0	0	39	334	0	0	260	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	124	0	0	0	39	334	0	0	260	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	124	0	0	0	39	334	0	0	260	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	58	0	131	0	0	0	41	352	0	0	274	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	58	0	131	0	0	0	41	352	0	0	274	269
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:												
Cnflict Vol:	842	xxxx	352	xxxx	xxxx	xxxxx	543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	337	xxxx	697	xxxx	xxxx	xxxxx	1036	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	327	xxxx	697	xxxx	xxxx	xxxxx	1036	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.18	xxxx	0.19	xxxx	xxxx	xxxx	0.04	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	8.6	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	517	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	15.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

IMPROVED EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 112 Level Of Service: B

Street Name:	Hwy 1 SB Ramps						Imjn Pkwy					
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	183	0	0	0	0	0	1175	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	183	0	0	0	0	0	1175	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	0	0	0	0	0	1175	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	208	0	0	0	0	0	1335	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	0	0	0	0	1335	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	208	0	0	0	0	0	1335	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	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	0	0	3618	0	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	61.3	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	61.3	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0
HCM2kAvg:	0	0	0	5	0	0	0	0	0	14	0	0

IMPROVED EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 NB Ramps						Imjn Pkwy					
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
Volume Module:												
Base Vol:	0	0	381	0	0	0	0	183	0	0	1175	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:	0	0	381	0	0	0	0	183	0	0	1175	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	381	0	0	0	0	183	0	0	1175	129
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:	0	0	0	0	0	0	0	201	0	0	1291	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	201	0	0	1291	142
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

IMPROVED EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 45 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 44 Level Of Service: C

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	152	0	275	0	427	392	369	672	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	152	0	275	0	427	392	369	672	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	152	0	275	0	427	392	369	672	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	165	0	299	0	464	426	401	730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	299	0	464	426	401	730	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	165	0	299	0	464	426	401	730	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	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1900	1615	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.19	0.00	0.24	0.26	0.22	0.38	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.31	0.31	0.26	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.83	0.00	0.78	0.84	0.84	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	15.7	0.0	31.9	0.0	20.5	26.4	28.3	8.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.7	0.0	31.9	0.0	20.5	26.4	28.3	8.1	0.0
HCM2kAvg:	0	0	0	3	0	7	0	8	9	9	8	0

IMPROVED EXISTING CONDITIONS
BLA 2000 VOLUMES
AM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 101 Level Of Service: C

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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
Volume Module:												
Base Vol:	262	0	324	0	0	0	150	430	0	0	779	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	0	324	0	0	0	150	430	0	0	779	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	324	0	0	0	150	430	0	0	779	386
User Adj:	1.00	1.00	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:	308	0	381	0	0	0	176	506	0	0	916	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	0	381	0	0	0	176	506	0	0	916	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	308	0	381	0	0	0	176	506	0	0	916	454
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:	0.17	0.00	0.24	0.00	0.00	0.00	0.10	0.27	0.00	0.00	0.48	0.28
Crit Moves:			****				****				****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.11	0.63	0.00	0.00	0.52	0.52
Volume/Cap:	0.66	0.00	0.92	0.00	0.00	0.00	0.92	0.42	0.00	0.00	0.92	0.54
Delay/Veh:	30.3	0.0	54.4	0.0	0.0	0.0	78.2	7.7	0.0	0.0	30.7	13.3
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:	30.3	0.0	54.4	0.0	0.0	0.0	78.2	7.7	0.0	0.0	30.7	13.3
HCM2kAvg:	8	0	13	0	0	0	8	6	0	0	26	8

IMPROVED EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #1 Hwy 1 SB Ramps/Del Monte Blvd

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 SB Ramps						Del Monte Blvd					
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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	57	0	2	0	8	4	15	2	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	57	0	2	0	8	4	15	2	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	2	0	8	4	15	2	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	67	0	2	0	9	5	18	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	67	0	2	0	9	5	18	2	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	49	xxxx	2	xxxx	xxxx	xxxxx	14	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	965	xxxx	1088	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	957	xxxx	1088	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	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	961	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

IMPROVED EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #2 Hwy 1 NB Ramps/Del Monte Blvd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[8.8]

Street Name:	Hwy 1 NB Ramps						Del Monte Blvd					
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 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	1	0	9	0	0	0	0	57	8	67	15	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:	1	0	9	0	0	0	0	57	8	67	15	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	9	0	0	0	0	57	8	67	15	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:	1	0	11	0	0	0	0	70	10	83	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	11	0	0	0	0	70	10	83	19	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	259	xxxx	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	xxxx	xxxxx
Potent Cap.:	734	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx
Move Cap.:	702	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	952	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

IMPROVED EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 33 Level Of Service: C

Street Name:	Hwy 1 SB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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	0	1	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	228	0	51	0	109	65	152	115	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	228	0	51	0	109	65	152	115	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	228	0	51	0	109	65	152	115	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	235	0	53	0	112	67	157	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	53	0	112	67	157	119	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	235	0	53	0	112	67	157	119	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	0.95	0.95	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.63	0.37	1.00	1.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	1131	674	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.00	0.10	0.10	0.09	0.06	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.31	0.31	0.27	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.08	0.00	0.32	0.32	0.32	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	20.2	0.0	17.9	0.0	26.4	26.4	29.2	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.2	0.0	17.9	0.0	26.4	26.4	29.2	9.1	0.0
HCM2kAvg:	0	0	0	5	0	1	0	4	4	4	2	0

IMPROVED EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: C[18.5]

Street Name:	Hwy 1 NB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	65	0	295	0	0	0	55	283	0	0	201	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	295	0	0	0	55	283	0	0	201	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	295	0	0	0	55	283	0	0	201	318
User Adj:	1.00	1.00	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:	66	0	301	0	0	0	56	289	0	0	205	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	66	0	301	0	0	0	56	289	0	0	205	324
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:												
Cnflict Vol:	768	xxxx	289	xxxx	xxxx	xxxxx	530	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	373	xxxx	755	xxxx	xxxx	xxxxx	1048	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	357	xxxx	755	xxxx	xxxx	xxxxx	1048	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	0.40	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	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	629	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	18.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

IMPROVED EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 38 Level Of Service: A

Street Name:	Hwy 1 SB Ramps						Imjn Pkwy					
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	128	0	0	0	0	0	575	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	128	0	0	0	0	0	575	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	128	0	0	0	0	0	575	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	145	0	0	0	0	0	653	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	0	0	0	0	653	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	145	0	0	0	0	0	653	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	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	0	0	3618	0	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
HCM2kAvg:	0	0	0	3	0	0	0	0	0	4	0	0

IMPROVED EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 NB Ramps						Imjn Pkwy					
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	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	926	0	0	0	0	128	0	0	575	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:	0	0	926	0	0	0	0	128	0	0	575	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	926	0	0	0	0	128	0	0	575	140
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:	0	0	0	0	0	0	0	173	0	0	777	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	173	0	0	777	189
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

IMPROVED EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 85 Level Of Service: C

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	291	0	146	0	619	209	392	590	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	291	0	146	0	619	209	392	590	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	291	0	146	0	619	209	392	590	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	323	0	162	0	688	232	436	656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	0	162	0	688	232	436	656	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	323	0	162	0	688	232	436	656	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	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1900	1615	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.10	0.00	0.36	0.14	0.24	0.35	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.41	0.41	0.27	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.50	0.00	0.88	0.35	0.88	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	52.1	0.0	29.4	0.0	33.2	16.5	44.5	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.1	0.0	29.4	0.0	33.2	16.5	44.5	6.4	0.0
HCM2kAvg:	0	0	0	12	0	4	0	19	4	14	8	0

IMPROVED EXISTING CONDITIONS
BLA 2000 TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 55 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 116 Level Of Service: D

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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
Volume Module:												
Base Vol:	321	0	395	0	0	0	249	660	0	0	660	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	0	395	0	0	0	249	660	0	0	660	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	0	395	0	0	0	249	660	0	0	660	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	369	0	454	0	0	0	286	759	0	0	759	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	454	0	0	0	286	759	0	0	759	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	369	0	454	0	0	0	286	759	0	0	759	179
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:	0.20	0.00	0.28	0.00	0.00	0.00	0.16	0.40	0.00	0.00	0.40	0.11
Crit Moves:			****				****				****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.16	0.56	0.00	0.00	0.40	0.40
Volume/Cap:	0.73	0.00	1.00	0.00	0.00	0.00	1.00	0.72	0.00	0.00	1.00	0.28
Delay/Veh:	23.2	0.0	62.9	0.0	0.0	0.0	77.2	11.4	0.0	0.0	50.0	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	0.0	62.9	0.0	0.0	0.0	77.2	11.4	0.0	0.0	50.0	11.4
HCM2kAvg:	8	0	15	0	0	0	11	11	0	0	21	2

APPENDIX B

LOS ANALYSIS SHEETS

EXISTING PLUS PROJECT CONDITIONS

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
AM PEAK HOUR

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]

Street Name:	Hwy 1 SB Ramps									Del Monte Blvd								
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	0	1 0	0	1	0	0 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:																		
Cnflict 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			*					*					

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
AM PEAK HOUR

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): 5.1 Worst Case Level Of Service: B[13.3]

Street Name:	Hwy 1 NB Ramps									Del Monte Blvd								
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:																		
Cnflict 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							0.2	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	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	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			xxxxxx					xxxxxx					
ApproachLOS:	B				B			*					*					

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

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

Street Name:	Hwy 1 SB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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	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:																				
Cnflict 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:	xxxxxx			202.2			xxxxxx			xxxxxx										
ApproachLOS:	*			F			*			*										

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

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

Street Name:	Hwy 1 NB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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:																				
Cnflict 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			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Average Delay (sec/veh): 11.4 Worst Case Level Of Service: B[13.4]

Street Name:	Hwy 1 SB Ramps									Imjin Pkwy								
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	1	0	0	0	0	0	0	0	0	1	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:																				
Cnflict 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
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	xxxxx	xxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*			B	*	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx					13.4			xxxxxx					xxxxxx						
ApproachLOS:	*					B			*					*						

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.4]

Street Name:	Hwy 1 NB Ramps									Imjin Pkwy								
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:	3		0		85	0		0		0	6		126		0	0		153		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:	3		0		85	0		0		0	6		126		0	0		153		22
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		138		0	0		168		24
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	3		0		0	0		0		0	7		138		0	0		168		24
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:																				
Cnflict Vol:	332	xxxx	xxxxx			xxxx	xxxx	xxxxx			192	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	667	xxxx	xxxxx			xxxx	xxxx	xxxxx			1393	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	665	xxxx	xxxxx			xxxx	xxxx	xxxxx			1393	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	0.00	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Stopped Del:	10.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*			*	*	*			A	*	*		*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*			*	*	*			A	*	*		*	*	*			
ApproachDel:	10.4					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #7 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

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	0	1	0	1	0	1	0	0	1	0	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
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

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
AM PEAK HOUR

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

Intersection #8 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

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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	0	1	0	0	1	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
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

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
PM PEAK HOUR

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]

Street Name:	Hwy 1 SB Ramps									Del Monte Blvd					
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	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:												
Cnflict 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			*			*		

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
PM PEAK HOUR

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]

Street Name:	Hwy 1 NB Ramps									Del Monte Blvd					
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:	9	11	26	28	26	6	19	92	8	139	35	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:	9	11	26	28	26	6	19	92	8	139	35	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	11	14	32	35	32	7	23	114	10	172	43	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	14	32	35	32	7	23	114	10	172	43	63
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:												
Cnflict Vol:	603	615	119	606	588	75	106	xxxx	xxxxx	123	xxxx	xxxxx
Potent Cap.:	414	409	939	412	424	992	1498	xxxx	xxxxx	1476	xxxx	xxxxx
Move Cap.:	342	351	939	344	363	992	1498	xxxx	xxxxx	1476	xxxx	xxxxx
Volume/Cap:	0.03	0.04	0.03	0.10	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	7.4	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	539	xxxxx	xxxx	378	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.5	xxxxx	xxxxx	16.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:	12.5			16.8			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

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

Street Name:	Hwy 1 SB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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	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
Final Vol.:	0	0	0	223	3	24	0	74	23	173	100	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:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	532	543	100	xxxx	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	512	449	961	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	467	398	961	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.48	0.01	0.02	xxxx	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	19.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	826	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	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[12.7]

Street Name:	Hwy 1 NB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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:	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
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	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:																				
Cnflict Vol:	603	701	261	xxxx	xxxx	xxxxx	413	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	466	365	782	xxxx	xxxx	xxxxx	1157	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	462	361	782	xxxx	xxxx	xxxxx	1157	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.39	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	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	774	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: B[11.0]

Street Name:	Hwy 1 SB Ramps									Imjin Pkwy								
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	1	0	0	0	0	0	0	0	0	1	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:																				
Cnflict 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
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		xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			B	*	*	*	*	*	*	*	*		*	*	*		
ApproachDel:	xxxxxx					11.0					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

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

Street Name:	Hwy 1 NB Ramps									Imjin Pkwy								
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	160			0	0		0		14	42		0		0	113		106	
Growth Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	4	0	160			0	0		0		14	42		0		0	113		106	
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	57		0		0	153		143	
Reduct Vol:	0	0	0			0	0		0		0	0		0		0	0		0	
Final Vol.:	5	0	0			0	0		0		19	57		0		0	153		143	
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:																				
Cnflict Vol:	319	xxxx	xxxxx			xxxx	xxxx	xxxxx			296	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	679	xxxx	xxxxx			xxxx	xxxx	xxxxx			1277	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	671	xxxx	xxxxx			xxxx	xxxx	xxxxx			1277	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	xxxx			xxxx	xxxx	xxxx			0.01	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Stopped Del:	10.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	B	*	*			*	*	*			A	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			A	*	*			*	*	*		
ApproachDel:	10.4					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #7 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

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	0	1	0	1	0	1	0	0	1	0	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
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
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

EXISTING PLUS PROJECT CONDITIONS
TJKM TRAFFIC VOLUMES
PM PEAK HOUR

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

Intersection #8 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

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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	0	1	0	0	1	0	0	1	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
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

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
AM PEAK HOUR

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): 9.5 Worst Case Level Of Service: A[10.0]

Street Name:	Hwy 1 SB Ramps						Del Monte Blvd					
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	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	139	0	11	0	1	1	7	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	139	0	11	0	1	1	7	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:	0.57	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	244	0	19	0	2	2	12	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	244	0	19	0	2	2	12	9	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	36	xxxx	9	xxxx	xxxx	xxxxx	4	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	982	xxxx	1079	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	976	xxxx	1079	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	0.02	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	983	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
AM PEAK HOUR

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): 3.7 Worst Case Level Of Service: B[11.7]

Street Name:	Hwy 1 NB Ramps						Del Monte Blvd					
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 0	0	0	1 0	0	1	0 0
Volume Module:												
Base Vol:	5	0	22	16	0	0	0	139	1	66	8	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:	5	0	22	16	0	0	0	139	1	66	8	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:	6	0	27	20	0	0	0	172	1	81	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	0	27	20	0	0	0	172	1	81	10	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	345	xxxx	172	359	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	xxxx	xxxxx
Potent Cap.:	613	xxxx	877	601	xxxx	xxxxx	xxxx	xxxx	xxxxx	1416	xxxx	xxxxx
Move Cap.:	585	xxxx	877	555	xxxx	xxxxx	xxxx	xxxx	xxxxx	1416	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.03	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	802	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.7			11.7			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
AM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Average Delay (sec/veh): 23.1 Worst Case Level Of Service: E[48.7]

Street Name:	Hwy 1 SB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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	295	0	46	0	82	55	215	102	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	295	0	46	0	82	55	215	102	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	317	0	49	0	88	59	231	110	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	317	0	49	0	88	59	231	110	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	690	xxxx	110	xxxx	xxxx	xxxxx	147	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	414	xxxx	949	xxxx	xxxx	xxxxx	1447	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	363	xxxx	949	xxxx	xxxx	xxxxx	1447	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.87	xxxx	0.05	xxxx	xxxx	xxxx	0.16	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	54.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	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	949	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	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*								
ApproachDel:	xxxxxx			48.7			xxxxxx			xxxxxx										
ApproachLOS:	*			E			*			*										

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
AM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[16.0]

Street Name:	Hwy 1 NB Ramps									Reservation Rd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			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:	55	0	124	0	0	0	39	337	0	0	262	256								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	55	0	124	0	0	0	39	337	0	0	262	256								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	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:	58	0	131	0	0	0	41	355	0	0	276	269								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	58	0	131	0	0	0	41	355	0	0	276	269								
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:																				
Cnflict Vol:	847	xxxx	355	xxxx	xxxx	xxxxx	545	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	335	xxxx	694	xxxx	xxxx	xxxxx	1034	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	325	xxxx	694	xxxx	xxxx	xxxxx	1034	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.18	xxxx	0.19	xxxx	xxxx	xxxx	0.04	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	8.6	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	514	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	16.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	16.0			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	C			*			*			*										

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
AM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

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

Street Name:	Hwy 1 SB Ramps									Imjin Pkwy								
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	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Volume Module:																					
Base Vol:	0	0	0				183	0	0			0	0	0			1193	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				183	0	0			0	0	0			1193	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				208	0	0			0	0	0			1356	0	0		
Reduct Vol:	0	0	0				0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0				208	0	0			0	0	0			1356	0	0		
Critical Gap Module:																					
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																					
Cnflict Vol:	xxxx	xxxx	xxxxx				2711	xxxx	xxxxx			xxxx	xxxx	xxxxx			0	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx				24	xxxx	xxxxx			xxxx	xxxx	xxxxx			900	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx				0	xxxx	xxxxx			xxxx	xxxx	xxxxx			900	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			1.51	xxxx	xxxx		
Level Of Service Module:																					
Queue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			64.8	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			248.2	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:	xxxxxx						xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*						F					*					*				

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
AM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 NB Ramps									Imjin Pkwy								
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:	0	0	470				0	0	0			0	183	0			0	1193	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:	0	0	470				0	0	0			0	183	0			0	1193	130		
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:	0	0	0				0	0	0			0	201	0			0	1311	143		
Reduct Vol:	0	0	0				0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0				0	0	0			0	201	0			0	1311	143		
Critical Gap Module:																					
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																					
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																					
Queue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*				*	*	*			*	*	*			*	*	*		
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			9.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*				*	*	*			A	*	*			*	*	*		
ApproachDel:	xxxxxx						xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*						*					*					*				

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
AM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 45 Critical Vol./Cap. (X): 1.042
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 89.9
Optimal Cycle: 112 Level Of Service: F

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	154	0	305	0	439	398	381	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:	0	0	0	154	0	305	0	439	398	381	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:	0.92	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	167	0	332	0	477	433	414	749	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	167	0	332	0	477	433	414	749	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	167	0	332	0	477	433	414	749	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	0.94	0.94	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.52	0.48	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	933	846	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.21	0.00	0.51	0.51	0.23	0.39	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.92	0.00	1.28	1.28	1.28	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	15.7	0.0	46.1	0.0	151	151.3	167.2	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.7	0.0	46.1	0.0	151	151.3	167.2	8.4	0.0
HCM2kAvg:	0	0	0	3	0	9	0	40	40	21	9	0

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
AM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 100 Level Of Service: C

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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	0	1
Volume Module:												
Base Vol:	291	0	325	0	0	0	145	448	0	0	779	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	0	325	0	0	0	145	448	0	0	779	392
User Adj:	1.00	1.00	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:	342	0	382	0	0	0	171	527	0	0	916	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	0	382	0	0	0	171	527	0	0	916	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	342	0	382	0	0	0	171	527	0	0	916	461
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:	0.19	0.00	0.24	0.00	0.00	0.00	0.09	0.28	0.00	0.00	0.48	0.29
Crit Moves:			****				****				****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.10	0.63	0.00	0.00	0.53	0.53
Volume/Cap:	0.73	0.00	0.92	0.00	0.00	0.00	0.92	0.44	0.00	0.00	0.92	0.54
Delay/Veh:	33.1	0.0	53.6	0.0	0.0	0.0	78.5	7.9	0.0	0.0	30.2	13.3
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:	33.1	0.0	53.6	0.0	0.0	0.0	78.5	7.9	0.0	0.0	30.2	13.3
HCM2kAvg:	10	0	13	0	0	0	8	7	0	0	25	8

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
PM PEAK HOUR

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): 7.3 Worst Case Level Of Service: A[9.1]

Street Name:	Hwy 1 SB Ramps						Del Monte Blvd					
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	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	59	0	2	0	8	4	15	2	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	59	0	2	0	8	4	15	2	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	69	0	2	0	9	5	18	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	69	0	2	0	9	5	18	2	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	49	xxxx	2	xxxx	xxxx	xxxxx	14	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	965	xxxx	1088	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	957	xxxx	1088	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	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	961	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
PM PEAK HOUR

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): 3.7 Worst Case Level Of Service: A[8.9]

Street Name:	Hwy 1 NB Ramps						Del Monte Blvd					
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	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	1	0	9	0	0	0	0	60	8	68	15	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:	1	0	9	0	0	0	0	60	8	68	15	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:	1	0	11	0	0	0	0	74	10	84	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	11	0	0	0	0	74	10	84	19	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	265	xxxx	79	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	xxxx	xxxxx
Potent Cap.:	728	xxxx	987	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Move Cap.:	696	xxxx	987	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	947	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
PM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Average Delay (sec/veh): 12.1 Worst Case Level Of Service: C[24.9]

Street Name:	Hwy 1 SB Ramps									Reservation Rd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					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			279	0	51			0	112	65			152	118	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			279	0	51			0	112	65			152	118	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			288	0	53			0	115	67			157	122	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0			288	0	53			0	115	67			157	122	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			584	xxxx	122			xxxx	xxxx	xxxxx			182	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			477	xxxx	935			xxxx	xxxx	xxxxx			1405	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			437	xxxx	935			xxxx	xxxx	xxxxx			1405	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.66	xxxx	0.06			xxxx	xxxx	xxxx			0.11	xxxx	xxxx		
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx			4.6	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.4	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx			27.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx		
LOS by Move:	*	*	*			D	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	935			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	9.1			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	A			*	*	*			*	*	*		
ApproachDel:	xxxxxx					24.9					xxxxxx					xxxxxx				
ApproachLOS:	*					C					*					*				

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
PM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: C[18.6]

Street Name:	Hwy 1 NB Ramps									Reservation Rd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					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:	65	0	295			0	0	0			54	286	0			0	205	318		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	65	0	295			0	0	0			54	286	0			0	205	318		
User Adj:	1.00	1.00	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:	66	0	301			0	0	0			55	292	0			0	209	324		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	66	0	301			0	0	0			55	292	0			0	209	324		
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:																				
Cnflict Vol:	773	xxxx	292			xxxx	xxxx	xxxxx			534	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	370	xxxx	752			xxxx	xxxx	xxxxx			1044	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	355	xxxx	752			xxxx	xxxx	xxxxx			1044	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	0.19	xxxx	0.40			xxxx	xxxx	xxxx			0.05	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			8.6	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	626	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	3.8	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	18.6	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	C	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	18.6					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	C					*					*					*				

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
PM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Average Delay (sec/veh): 53.0 Worst Case Level Of Service: F[206.5]

Street Name:	Hwy 1 SB Ramps						Imjin Pkwy					
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 1 0 0 0			0 0 0 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	128	0	0	0	0	0	576	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	128	0	0	0	0	0	576	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	145	0	0	0	0	0	655	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	145	0	0	0	0	0	655	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			6.4 xxxx xxxxx			xxxxx xxxx xxxxx			4.1 xxxx xxxxx		
FollowUpTim:	xxxxx xxxx xxxxx			3.5 xxxx xxxxx			xxxxx xxxx xxxxx			2.2 xxxx xxxxx		
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			1309 xxxx xxxxx			xxxx xxxx xxxxx			0 xxxx xxxxx		
Potent Cap.:	xxxx xxxx xxxxx			177 xxxx xxxxx			xxxx xxxx xxxxx			900 xxxx xxxxx		
Move Cap.:	xxxx xxxx xxxxx			72 xxxx xxxxx			xxxx xxxx xxxxx			900 xxxx xxxxx		
Volume/Cap:	xxxx xxxx	xxxx		2.01 xxxx	xxxx		xxxx xxxx	xxxx		0.73 xxxx	xxxx	
Level Of Service Module:												
Queue:	xxxxx xxxx xxxxx			5.3 xxxx xxxxx			xxxxx xxxx xxxxx			6.6 xxxx xxxxx		
Stopped Del:	xxxxx xxxx xxxxx			206.5 xxxx xxxxx			xxxxx xxxx xxxxx			18.9 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			72 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			5.3 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd StpDel:	xxxxx xxxx xxxxx			206.5 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			206.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
PM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 NB Ramps						Imjin Pkwy					
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:	0	0	1041	0	0	0	0	128	0	0	576	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:	0	0	1041	0	0	0	0	128	0	0	576	140
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:	0	0	0	0	0	0	0	173	0	0	778	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	173	0	0	778	189
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
FollowUpTim:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Potent Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Move Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx	
Level Of Service Module:												
Queue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Stopped Del:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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			9.0 xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
PM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 1.040
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 180 Level Of Service: D

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	295	0	164	0	602	223	392	610	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	295	0	164	0	602	223	392	610	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	328	0	182	0	669	248	436	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	328	0	182	0	669	248	436	678	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	328	0	182	0	669	248	436	678	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	0.73	0.27	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1337	495	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.11	0.00	0.50	0.50	0.24	0.36	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.48	0.48	0.23	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	1.04	0.00	0.65	0.00	1.04	1.04	1.04	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	94.5	0.0	35.9	0.0	61.9	61.9	85.5	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	94.5	0.0	35.9	0.0	61.9	61.9	85.5	5.4	0.0
HCM2kAvg:	0	0	0	15	0	5	0	34	34	19	8	0

EXISTING PLUS PROJECT CONDITIONS
BLA VOLUMES
PM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 55 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 45.5
Optimal Cycle: 149 Level Of Service: D

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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	0	0
Volume Module:												
Base Vol:	321	0	426	0	0	0	251	646	0	0	681	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	0	426	0	0	0	251	646	0	0	681	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	369	0	490	0	0	0	289	743	0	0	783	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	490	0	0	0	289	743	0	0	783	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	369	0	490	0	0	0	289	743	0	0	783	179
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:	0.20	0.00	0.30	0.00	0.00	0.00	0.16	0.39	0.00	0.00	0.41	0.11
Crit Moves:			****				****				****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.15	0.55	0.00	0.00	0.39	0.39
Volume/Cap:	0.70	0.00	1.05	0.00	0.00	0.00	1.05	0.72	0.00	0.00	1.05	0.28
Delay/Veh:	21.7	0.0	73.7	0.0	0.0	0.0	90.1	11.7	0.0	0.0	62.3	11.6
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:	21.7	0.0	73.7	0.0	0.0	0.0	90.1	11.7	0.0	0.0	62.3	11.6
HCM2kAvg:	7	0	17	0	0	0	12	11	0	0	24	2

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
AM PEAK HOUR

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): 9.5 Worst Case Level Of Service: A[10.0]

Street Name:	Hwy 1 SB Ramps									Del Monte Blvd								
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	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	0		0		0	139		0	11		0		1	1		7		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	139		0	11		0		1	1		7		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:	0.57		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	244		0	19		0		2	2		12		9	0	
Reduct Vol:	0		0		0	0		0	0		0		0	0		0		0	0	
Final Vol.:	0		0		0	244		0	19		0		2	2		12		9	0	
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	6.4		xxxx	6.2		xxxxx		xxxx	xxxxx		4.1		xxxx	xxxxx	
FollowUpTim:	xxxxx		xxxx		xxxxx	3.5		xxxx	3.3		xxxxx		xxxx	xxxxx		2.2		xxxx	xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	36		xxxx	9		xxxx		xxxx	xxxxx		4		xxxx	xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx	982		xxxx	1079		xxxx		xxxx	xxxxx		1632		xxxx	xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx	976		xxxx	1079		xxxx		xxxx	xxxxx		1632		xxxx	xxxxx	
Volume/Cap:	xxxx		xxxx		xxxx	0.25		xxxx	0.02		xxxx		xxxx	xxxx		0.01		xxxx	xxxx	
Level Of Service Module:																				
Queue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx	xxxxx		xxxxx		xxxx	xxxxx		0.0		xxxx	xxxxx	
Stopped Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx	xxxxx		xxxxx		xxxx	xxxxx		7.2		xxxx	xxxxx	
LOS by Move:	*		*		*	*		*	*		*		*	*		A		*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		983	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxx	xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		1.1	xxxxx		xxxxx		xxxx	xxxxx		0.0		xxxx	xxxxx	
Shrd StpDel:	xxxxx		xxxx		xxxxx	xxxxx		10.0	xxxxx		xxxxx		xxxx	xxxxx		7.2		xxxx	xxxxx	
Shared LOS:	*		*		*	*		A	*		*		*	*		A		*	*	
ApproachDel:	xxxxxx					10.0			xxxxxx							xxxxxx				
ApproachLOS:	*					A			*							*				

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
AM PEAK HOUR

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): 3.7 Worst Case Level Of Service: B[11.7]

Street Name:	Hwy 1 NB Ramps									Del Monte Blvd								
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	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	5		0		22	16		0	0		0		139	1		66		8	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:	5		0		22	16		0	0		0		139	1		66		8	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:	6		0		27	20		0	0		0		172	1		81		10	0	
Reduct Vol:	0		0		0	0		0	0		0		0	0		0		0	0	
Final Vol.:	6		0		27	20		0	0		0		172	1		81		10	0	
Critical Gap Module:																				
Critical Gp:	7.1		xxxx		6.2	7.1		xxxx	xxxxx		xxxxx		xxxx	xxxxx		4.1		xxxx	xxxxx	
FollowUpTim:	3.5		xxxx		3.3	3.5		xxxx	xxxxx		xxxxx		xxxx	xxxxx		2.2		xxxx	xxxxx	
Capacity Module:																				
Cnflict Vol:	345		xxxx		172	359		xxxx	xxxxx		xxxx		xxxx	xxxxx		173		xxxx	xxxxx	
Potent Cap.:	613		xxxx		877	601		xxxx	xxxxx		xxxx		xxxx	xxxxx		1416		xxxx	xxxxx	
Move Cap.:	585		xxxx		877	555		xxxx	xxxxx		xxxx		xxxx	xxxxx		1416		xxxx	xxxxx	
Volume/Cap:	0.01		xxxx		0.03	0.04		xxxx	xxxx		xxxx		xxxx	xxxx		0.06		xxxx	xxxx	
Level Of Service Module:																				
Queue:	xxxxx		xxxx		xxxxx	0.1		xxxx	xxxxx		xxxxx		xxxx	xxxxx		0.2		xxxx	xxxxx	
Stopped Del:	xxxxx		xxxx		xxxxx	11.7		xxxx	xxxxx		xxxxx		xxxx	xxxxx		7.7		xxxx	xxxxx	
LOS by Move:	*		*		*	B		*	*		*		*	*		A		*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		802	xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx		0.1	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.2	xxxx		xxxxx	
Shrd StpDel:	xxxxx		9.7	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		7.7	xxxx		xxxxx	
Shared LOS:	*		A	*		*	*		*		*	*		*		A	*		*	
ApproachDel:	9.7					11.7					xxxxxx					xxxxxx				
ApproachLOS:	A					B					*					*				

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
AM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 37 Level Of Service: C

Street Name:	Hwy 1 SB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	295	0	46	0	82	55	215	102	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	295	0	46	0	82	55	215	102	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	317	0	49	0	88	59	231	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	317	0	49	0	88	59	231	110	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	317	0	49	0	88	59	231	110	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	0.95	0.95	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.60	0.40	1.00	1.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	1076	722	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.03	0.00	0.08	0.08	0.13	0.06	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.21	0.21	0.33	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.07	0.00	0.39	0.39	0.39	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	0.0	15.3	0.0	34.4	34.4	26.0	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.3	0.0	15.3	0.0	34.4	34.4	26.0	11.1	0.0
HCM2kAvg:	0	0	0	7	0	1	0	4	4	6	2	0

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
AM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[16.0]

Street Name:	Hwy 1 NB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	55	0	124	0	0	0	39	337	0	0	262	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	124	0	0	0	39	337	0	0	262	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	58	0	131	0	0	0	41	355	0	0	276	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	58	0	131	0	0	0	41	355	0	0	276	269
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:												
Cnflict Vol:	847	xxxx	355	xxxx	xxxx	xxxxx	545	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	335	xxxx	694	xxxx	xxxx	xxxxx	1034	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	325	xxxx	694	xxxx	xxxx	xxxxx	1034	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.18	xxxx	0.19	xxxx	xxxx	xxxx	0.04	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	8.6	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	514	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	16.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
AM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 119 Level Of Service: B

Street Name:	Hwy 1 SB Ramps						Imjin Pkwy					
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	183	0	0	0	0	0	1193	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	183	0	0	0	0	0	1193	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	208	0	0	0	0	0	1356	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	0	0	0	0	1356	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	208	0	0	0	0	0	1356	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	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	0	0	3618	0	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	62.9	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.9	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
HCM2kAvg:	0	0	0	5	0	0	0	0	0	15	0	0

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
AM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 NB Ramps						Imjin Pkwy					
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	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	470	0	0	0	0	183	0	0	1193	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:	0	0	470	0	0	0	0	183	0	0	1193	130
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:	0	0	0	0	0	0	0	201	0	0	1311	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	201	0	0	1311	143
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
AM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 45 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 45 Level Of Service: C

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	154	0	305	0	439	398	381	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:	0	0	0	154	0	305	0	439	398	381	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:	0.92	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	167	0	332	0	477	433	414	749	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	167	0	332	0	477	433	414	749	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	167	0	332	0	477	433	414	749	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	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1900	1615	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.21	0.00	0.25	0.27	0.23	0.39	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.31	0.31	0.26	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.88	0.00	0.82	0.88	0.88	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	15.2	0.0	36.8	0.0	23.8	31.2	32.9	9.0	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	15.2	0.0	36.8	0.0	23.8	31.2	32.9	9.0	0.0
HCM2kAvg:	0	0	0	2	0	8	0	9	10	10	9	0

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
AM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 100 Level Of Service: C

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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
Volume Module:												
Base Vol:	291	0	325	0	0	0	145	448	0	0	779	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	0	325	0	0	0	145	448	0	0	779	392
User Adj:	1.00	1.00	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:	342	0	382	0	0	0	171	527	0	0	916	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	0	382	0	0	0	171	527	0	0	916	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	342	0	382	0	0	0	171	527	0	0	916	461
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:	0.19	0.00	0.24	0.00	0.00	0.00	0.09	0.28	0.00	0.00	0.48	0.29
Crit Moves:			****				****				****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.10	0.63	0.00	0.00	0.53	0.53
Volume/Cap:	0.73	0.00	0.92	0.00	0.00	0.00	0.92	0.44	0.00	0.00	0.92	0.54
Delay/Veh:	33.1	0.0	53.6	0.0	0.0	0.0	78.5	7.9	0.0	0.0	30.2	13.3
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:	33.1	0.0	53.6	0.0	0.0	0.0	78.5	7.9	0.0	0.0	30.2	13.3
HCM2kAvg:	10	0	13	0	0	0	8	7	0	0	25	8

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
PM PEAK HOUR

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): 7.3 Worst Case Level Of Service: A[9.1]

Street Name:	Hwy 1 SB Ramps						Del Monte Blvd					
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	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	59	0	2	0	8	4	15	2	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	59	0	2	0	8	4	15	2	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	69	0	2	0	9	5	18	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	69	0	2	0	9	5	18	2	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	49	xxxx	2	xxxx	xxxx	xxxxx	14	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	965	xxxx	1088	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	957	xxxx	1088	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	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	961	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
PM PEAK HOUR

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): 3.7 Worst Case Level Of Service: A[8.9]

Street Name:	Hwy 1 NB Ramps						Del Monte Blvd					
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	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	1	0	9	0	0	0	0	60	8	68	15	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:	1	0	9	0	0	0	0	60	8	68	15	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:	1	0	11	0	0	0	0	74	10	84	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	11	0	0	0	0	74	10	84	19	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	265	xxxx	79	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	xxxx	xxxxx
Potent Cap.:	728	xxxx	987	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Move Cap.:	696	xxxx	987	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	947	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
PM PEAK HOUR

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

Intersection #3 Hwy 1 SB Ramps/Reservation Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 35 Level Of Service: C

Street Name:	Hwy 1 SB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	279	0	51	0	112	65	152	118	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	279	0	51	0	112	65	152	118	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	288	0	53	0	115	67	157	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	0	53	0	115	67	157	122	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	288	0	53	0	115	67	157	122	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	0.95	0.95	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.63	0.37	1.00	1.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	1142	663	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.03	0.00	0.10	0.10	0.09	0.06	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.29	0.29	0.25	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.07	0.00	0.35	0.35	0.35	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	15.2	0.0	28.4	28.4	31.3	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	0.0	15.2	0.0	28.4	28.4	31.3	11.3	0.0
HCM2kAvg:	0	0	0	6	0	1	0	5	5	4	2	0

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
PM PEAK HOUR

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

Intersection #4 Hwy 1 NB Ramps/Reservation Rd

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: C[18.6]

Street Name:	Hwy 1 NB Ramps						Reservation Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
Volume Module:												
Base Vol:	65	0	295	0	0	0	54	286	0	0	205	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	295	0	0	0	54	286	0	0	205	318
User Adj:	1.00	1.00	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:	66	0	301	0	0	0	55	292	0	0	209	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	66	0	301	0	0	0	55	292	0	0	209	324
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:												
Cnflict Vol:	773	xxxx	292	xxxx	xxxx	xxxxx	534	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	370	xxxx	752	xxxx	xxxx	xxxxx	1044	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	355	xxxx	752	xxxx	xxxx	xxxxx	1044	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	0.40	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	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	626	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	18.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		18.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
PM PEAK HOUR

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

Intersection #5 Hwy 1 SB Ramps/Imjin Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 38 Level Of Service: A

Street Name:	Hwy 1 SB Ramps						Imjin Pkwy					
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	128	0	0	0	0	0	576	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	128	0	0	0	0	0	576	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	145	0	0	0	0	0	655	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	0	0	0	0	655	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	145	0	0	0	0	0	655	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	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	0	0	3618	0	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
HCM2kAvg:	0	0	0	3	0	0	0	0	0	4	0	0

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
PM PEAK HOUR

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

Intersection #6 Hwy 1 NB Ramps/Imjin Pkwy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.0]

Street Name:	Hwy 1 NB Ramps						Imjin Pkwy					
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	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	1041	0	0	0	0	128	0	0	576	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:	0	0	1041	0	0	0	0	128	0	0	576	140
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:	0	0	0	0	0	0	0	173	0	0	778	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	173	0	0	778	189
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
PM PEAK HOUR

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

Intersection #7 Hwy 68 WB Ramps/Reservation Rd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.873
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 83 Level Of Service: C

Street Name:	Hwy 68 WB Ramps						Reservation Rd					
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	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	295	0	164	0	602	223	392	610	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	295	0	164	0	602	223	392	610	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	328	0	182	0	669	248	436	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	328	0	182	0	669	248	436	678	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	328	0	182	0	669	248	436	678	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	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1809	0	1615	0	1900	1615	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.11	0.00	0.35	0.15	0.24	0.36	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.40	0.40	0.28	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.54	0.00	0.87	0.38	0.87	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	50.2	0.0	30.1	0.0	32.8	17.2	43.1	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	50.2	0.0	30.1	0.0	32.8	17.2	43.1	6.8	0.0
HCM2kAvg:	0	0	0	12	0	5	0	19	4	14	9	0

IMPROVED EXISTING PLUS PROJECT CONDITIONS
BLA 2000 PLUS PROJECT VOLUMES
PM PEAK HOUR

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

Intersection #8 Hwy 68 EB Ramps/Reservation Rd

Cycle (sec): 55 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 45.5
Optimal Cycle: 149 Level Of Service: D

Street Name:	Hwy 68 EB Ramps						Reservation Rd					
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
Volume Module:												
Base Vol:	321	0	426	0	0	0	251	646	0	0	681	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	0	426	0	0	0	251	646	0	0	681	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	369	0	490	0	0	0	289	743	0	0	783	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	490	0	0	0	289	743	0	0	783	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	369	0	490	0	0	0	289	743	0	0	783	179
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:	0.20	0.00	0.30	0.00	0.00	0.00	0.16	0.39	0.00	0.00	0.41	0.11
Crit Moves:			****				****				****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.15	0.55	0.00	0.00	0.39	0.39
Volume/Cap:	0.70	0.00	1.05	0.00	0.00	0.00	1.05	0.72	0.00	0.00	1.05	0.28
Delay/Veh:	21.7	0.0	73.7	0.0	0.0	0.0	90.1	11.7	0.0	0.0	62.3	11.6
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:	21.7	0.0	73.7	0.0	0.0	0.0	90.1	11.7	0.0	0.0	62.3	11.6
HCM2kAvg:	7	0	17	0	0	0	12	11	0	0	24	2